



Renewed Measure M Comprehensive Ten-Year Review

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I. Executive Summary

In November 2006, Orange County voters approved the extension or renewal of Measure M, a one-half cent transportation sales tax to fund a slate of projects and programs for another 30 years. The Plan included a provision in the Measure M2 Ordinance No. 3 (also known as M2 or the Plan) requiring that at least every ten-years the Orange County Transportation Authority (OCTA) to conduct a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program.

OCTA recently concluded the first Ten-Year Review covering the time period from when M2 was approved by Orange County voters in November 2006 to fall 2015. The comprehensive review includes four specific areas of analysis, which meet the objectives outlined in the Plan:

- Situation Analysis
- Financial Analysis
- Project Delivery Analysis
- Public Priority Analysis

Situation Analysis

External situations which have had or have the potential to affect M2 were identified and analyzed, including transportation-related federal and state legislation that was signed into law as well as emerging transportation issues and state policy changes that have occurred following the passage of M2. Upon review, it was determined that none of the federal or state laws or regulations passed or issued since the passage of M2 would prompt a recommendation to change the M2 program. Because of the flexibility built into the Measure M2 Ordinance and guidelines, OCTA has been able to adapt to a reduction in sales tax revenues as a result of the 2008 Great Recession and take advantage of the funding-related legislative changes that have occurred to date, while continuing to advance locally-prioritized M2 transportation projects. However while guidelines implementing legislation related to reducing Green Houses Gas (GHG) have yet to be finalized, these requirements could make it more difficult for additional highway and roadway capacity projects to be completed. Further OCTA has made adjustments outside of M2 to be responsive to new state policies.

Legislation

On the Federal side, several laws were passed since 2006 which could have affected M2 projects. While some legislation, such as the American Recovery and Reinvestment Act (ARRA), provided new one-time federal funding for transportation projects, the majority of federal legislation related to the appropriation of federal funds for transportation projects and programs. For example, the Moving Ahead for Progress in the 21st Century Act (MAP-21) provided \$18.8 billion to fund federal transportation programs until September 30, 2014. As part of MAP-21, several components of OCTA's project streamlining initiative – Breaking Down Barriers – were included in the final bill. Additionally, MAP-21 also included a new mandate to address high occupancy

lane degradation which has triggered new managed lane policies from the California Department of Transportation (Caltrans). Subsequently, a temporary extension of MAP-21 through May 31, 2015 was put in place, but the continued debate on renewal of MAP-21 remains an issue due to the lack of certainty for long-term transportation funding needs.

On the State side, transportation legislation with a focus towards sustainability and addressing GHG reduction has emerged. Fortunately, the M2 Investment Plan includes elements that support and enhance transportation system sustainability: M2 provides expanded transit services and more efficient street and highway operations, greater and more local funding to allow local jurisdictions to address local needs, preserves open space through the incorporated sustainability elements that were important at that time including the freeway mitigation and water cleanup programs. The Plan also was approved through a Programmatic Environmental Impact Report which evaluated the program as a whole and went through a rigorous process of analyzing air quality benefits. Additionally, the Plan elements were included in the most recent 2012 Regional Transportation Plan which is in place to ensure environmental conformity and consistency with the Sustainable Communities Strategy. Balancing new sustainability regulations while continuing to keep the promise to the voters will continue to be a priority moving forward.

Demographics and Land Use

The M2 Review did not reveal significant shifts in demographics or land use patterns. While growth in population, employment and housing has slowed, the general location and pattern of growth is similar to what was initially projected as part of the M2 Plan process.

State Policy

With regard to state policy, the California Department of Transportation (Caltrans) recently-released District Directive on a Managed Lane Policy moves Caltrans into a more direct role in the planning, design and operations of managed lanes without a known funding source. Caltrans' growing interest is driven by fiscal, operational, and environmental considerations. While the ultimate outcome of the emphasis on sustainability and managed lanes is yet to be determined, it will likely change the make-up of future sales tax measures. What is unclear is how these policy changes will apply to existing measures that predate these policies. Moving forward, it will be important for both agencies to work together to ensure the commitment made to voters is upheld.

Financial Analysis

Recessionary Impacts to M2 Funds

When the extension of Measure M was approved by Orange County voters in November 2006, sales tax revenue projections during the life of the M2 Program were estimated to be \$24.3 billion. As a result of the recession, in 2010 the sales tax revenue assumptions for the M2 Program hit a low of \$13.7 billion which represented a 44% decrease in forecasted revenue. Since

the recession sales tax revenue has grown consistently and current sales tax forecasts indicate that the M2 Program will receive \$15.7 billion in sales tax revenue during the life of the program.

Financial analysis has shown, despite the significant impact of the 2008 Great Recession, sales tax generated for the M2 Program in conjunction with external funding is anticipated to be sufficient to meet the commitments made to Orange County voters. This is possible for three reasons:

1. As M2 funding projections declined as a result of the recession, project savings were realized from lower construction costs during the recession;
2. OCTA was able to secure external funding – not originally anticipated or counted upon – beyond M2 for many freeway projects;
3. Many of the M2 programs are scalable to the available M2 funds, such that the Plan can be delivered as promised, based on the available revenue while still meeting the intent of the Plan.

Financial Review by Category

Within the M2 Plan, all projects and programs are moving forward. Of the four program categories of freeways, streets and roads, environmental cleanup, and transit, the transit category is the only one that requires consideration of shifting funds. The financial assessment by category is summarized below.

Freeways

The freeway category could have the largest area of risk for the M2 Program since all freeway projects within the M2 freeway category are well defined with set scopes and need to be completed despite the substantial decrease in forecasted sales tax revenue. OCTA has historically been successful in obtaining external funding to maximize the use of M2 funds. The plan going forward will be to continue to seek external funding. Based on current revenue and expenditure assumptions, OCTA anticipates being able to deliver all freeway projects included in the M2 Program assuming the addition of external funding and managing costs.

Streets and Roads

Unlike the freeway program of projects, which has a specific set of projects defined in the M2 Ordinance, expenditures for the streets and roads category can be scaled to match available revenue. As a result, going forward OCTA will continue to issue calls-for-projects for the Regional Capacity and Regional Traffic Signal Synchronization Programs, as well as fund the Local Fair Share Program as outlined in the M2 Ordinance based on available M2 revenue.

Environmental Clean Up

Similar to the streets and roads category, expenditures within the Clean Up program can be scaled to match available revenue defined by the M2 Ordinance.

Transit

Also similar to the streets and roads category, expenditures within the transit category can generally be scaled to match available revenue, including High Frequency Metrolink Service, Transit Extensions to Metrolink, Metrolink Gateways, Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, Community Based Transit Circulators and Safe Transit Stops.

Project U – the Fare Stabilization Program – is the one program that is at risk of not being able to be delivered. It cannot be scaled to available revenue because the M2 Ordinance states that one percent of net revenues will be dedicated to provide fare discounts for seniors and persons with disabilities. The M2 Ordinance also provides specific guidance that fares will be stabilized “in an amount equal to the percentage of partial funding of fares for seniors and persons with disabilities as of the effective date of the ordinance.” As a result of the reduction in projected revenue collections, one percent of the net revenues is not sufficient to fund the requirements outlined in the M2 Ordinance.

Further, future additional service as part of the Metrolink Service Expansion (Project R), has been scaled back to correspond with available revenue, which results in a limited ability to provide more frequent service. This program has also been impacted by difficult negotiations with Burlington Northern Santa Fe, which owns portions of the railroad tracks, and new federal and state requirements such as positive train control and clean fuel locomotives. Providing additional funds to this program would allow the service to grow to meet future demand and also support sustainability goals by providing an attractive option for commuters using the freeway.

Another transit program, Project T (converting Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed rail systems), is complete and has a remaining balance in its budget allocation. It is anticipated that approximately \$219 million will be available in Project T.

In order to ensure the delivery of the M2 Transit Program, it is recommended to close out Project T and that \$69 million be transferred from Project T to Project U to cover the shortfall in the Fare Stabilization program. The balance of the Project T funds (\$150 million) is recommended to be transferred to Project R, which funds the ongoing operation of Metrolink service in Orange County.

Project Delivery Analysis

Implementation of the M2 Plan continues at a fast pace. While M2 is only in year five of the 30-year program (revenues started flowing in 2011) every program in the M2 Transportation Investment Plan has been initiated with some already complete. More than \$900 million has been allocated to improving freeways. Every freeway project listed in the Plan is in one stage or another of project implementation (27 segments total). More than \$1 billion has been invested in streets and road projects. Approximately, \$1 billion has been allocated for transit and a

significant commitment to sustainability through environmental programs has been made through the Freeway Mitigation Program and the Water Cleanup program.

The most significant area of concern for the M2 Plan is the conflicting priorities between OCTA and Caltrans regarding the delivery of M2 freeway projects. As part of the project development process, Caltrans is now requiring a broader range of alternatives to be studied to meet broader state highway system needs and/or requirements which is different than the assumptions that went into the development of the M2 freeway program. These considerations can expand project footprint, change intent, add costs, and/or have scheduling impacts.

OCTA and Caltrans have made progress during the past year to reach consensus; however, there are still a number of issues that remain a challenge. Staff will continue to work with Caltrans to manage scope, schedule, and funding concerns.

Public Priority Analysis

Outreach Plan

To gauge the level of public support, a comprehensive public outreach plan was designed to elicit direct feedback from a variety of stakeholders from April 2015 through September 2015. In addition, outreach results were combined with results from the recently completed 2014 LRTP public involvement program. Target audiences included government officials, community and business leaders, transportation professionals, multicultural leaders and the general public. The public was encouraged to contribute comments through a multi-faceted approach that included an online questionnaire, roundtables, outreach meetings, letters, a public opinion survey, and promotion on traditional and digital media.

Public Feedback

Outreach participants consistently echoed their support for M2. Many participants generally felt that OCTA should continue to develop and expand multi-modal options that include everything from transit services, to street and freeway improvements, and investments in active transportation. In addition, participants articulated the need to consider how to utilize new and emerging technologies to both enhance current services and maximize efficiency in construction.

Just as when Measure M2 was passed by nearly 70% of Orange County voters in 2006, the public still supports the plan as approved. In addition, the priorities that have emerged from the Ten-Year Review align with those that surfaced as part of the 2014 LRTP. Participants also acknowledged that Measure M must have flexibility to accommodate future trends while maintaining the balance of the M2 Plan and promise to the voters.

Conclusions

After completing the first comprehensive review of OCTA's Measure M2 program and the requirements listed in Ordinance No. 3 related to the M2 Ten-Year Review, no major external

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changes related to legislation, land use, travel and growth projections, project cost/revenue projections or right-of-way and/or other constraints have been identified that would require substantial changes to the M2 Plan as approved by the voters in 2006 and as amended November 23, 2013. The review also highlighted that M2 as a whole is supported by the public as approved and that OCTA has made substantial progress in delivering the program as promised to the voters with all elements initiated and a number of projects delivered.

In reviewing the financial capacity of the M2 program by category, the Transit category has been identified as having delivery issues. Within the Transit category, there are six programs and although the revenue within the category as a whole is sufficient to deliver all six programs, there is a shortfall among the Transit program line items that should be addressed. These include Project R (Metrolink operations); and Project U (fare stabilization for seniors and persons with disabilities), which the forecast indicates will not have sufficient funding through the 30-year M2 horizon. Another program – Project T (Gateway to High Speed Rail), has been delivered and has a remaining balance. With the completion of the one qualifying Gateway project through a competitive call for projects, the Anaheim Regional Transportation Intermodal Center the program in Project T is complete. The balance in Project T is sufficient to address the two transit programs that show a funding shortfall during the 30-year timeframe.

Ordinance No. 3 spells out the process for plan amendments. Amendments within a category do not require voter approval but require a two-thirds vote of the Taxpayer Oversight Committee and a two-thirds vote of the OCTA Board of Directors as well as a public hearing and notification process. Amendments to the Ordinance can be made at any time it is determined to be needed. For a list of M2 Amendments to date see Appendix A.

II. Review Process

Purpose

In November 2006, Orange County voters approved the extension or renewal of Measure M, the one-half cent transportation sales tax to fund a slate of projects and programs for another 30 years. The Plan included strong taxpayer safeguards to ensure strict adherence to the limitations of the use of Renewed Measure M (M2) sales tax revenues to deliver the projects and programs outlined in the Plan. These safeguards include an annual independent audit and quarterly status reports; ongoing monitoring and review of spending by an independent Taxpayer Oversight Committee; voter approval for any major changes to the Plan; strong penalties for any misuse of funds; a strict limit of no more than one percent for administrative salaries and benefits; an annual update on the progress of the Plan; a triennial performance assessment; and a comprehensive review at least every ten years to evaluate the performance of the Plan.

This report is a result of the analysis conducted to fulfill the requirement for the Orange County Transportation Authority (OCTA) to conduct a comprehensive review of the work completed through M2 at least every ten years. The Plan identified specific elements that must be included in the Ten-Year Review including:

- Consideration of changes to local, state and federal transportation plans and policies;
- Changes in land use, travel and growth projections;
- Changes in project cost estimates and revenue projections;
- Right-of-way constraints and other project constraints;
- Level of public support for the Plan; and
- Progress of the Authority and jurisdictions in implementing the Plan.

The overarching purpose of the comprehensive review is to evaluate the performance of the Plan while ensuring the intent of the Plan as approved by the voters is not compromised.

Background

Although M2 sales tax collection did not begin until April 1, 2011, the OCTA Board of Directors adopted an Early Action Plan so that M2 project work could begin as soon as the authorizing ordinance was effective - on November 8, 2006. As such, the Ten-Year Review is based on this early start which assumes the review should be completed prior to November 7, 2016.

The first M2 Ten-Year Review is being completed in advance of the ten-year time frame in order to capitalize on the complementary analyses recently conducted as part of the update to OCTA's Long-Range Transportation Plan (LRTP). OCTA is aligning these two efforts and using the recent research and outreach performed through the LRTP process as a baseline for the M2 Ten-Year comprehensive review.

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M2 includes a process for amending the ordinance and the Transportation Investment Plan at any time to improve performance or account for any changes. In summary, a set process is defined that spells out what is required and includes a public hearing, local jurisdictions' notification, and a two thirds approval vote from both the Taxpayers Oversight Committee and the OCTA Board of Directors. Amendments within a transportation category (the Freeway Program, Streets and Roads Program or Transit Program) in the Plan can be made using this process. An amendment that changes allocation among four major transportation categories requires taking the amendment to the electorate.

As the review process was initiated, several important considerations were identified as foundational to this M2 review. These considerations are the following;

- M1 success was centered on delivery of the voter-approved plan (Promises Made, Promises Kept)
- M2 Investment Plan was based on market research, stakeholder input and approved by ~70 percent of Orange County voters
- M2 is a balanced plan which provides for capacity, preservation and sustainability
- M2-related actions must align with M2 transparency and accountability safeguards
- OCTA is currently in year five of a 30-year plan; it's early to make wholesale changes
- M2 Early Action Plan and M2020 Plan enabled OCTA to mobilize all M2 projects and programs from the start of the 30-year plan

Process

The Ten-Year Review kicked off in November 2014 with information on the process provided to the OCTA Board of Directors. An update on the progress of the review, the planned schedule and the following five objectives were presented to the Board of Directors in April 2015.

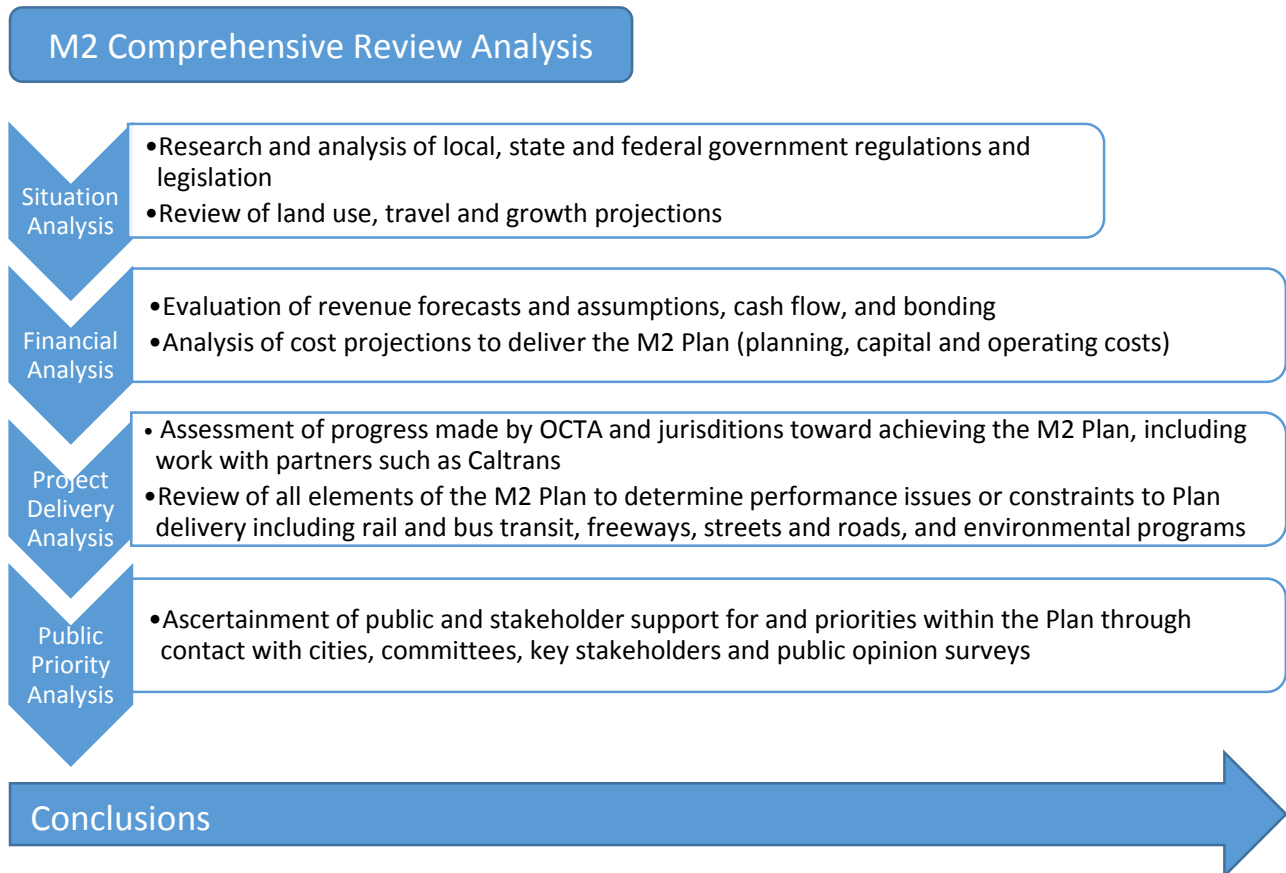
Objectives

1. Research and identify external policy and/or regulatory changes at the local, state, and federal level, as well as changes in land use, travel, and growth projections that require consideration.
2. Evaluate current project and program cost estimates and the financial capacity of the sales tax revenue through 2041 to confirm Plan delivery.
3. Review M2 program and project elements to determine if there are performance issues or constraints to the promised delivery.
4. Identify OCTA and local jurisdictions progress in implementing the Plan.
5. Assess public and stakeholder support for the Plan.

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The review schedule included completing and presenting the final report to the Board in late 2015 with implementation of any findings planned for early 2016.

To complete the Ten-Year Review, OCTA engaged an internal team versed in delivering M2 programs and projects including Capital Programs, External Affairs, Finance and Administration, Government Relations, Planning, and Transit Divisions. An internal task force was developed to direct the comprehensive review effort, which included the following activities.



The following pages describe the findings from each of the four areas of analysis and an evaluation summary of the findings. Recommendations based on these findings are included in the accompanying staff report to the OCTA Board of Directors for discussion and consideration.

III. Situation Analysis: Reviewing the Changes Affecting Orange County's Transportation Systems

To address changes to Orange County's transportation system, all transportation-related federal and state legislation that was signed into law as well as state policy changes that have occurred following the passage of M2 (2006 through 2014) was reviewed. The Ten-Year Review discusses elements that have had or have the potential to affect M2.

Federal Legislation

On the Federal side, several laws were passed since 2006 which could have affected M2 projects. While some legislation, such as the American Recovery and Reinvestment Act (ARRA), provided new one-time federal funding for transportation projects, the majority of federal legislation related to the appropriation of federal funds for transportation projects and programs. For example, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was approved July 6, 2012, and funded federal transportation programs until September 30, 2014. It transferred \$18.8 billion in general funds to maintain existing transportation funding levels. As part of MAP-21, several components of OCTA's project streamlining initiative – Breaking Down Barriers – were included in the final bill. These additions included provisions related to contract efficiencies and the streamlining of federal project and environmental review processes. Additionally, MAP-21 also included a new mandate to address high occupancy lane degradation which has triggered new managed lane policies from the California Department of Transportation (Caltrans). Subsequently, the Highway and Transportation Funding Act of 2014 provided a temporary extension of MAP-21 transportation funding programs through May 31, 2015. The continued debate on renewal of MAP-21 remains an issue due to the lack of certainty for long-term transportation funding needs. Another example of federal legislation that affected M2 projects is the Rail Safety Improvement Act of 2008, which requires the implementation of positive train control systems by Class I railroad carriers on main lines by December 31, 2015.

Upon review, it was determined that none of the federal laws or regulations passed or issued since the passage of M2 would prompt a recommendation to change the M2 program. Appendix B provides a comprehensive list of federal bills potentially affecting M2 projects enacted since 2006.

State Legislation, Policies and Regulations

Since M2 was approved by voters in 2006, several state laws were enacted affecting transportation funding including the addition of Proposition 1B (2006) which provided new one-time funding. As a result of Prop 1B, OCTA was able to secure funds for projects which would have otherwise been funded with M2, other local, state or federal funds. Conversely, when the sale of Proposition 1B (Prop 1B) bonds was put on hold, having a local sales tax measure in place provided OCTA with the resources to keep projects moving through the uncertainty. Once

Prop 1B was back on track, OCTA used these funds first and reprogrammed M2 funds to other M2 projects within that category (i.e., transit, highway, streets and roads).¹

With the flexibility built into the Measure M2 Ordinance and guidelines, OCTA has been able to adapt to a reduction in sales tax revenues (discussed further in Chapter V) as a result of the 2008 Great Recession, take advantage of the funding-related legislative changes that have occurred to date, and keep with changes in state policy while continuing to advance locally-prioritized M2 transportation projects.

State legislation has also been signed into law aimed at improving the linkage between land use and transportation. Much of this effort results from the passage of AB 32 (Chapter 488, Statutes of 2006), which developed the goal of reducing statewide greenhouse gas emissions to 1990 levels by 2020. This landmark legislation brought about the introduction and passage of specific statutory requirements to achieve the statewide goal, including SB 375 (Chapter 728, Statutes of 2008), which requires Regional Transportation Plans to meet regional greenhouse gas (GHG) emission reduction targets through the development of a Sustainable Communities Strategy (SCS). Each SCS is to include a combination of strategies to better link transportation, housing and land use planning, attempting to discourage an increase in vehicle miles traveled (VMT) or induced vehicle travel. Additionally, SB 743 (Chapter 386, Statutes of 2014) eliminates the use of Level of Service (LOS) in the California Environmental Quality Act (CEQA) when analyzing the transportation impacts of a project, in favor of alternative metrics such as VMT or induced vehicle travel, to encourage infill development and reduce GHG. While guidelines implementing SB 743 have yet to be finalized, these requirements could make it more difficult moving forward.

See Appendix C for a comprehensive list of state bills potentially affecting M2 projects enacted since 2006.

Linking Transportation and Land Use

In response to SB 375, in April of 2012, the Southern California Association of Governments (SCAG) adopted the 2012–2035 Regional Transportation Plan (RTP) which includes all of the M2 projects. The 2012 RTP included for the first time a Sustainable Communities Strategy (SCS). Orange County developed its own SCS, which was incorporated into the 2012 SCAG RTP/SCS, showcasing existing projects focused on sustainability, as well as opportunities for future transportation and land use projects and activities that promote sustainable communities. Along with these opportunities come challenges.

It is important to note that OCTA does not have control over the location, type, or intensity of land use development throughout Orange County. These decisions are under the purview of local jurisdictions. Growth in population and employment are additional factors that are closely tied to land use and over which OCTA has little influence. OCTA's role is to coordinate an efficient transportation system that provides improvements within the context of financial and

¹SB 1266 (Chapter 25, Statutes of 2006) authorized the placement of Proposition 1B on the fall 2006 ballot, which granted \$19.925 billion in general obligation bonds for transportation improvements.

environmental constraints and in response to land use and socioeconomic changes. However, this greater transportation and land use linkage, supported by recent legislation, has required OCTA and other local and regional organizations (e.g., the Orange County Council of Governments and SCAG) to more closely coordinate transportation decisions with land use decisions moving forward.

Implementing Sustainable Communities Strategies

To date, OCTA and local Orange County jurisdictions have responded to SB 375 by engaging in a collective effort to link transportation and land uses. This effort includes a variety of progressive measures undertaken by Orange County jurisdictions, agencies, and groups that lead to changes in the use of automobiles and light duty trucks, resulting in reductions in GHG. The scope of current and planned strategies is broad and encompasses significant investment by both the public and private sectors to implement. Strategies either currently being implemented, or that have potential for future implementation, include the following:

- Using land in ways that make developments more compact and better links jobs, housing and major activity centers.
- Protecting natural habitats and resource areas.
- Implementing a transportation network of public transit, managed lanes and highways, local streets, bikeways, and walkways built and maintained with available funds.
- Managing demand on the transportation system (TDM) in ways that reduce or eliminate traffic congestion during peak periods of demand.
- Managing the transportation system (TSM) through measures that maximize the efficiency of the transportation network such as signal synchronization.

It is anticipated that these types of efforts will continue to be pursued and implemented in Orange County as the local contribution to regional strategies to achieve the goals of SB 375.

Specifically for M2, the Plan as a whole includes elements that support and enhance regional sustainable communities strategies in Orange County. M2 provides expanded transit services and more efficient street and highway operations, preserves open space through the environmental mitigation program, and provides supplemental funding for water quality improvements. Brief summaries of the specific programs are listed below.

- ✓ Projects A through N – freeway improvements and freeway service patrol to provide emission reductions through congestion relief
- ✓ Projects O and P – signal synchronization and street improvements that provide emission reductions through congestion relief and allow for bike and pedestrian project elements
- ✓ Project Q – local funding for city selected transportation projects that provides for preservation of the streets and roads system and includes bike, pedestrian, water quality, and transit enhancements as eligible expenditures

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- ✓ Project R – expanded Metrolink train capacity including improvements to stations and parking to improve transit reliability and convenience and reduce reliance on highways while also supporting potential transit oriented development
- ✓ Project S – transit extensions to improve access between Metrolink stations and residential, and employment centers, and provide an alternative to driving
- ✓ Project T – station improvements to connect to planned future high-speed rail services
- ✓ Project U – sustain mobility choices for seniors and persons with disabilities and provides an alternative to driving
- ✓ Project V – community based circulators to complement regional transit services with local communities and provides an alternative to driving
- ✓ Project W – transit stop improvements to support transfers between major bus lines
- ✓ Project X – water quality improvement programs/projects to meet federal Clean Water Act standards for urban runoff, and augment required mitigations
- ✓ Freeway Mitigation Program – natural resource protection strategy to provide for more comprehensive mitigation of environmental impacts from M2 freeway improvements

State Department of Transportation's Managed Lane Policy

On May 29, 2015, Caltrans signed a Directive requiring each of their districts that currently operates, or expects to operate, managed lanes within the next 20 years to prepare a Managed Lanes System Plan (MLSP). The MLSP must include each managed lane facility that is currently in operation or planned for operation within 20 years. Given that Orange County has a managed lanes system, Orange County's District 12 must prepare an MLSP. Managed lanes are defined as: a high-occupancy vehicle (HOV) lane; a high-occupancy/toll (HOT) lane; or an express toll lane (ETL) where all vehicles must pay a toll to access this lane.

While the Directive requires each District to work with the regional transportation agency (in Orange County's case, OCTA) and other stakeholders, it moves Caltrans into a more direct and integral role in the planning, design and operation of managed lanes.

Historically, Caltrans was responsible for construction, operation and maintenance of the network of state highways that traverse Orange County. In the 1980s and 1990's, as state transportation funding became constrained, several counties, including Orange County, passed voter-approved sales taxes to fund transportation projects that were local priorities. In Orange County, this sales tax funding was designated for a range of projects including transit, highways, arterials, and environmental sustainability. Specifically for highways, OCTA as the administrator of Measure M and M2, took on the responsibility of conducting and funding highway design and construction – previously a state responsibility. With design and construction funded locally, the

highway system was able to keep pace with growth while being modernized. At the same time, the state was able to focus its resources towards maintenance and operation of the system.

As the highway system is expanding through local investment, the state's cost to maintain the expanded network over time is also increasing. On one hand, the added capacity increases Caltrans' long term maintenance needs. On the other hand, the local investments to expand and rebuild state highway facilities can reduce the State's operations and maintenance burden as the facilities are upgraded to current standards. The heightened attention to maintenance costs has spurred a closer look by the state at planned expansions and questions about how they will fund increased maintenance costs. In response to this, there are legislative proposals to address highway maintenance funding needs.

Additionally, there is a recognition by state and local agencies that "We can't build our way out of traffic congestion." Operationally, maintaining mobility requires maximizing the throughput within the infrastructure footprint currently on the ground, as well as for planned facility expansions. For the highway system, this translates to the implementation and use of managed lanes (e.g., High Occupancy Vehicle lanes) to facilitate increased throughput through transit and carpooling.

Implementing and Operating Managed Lanes in Orange County

As noted, Orange County's highway system includes managed lanes. In fact, Orange County was a leader in developing a managed lane system, and as a result, Orange County has one of the most extensive managed lane systems, including direct connectors, in the State. Not including managed lanes currently in construction in south Orange County, 88 percent of Orange County's freeway system has managed lanes. Future proposed expansion of highways also includes managed lanes which are designed within the parameters of the M2 transportation improvement plan and subject to local approval processes.

In recent years, in response to the gradual degradation of the performance of Orange County's managed lanes, Caltrans has suggested a range of actions relating to the operation of existing managed lanes, as well as to the design of expanded and new managed lanes. Implementing any of the actions suggested by the state would require local approval, as well as local funding, since the state currently does not have funds designated, nor a source of future funding, to complete such projects. Caltrans has encouraged OCTA to use M2 funds to modify managed lane construction and/or operations, which may not be consistent with the improvements outlined in M2 and the desire of the Orange County community.

The challenge of addressing competing priorities has not yet been resolved. M2 includes managed lane projects as well as general purpose lane projects. For example, M2 includes the addition of a managed lane on Interstate 5 between Pico Avenue and Pacific Coast Highway, a second managed lane between Alicia Parkway and El Toro Road in south Orange County and between State Route 55 and State Route 57 in central Orange County. OCTA is working with Caltrans to resolve conflicts with other projects on a case by case basis. An example is the Interstate 405 project between Interstate 605 and State Route 73 where managed lanes are an

“additive” project to the general purpose lane (Project K) and are funded outside of M2. As highway projects continue to unfold and agency roles evolve, a process is needed to study M2 projects along with Caltrans’ position to make informed decisions. OCTA will work to meet state goals while also fulfilling M2 commitments to voters and maintaining mobility for Orange County travelers. Caltrans and OCTA will need to partner on additional improvements or strategies desired, not taking away from or in conflict with M2, but in addition to the M2 Plan and M2 funding.

Active Transportation

Countywide, there has been greater interest in nonmotorized transportation (bicycling and walking) also called active transportation. OCTA is responding by expanding and prioritizing active transportation projects as integral elements of the county’s transportation system. OCTA is coordinating regional bikeway planning efforts by supporting local jurisdictions’ efforts to seek state and regional funding to bring projects to fruition, as well as providing a local funding source for Orange County projects. Additionally, design of freeway projects takes into consideration the need for bike lanes.

Since the passage of M2 and with the increased interest in active transportation, OCTA has created a new department within the agency called Transit and Non-Motorized Planning along with adding a position, Active Transportation Coordinator whose responsibilities are solely to work with local jurisdictions and the public to support active transportation programs. OCTA worked with state and regional partners (SCAG, Caltrans and the California Transportation Commission or CTC) to ensure funding for Orange County projects. California is now providing \$120 million in active transportation funding annually. At least \$4 million of this is carved out for Orange County through the SCAG regional project selection. SCAG also offers sustainability program grants to agencies which support planning, education and outreach projects, including bicycle and pedestrian planning projects. Additionally, the OCTA Board of Directors has set aside 10 percent of the annual Congestion Management and Air Quality Improvement funds for bicycle projects which provides another approximately \$4 million per year for Orange County projects.

Linking active transportation with future rail service, OCTA completed the Metrolink Station Nonmotorized Accessibility Strategy in June 2013, which builds upon other efforts by OCTA and local cities to expand transportation choices. The Nonmotorized Accessibility Strategy serves as a reference for local cities to improve safety, address existing barriers, and increase the number of Metrolink riders who walk or bicycle to and from the stations through changes to the physical environment. Metrolink also added a bike car for commuters who choose to take a bike on the train. This provides commuters with a transportation option for the “first and last mile” when using Metrolink.

The M2 ordinance allows for active transportation improvements through M2 funding provided to the cities. Cities can use their local fair share funding for these purposes. Additionally, when cities apply for competitive funding for street widening projects, nonmotorized elements are eligible components of the overall project. As an incentive and in response to the increased

interest in active transportation projects, OCTA applies extra points to cities competing for funding when they include active transportation project elements in their application.

Complete Streets

The 2008 passage of The California Complete Streets Act requires local jurisdictions, when making substantive changes to their respective, general plan circulation elements, to plan for a balanced, multimodal transportation network that meets the needs of all. In response, OCTA updated the Master Plan of Arterial Highways (MPAH) Guidance document in 2010 to include new Board policy, stating that “OCTA will encourage all jurisdictions to consider and evaluate all mobility needs when requesting modifications to the MPAH.” In 2012, the MPAH Guidance document was updated again, this time providing for a Complete Streets friendly MPAH classification known as the Divided Collector. The Divided Collector classification allows jurisdictions to reclassify secondary (four-lane, undivided arterials) to two-lane divided arterials, which allows jurisdictions to include bike and pedestrian improvements, where appropriate, in right-of-way that was previously planned and/or allocated for vehicles. The 2012 update to the MPAH Guidance document also updated MPAH typical cross sections to include Complete Streets components.

Through the MPAH amendment processes, OCTA has worked with jurisdictions to develop guidelines where cities have expressed interest in developing nonmotorized transportation improvements. These guidelines are a tool to help transportation planners and engineers throughout Orange County to design roadways in their cities to have safe access for all users, regardless of mode of transportation. An example is the most recent development of the Divided Collector designation within the MPAH. A number of these Divided Collectors have been implemented throughout the county.

Each year, local jurisdictions must demonstrate their compliance with M2 requirements in order to be eligible to receive M2 Local Fair Share dollars. Beginning this year, OCTA will inquire of cities and the County of Orange how they are working toward the ongoing consideration and incorporation of active transportation and Complete Streets in their jurisdiction.

Changes in Housing, Population and Employment

OCTA updates its Long-Range Transportation Plan (LRTP) every four years, assessing the growth patterns of Orange County’s population, employment and housing. Between the 2006 and 2014 Plan updates, significant changes are evident in the overall *numbers* of base year and project population, employment and housing units.²

The county’s population grew much slower than originally projected in 2006. The 2006 LRTP estimated Orange County’s population would grow to 3.3 million by 2010, reaching 3.5 million

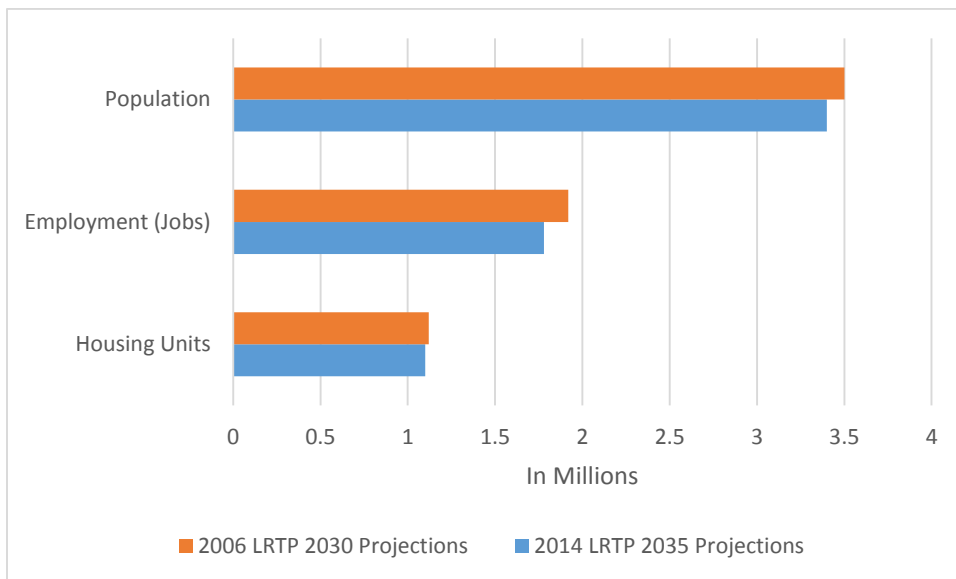
² It is important to keep in mind that several transportation improvements were completed between the base years of each document (2000 and 2010).

by 2020 and 3.55 by 2030. However, the 2014 LRTP reported a 2010 Orange County population of just over 3 million, with projections for future population growth much lower than that projected in 2006 – reaching 3.4 million by 2035.

Similarly, the growth in employment and housing did not occur as predicted in 2006, due in large part to the 2008 Great Recession from which the county is still recovering. While the 2006 LRTP projected employment would grow rapidly to 1.75 million jobs in 2010 and 1.92 million jobs by 2030, the 2014 LRTP showed only 1.5 million jobs as of 2010, with projected growth to 1.78 million by 2035. On the housing side, the 2006 LRTP projected slow but steady growth from 1.07 million housing units in 2010 to 1.12 million units in 2030. However, according to the 2014 LRTP, the actual housing unit count was under one million units as of 2010, with projected growth to slightly over 1.1 million housing units by 2035.

The current projections for Orange County’s population, employment and housing reflect the impact of the 2008 Great Recession, with a moderated outlook for growth in the future that accounts for recovery of lost employment (Figure 1).

Figure 1: Long Range Transportation Plan Demographic Projections, 2006 and 2014



Source: OCP-2004 and OCP-2010 Modified (prepared by the Center for Demographic Research at California State University, Fullerton)

When looking at *where* population and housing growth and their related travel impacts have occurred and are expected to occur in the future, the 2006 and 2014 LRTPs are more closely aligned (Figures 2 and 3). Similar to the 2006 Plan, the 2014 LRTP shows population growth around the Great Park in Irvine and Rancho Mission Viejo Planned Community (Figure 3). The 2014 Plan has additional areas with approved housing entitlements for large residential developments (e.g., La Floresta and Canyon Crest in Brea, the Platinum Triangle in the City of Anaheim, and the East Orange planned community in the City of Orange and unincorporated County), as well as redevelopment in central and north Orange County.

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Based on the updated 2014 LRTP, nearly one-third of the housing units projected to be built between 2010 and 2035 are planned on currently undeveloped land. The remaining approximate two thirds of projected housing units will be infill or redevelopment projects. There will be pockets of increasing housing densification, most notably in the Platinum Triangle and East Orange communities, as well as the unincorporated South County community of Rancho Mission Viejo.

For employment, while some of the growth projected in the 2006 LRTP already appears in the 2014 LRTP base year, there is not a significant shift in the location of anticipated future job growth, which is projected to occur primarily in the cities of Irvine, Anaheim, and Tustin, all of which expand on existing employment centers and are concentrated along major transportation corridors (Figures 4 and 5).

Figure 2: 2030 Projected Population Density, 2006 Long-Range Transportation Plan

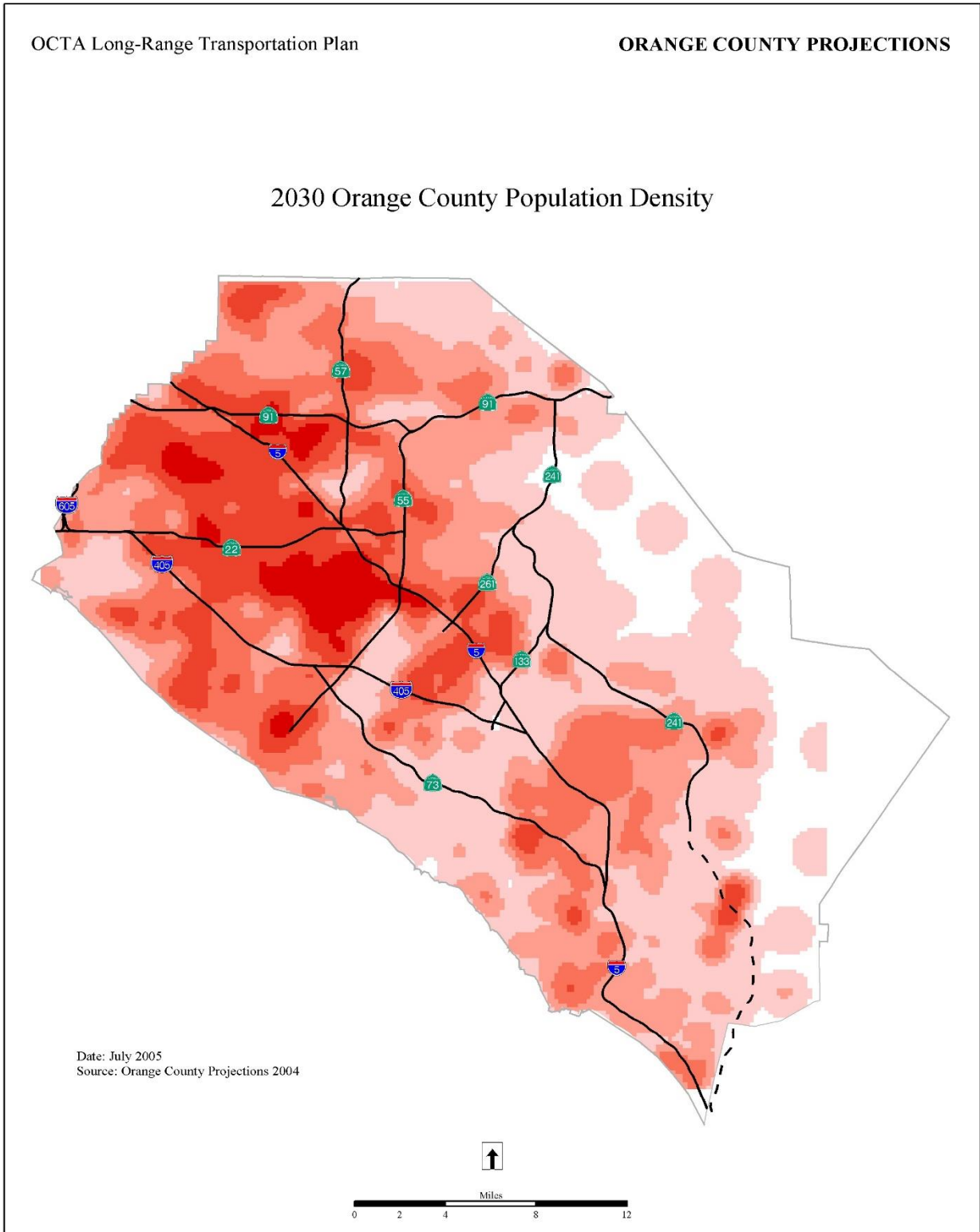


Figure 3: 2035 Projected Population Density, 2014 Long-Range Transportation Plan

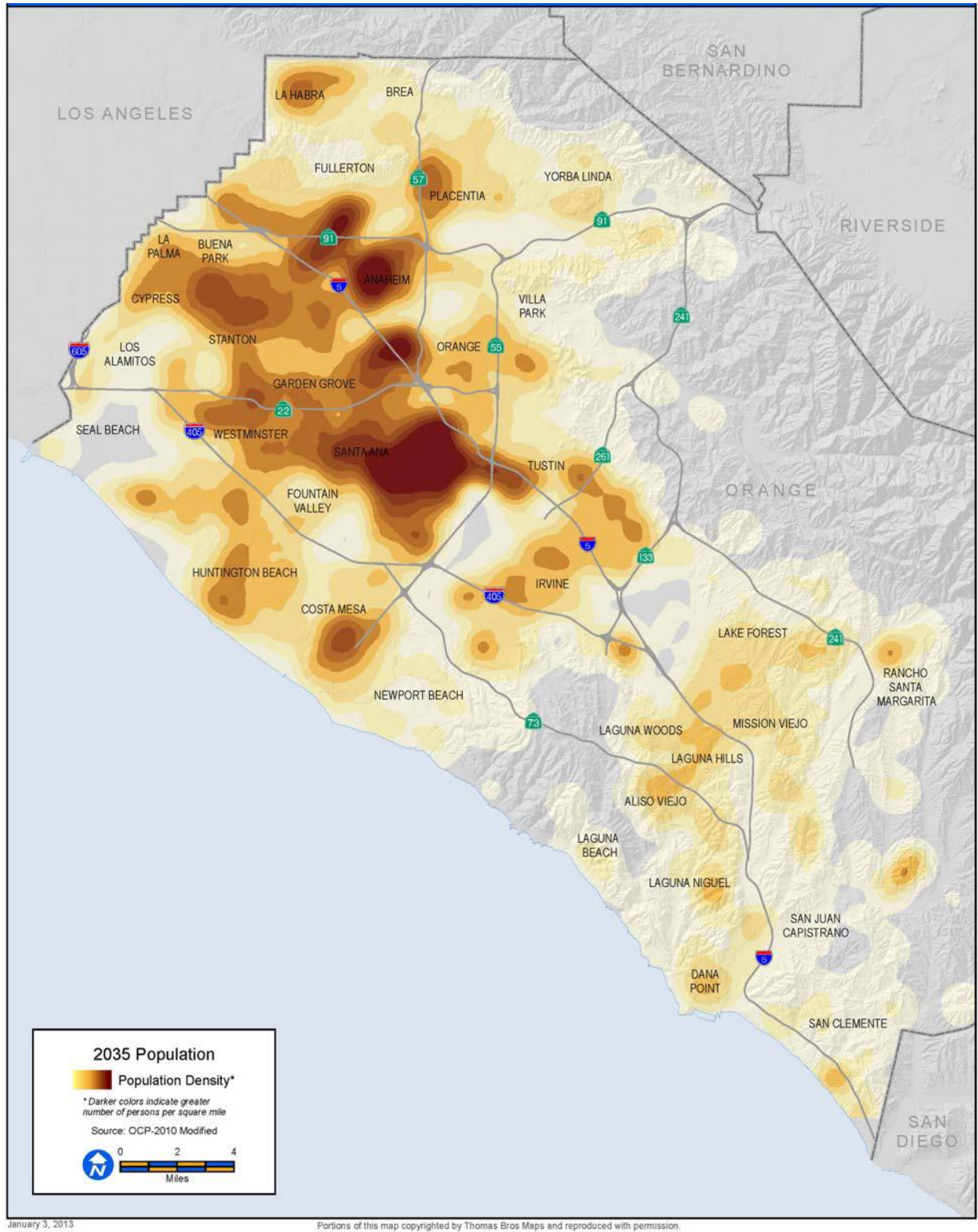


Figure 4: 2030 Projected Employment Density, 2006 Long-Range Transportation Plan

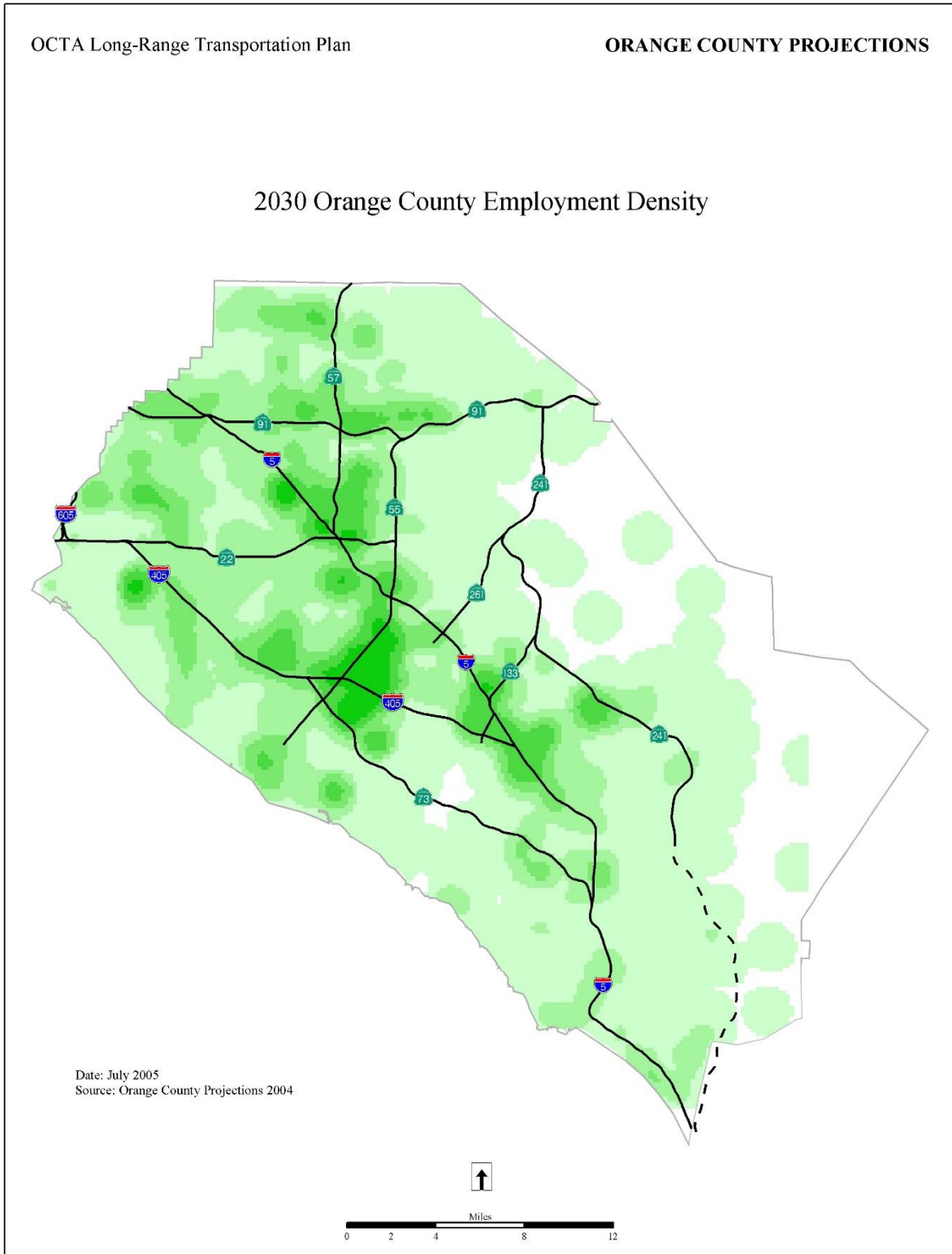
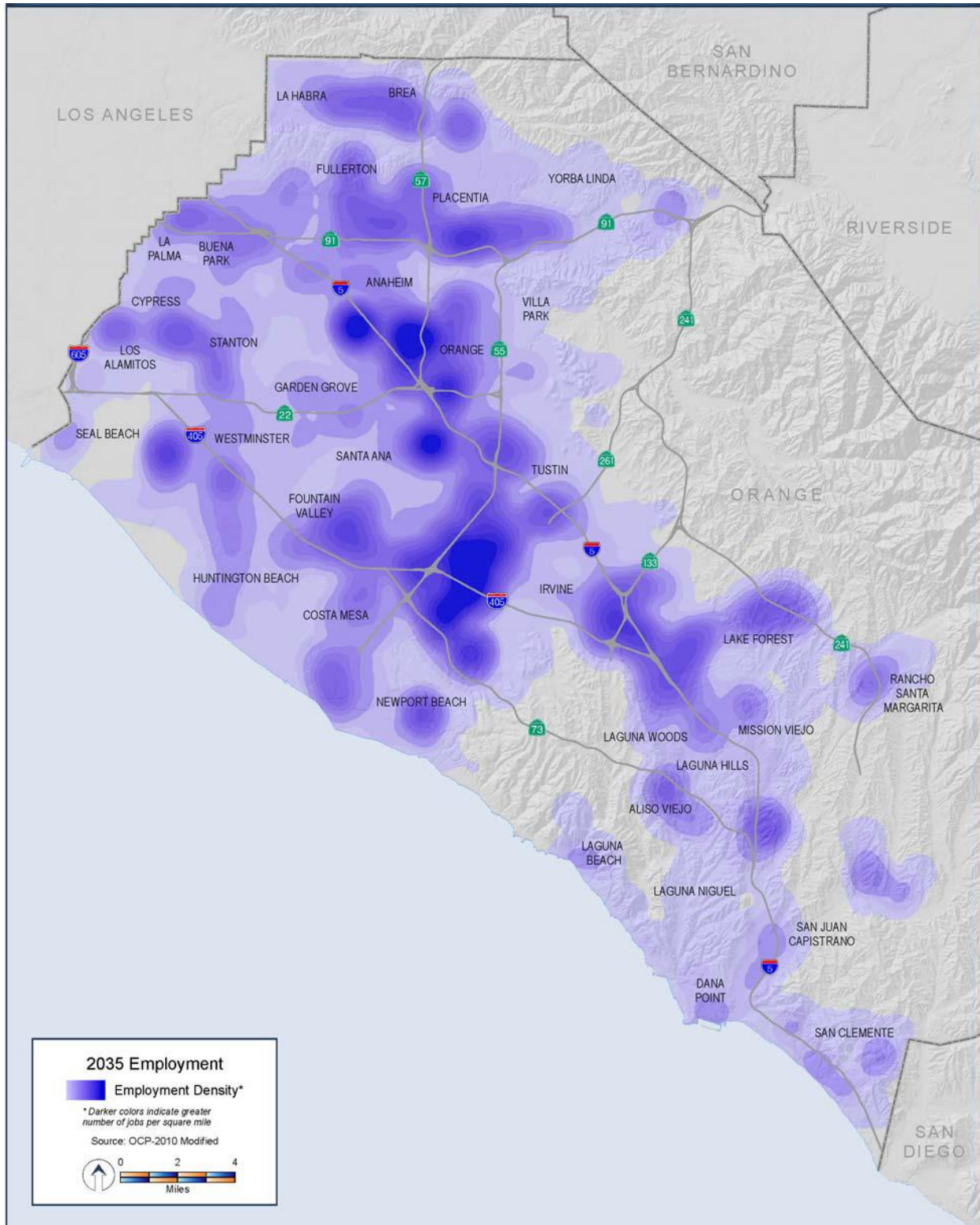


Figure 5: 2035 Projected Employment Density, 2014 Long-Range Transportation Plan



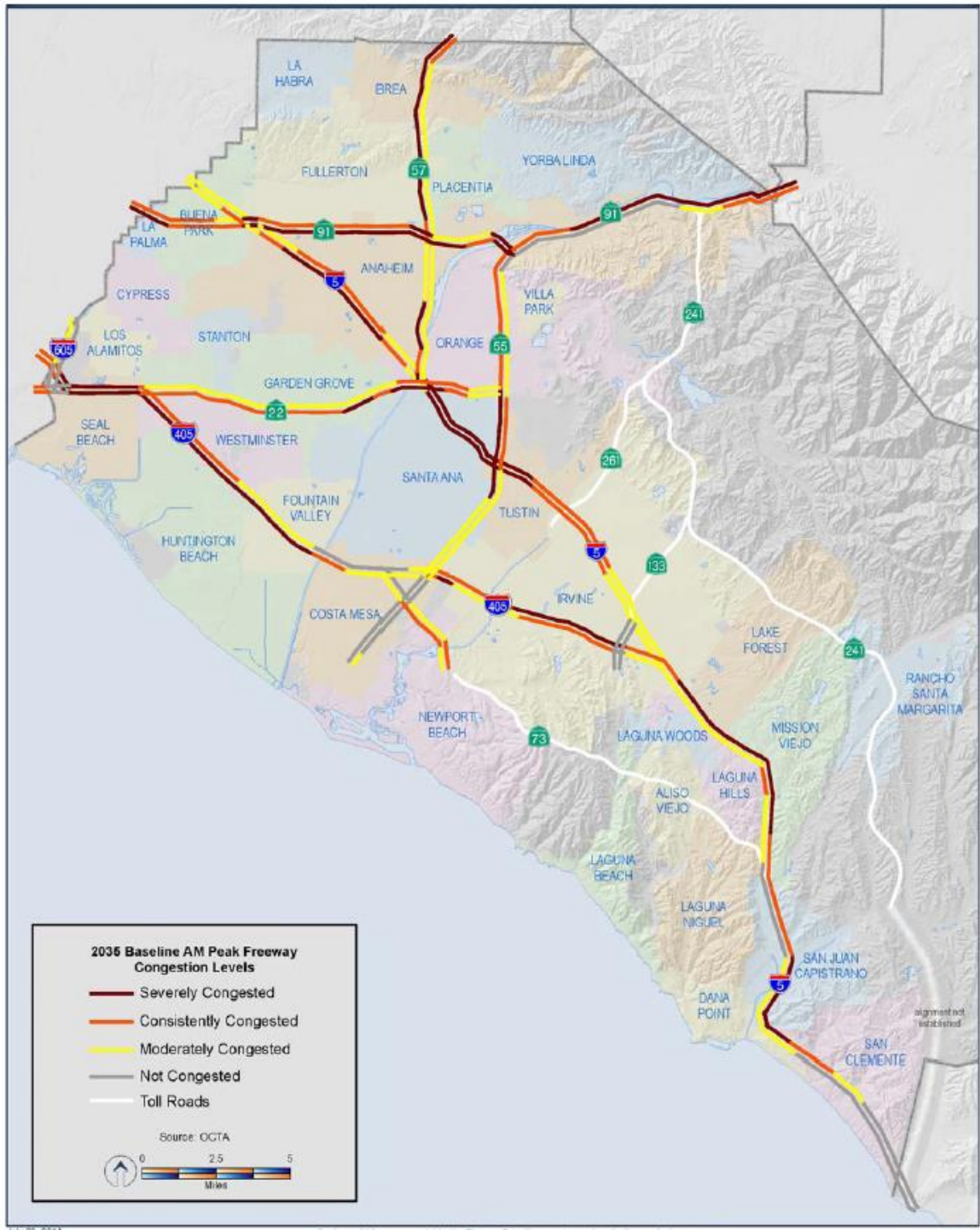
June 11, 2013

Portions of this map copyrighted by Thomas Bros Maps and reproduced with permission.

Changes in Freeway Congestion

There are also similarities between the 2006 and 2014 long-range plans when considering freeway congestion between the base and horizon years. Common problem areas identified by both documents are the entire stretch of the I-5 and I-405 freeways; SR-55 between I-5 and SR-91; and SR-91 from SR-55 to the Riverside County line (Figure 6). While SR-22 and SR-57 also stand out as problem areas in the 2006 LRTP, congestion on these freeways shows a smaller percent increase over the base year in the 2014 LRTP likely due to additional HOV and general purpose lanes on the SR-22, and early M2 SR-57 improvement projects, as well as lower population and employment forecasts.

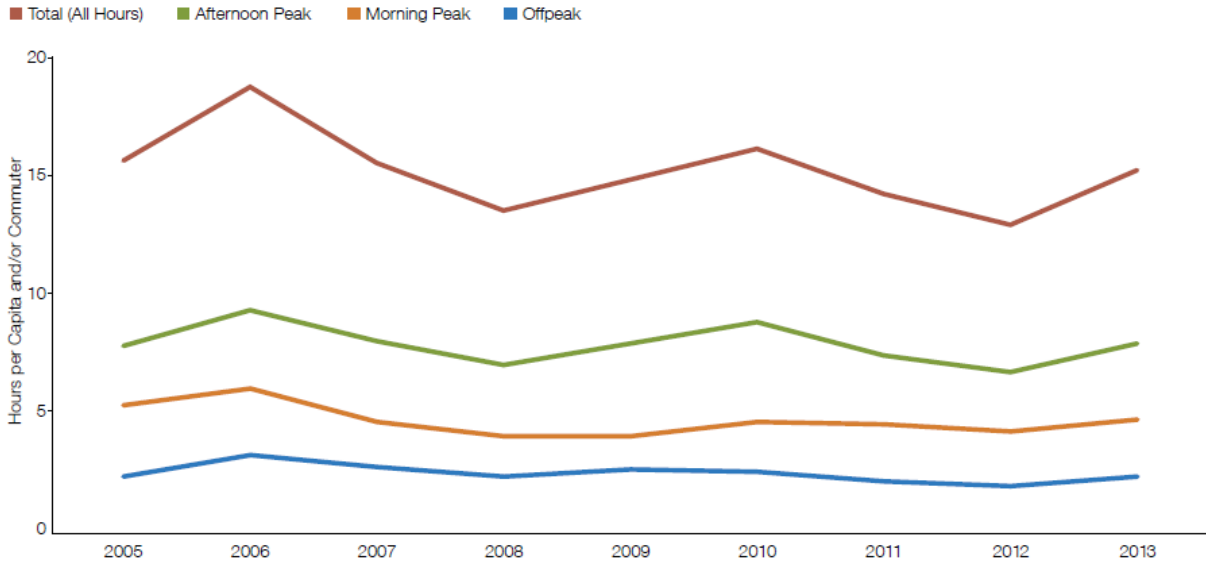
Figure 6: 2035 Baseline Scenario AM Peak Freeway Congestion Levels, 2014 Long Range Transportation Plan



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While the amount of delay that commuters experience on Orange County freeways varies from year-to-year, in 2013, commuter delay due to freeway congestion (speeds less than 60 mph) was roughly the same as in 2005 – at about fifteen hours per commuter per year.

ANNUAL HOURS OF DELAY PER CAPITA AND/OR COMMUTER AT SPEEDS OF LESS THAN 60 MILES PER HOUR ON FREEWAYS IN ORANGE COUNTY: 2005-2013



Note: Peak hour delay is calculated by commuter; offpeak delay is calculated for the entire population. The total number of hours of delay is a combination of per capita and per commuter hours of delay. "Commuter" is defined as persons commuting to work in personal cars, trucks or vans. Sources: Caltrans, Performance Measurement System (<http://pems.dot.ca.gov/>); U.S. Census Bureau, Population Estimates Program; U.S. Census Bureau, American Community Survey, 1-Year Estimates (Table B08134)

Note: "Commuter" is defined as persons commuting to work in personal cars, trucks or vans.

Sources: Caltrans Performance Measurement System and U.S. Census Bureau, American Community Survey, 1-Year Estimates

The M2 Review did not reveal significant shifts in demographics or land use patterns. While growth in population, employment and housing has slowed, the general location and pattern of growth is similar to what was initially projected as part of the M2 Plan process.

IV. Financial Analysis: Evaluating OCTA's Capacity to Complete Measure M2 Commitments

The financial capacity of the M2 Program to meet the commitments made to the residents of Orange County was analyzed in the development of OCTA's Comprehensive Business Plan and then again for the M2 Ten-Year Review. Revenue and expenditure assumptions were analyzed at the project and mode level to ensure adequate financial capacity to deliver the M2 Program. The analysis has shown that despite the significant impact of the 2008 Great Recession to forecasted M2 sales tax revenue, the sales tax generated for the M2 Program is anticipated to be sufficient to meet the commitments made to Orange County voters assuming external funds will continue to be available and costs are tightly managed.

When M2 was renewed in November 2006, sales tax revenue forecasts during the life of the M2 Program were estimated to be \$24.3 billion. As a result of the 2008 Great Recession, the sales tax revenue forecasts for the M2 Program hit a low of \$13.7 billion in 2010 which represented a 44 percent decrease in forecasted revenue. Since the 2008 Great Recession, while sales tax revenue has grown and current sales tax forecasts project that the M2 Program will receive \$15.7 billion in sales tax revenue during the life of the program, it is 36 percent less than originally anticipated. The reduction in revenue impacts projects or programs within the M2 Plan that have set scopes or set commitments which include, the freeway program of projects (A-M) and the Fare Stabilization program (part of Project U). The \$15.7 billion will be used to support all M2 efforts with most expenditures coming from the Freeway, Streets & Roads, and Transit categories. It is important to note that when the M2 Plan was created, it was based on being self-funded and did not rely on external funding. As a result of the recession, the M2 Plan is still deliverable, but – particularly in the freeway program – capitalizing on external funding and controlling costs are an important component of delivery.

Freeways

The freeway category receives 43 percent of net M2 sales tax revenue. Original sales tax revenue forecasts estimated that the freeway category would receive \$9.7 billion in revenue during the life of M2. Current sales tax estimates put that number closer to \$6.3 billion, which is \$3.4 billion less than original projections. Also included in the freeway category is the Freeway Environmental Mitigation Program (FMP) which provides programmatic mitigation in exchange for streamlined project approvals and greater certainty in the delivery of all M2 freeway projects. This program receives 5 percent of the freeway program revenues which is approximately \$315 million. Unlike freeway projects that have set scopes, the FMP can be scaled to match available revenue.

OCTA took several steps during the 2008 Great Recession in order to mitigate the impact of the loss in sales tax revenue to the list of freeway projects. In order to take advantage of low construction bids and a low interest rate environment, OCTA advanced freeway projects. This effort allowed OCTA to save millions in construction and escalation costs and to receive a

substantial amount of external funding, which mitigated the loss in sales tax revenue. It also allowed OCTA to deliver projects earlier for taxpayers and create jobs during a period of high unemployment.

Going forward, the freeway category represents the largest area of risk for the M2 Program. All freeway projects within the M2 freeway category are well defined, with set scopes and need to be completed despite the substantial decrease in forecasted sales tax revenue. OCTA has historically been successful in obtaining external funding to maximize the use of M2 funds. The plan going forward will be to continue to seek external funding. In addition, though the preferred method of funding for the M2 Program is pay-as-you-go, OCTA may continue the use of debt financing to advance freeway projects in order to take advantage of low construction bids, avoid inflationary risk and/or secure external funding. This approach proved beneficial during the life of M1 and also the early stages of M2 to date. Based on current revenue and expenditure assumptions OCTA anticipates being able to deliver all freeway projects included in the M2 Program.

Streets and Roads

The streets and roads category receives 32% of net M2 sales tax revenue. Original sales tax revenue forecasts estimated that the streets and roads category would receive \$7.2 billion in revenue during the life of M2. Current sales tax revenue forecasts put that number closer to \$4.7 billion, which is \$2.5 billion less than original projections. Despite the decrease in forecasted revenue, OCTA has been able to continue to issue calls-for-projects for both the Regional Capacity and Regional Traffic Signal Synchronization Programs, and has leveraged external funding to fund the majority of the OC Bridges Program. In addition, 18 percent of net M2 revenue continues to be sent to local jurisdictions to fund the Local Fair Share Program. Unlike the freeway program of projects, which has a specific set of projects defined in the M2 Ordinance, expenditures for the streets and roads category can be scaled to match available revenue. As a result, going forward, OCTA plans to continue to issue calls-for-projects for the Regional Capacity and Regional Traffic Signal Synchronization Programs, as well as fund the Local Fair Share Program as outlined in the M2 Ordinance based on available M2 revenue.

Environmental Clean Up

The Environmental Clean Up program receives two percent of gross M2 sales tax revenue. Original sales tax revenue forecasts estimated that the program would receive \$485.9 million in revenue during the life of M2. Current sales tax revenue forecasts put that number closer to \$315.2 million, which is \$170.7 million (or 35%) less than original projections. Similar to the streets and roads category, expenditures within the Environmental Clean Up program can be scaled to match available revenue. As a result, expenditures will be scaled to match available revenues defined by the M2 Ordinance.

Transit

The transit category receives 25 percent of net M2 sales tax revenue. Original sales tax revenue forecasts estimated that the transit category would receive \$5.7 billion in revenue during the life of M2. The current sales tax revenue forecasts put that number closer to \$3.7 billion, which is \$2.0 billion less than original projections. Similar to the streets and roads category, expenditures within the transit category can generally be scaled to match available revenue. As a result, expenditures supporting programs such as High Frequency Metrolink Service, Transit Extensions to Metrolink, Metrolink Gateways, Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, Community Based Transit Circulators and Safe Transit Stops will be scaled to match available revenues or will be funded based on a formula defined by the M2 Ordinance.

The only transit program that cannot be scaled to the available revenue is the Fare Stabilization Program under Project U. The M2 Ordinance states clearly that one percent of net revenues will be dedicated to provide fare discounts for seniors and persons with disabilities. The M2 Ordinance also provides specific guidance that fares will be stabilized “in an amount equal to the percentage of partial funding of fares for seniors and persons with disabilities as of the effective date of the ordinance.” As a result of the reduction in projected collections, one percent of the net revenues is not sufficient to fund the requirements outlined in the M2 Ordinance.

Shortfall and Need

The original projections estimated that \$232 million would be collected for the Fare Stabilization program. Current projections estimate that \$147 million will be generated. Based on current ridership projections, the need to fulfill the requirement outlined in the M2 Ordinance is \$221 million, leaving a projected shortfall of \$74 million.

The Board has already taken one step to begin to fill this shortfall. On February 14, 2011, the Board approved M2 Project U Funding and Policy Guidelines. At that time, a potential shortfall in the Fare Stabilization Program was already identified due to the drop in M2 sales tax collections. As a result, the Board directed staff to utilize unallocated funds from the Senior Mobility Program (SMP), also a Project U Program, to help backfill the shortfall in the Fare Stabilization Program. During the 30-year period of M2, this provides approximately \$5 million to the Fare Stabilization Program, leaving a projected shortfall of approximately \$69 million.

Further, future additional service as part of the Metrolink Service Expansion (Project R), has been scaled to correspond with available revenue, which results in a limited ability to provide more frequent service. This program has also been impacted by difficult negotiations with Burlington Northern Santa Fe, which owns portions of the railroad tracks, and new federal and state requirements such as positive train control and clean fuel locomotives. Providing additional funds to this program would allow the service to grow to meet future demand and also support sustainability goals by providing an attractive option for commuters using the freeway.

Options

Multiple options for covering the shortfall in Project U have been analyzed: raising the age requirement for those that would receive the subsidy, having the shortfall covered by traditional bus operating funds, discontinuing the program once funds were exhausted, which is projected to be in FY 2035-36, or amending the M2 Ordinance to decrease the percentage of fares that could be subsidized. Ultimately, each of these alternatives requires a change in the promise to the voters or unduly burdens the bus operations program. Staff has been providing regular updates to the Board on this issue since 2011 and most recently last month to the Finance and Administration Committee. The Board directed staff to look for other available M2 transit funds and provide a recommendation as part of the Ten-Year Review. Options for Project R (Metrolink Service Expansion) include limiting service growth to only the amount that is available based on available revenue or a second option is to use other available M2 transit funds to allow service to grow to meet demand. Staff believes that as with Project U, funding the shortfall with available M2 transit funds is the preferred option.

Recommended Solution

Within the M2 Plan, all projects and programs are moving forward. Not including individual freeway projects, the transit category is the only category that has a program that staff believes is complete. According to the M2 Ordinance, Project T is to be utilized for converting Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed rail systems. OCTA has contributed Project T funds for the construction of the Anaheim Regional Transportation Intermodal Center (ARTIC) which is already complete and operational. This station is designed to be the southern terminus for the planned high-speed rail system in California. Since no other stations in Orange County are currently on the planned route, and no other high speed rail systems have moved forward in the planning stages, and given the defined shortfall on Projects U and R in the transit category, remaining funds in Project T can be reallocated to other M2 Transit line items subject to provisions of the ordinance. It is anticipated that \$219 million will be available in Project T.

As a result of this review, it is recommended that \$69 million be transferred from Project T to Project U to cover the shortfall in the Fare Stabilization program. The balance of the Project T funds are recommended to be transferred to Project R, which funds the ongoing operation of Metrolink service in Orange County. It is important to note that if a need arises in the future to convert a Metrolink Station to a Regional Gateway that connects with High Speed Rail, the first look for funding should be within the High Speed Rail Plan. If this is not available and improvements are justifiable, funding could be available out of Project R with Board of Directors approval.

V. Project Delivery Analysis: Identifying Progress and Project Constraints

Shortly after Measure M was renewed, the 2008 Great Recession hit Orange County along with the rest of the nation. The long-term impact of the recession is evident in less than anticipated sales tax revenues for M2. The shortfall in forecasted revenues will likely never be recovered. However, despite the recession, looking back at the nine-plus years since residents voted to renew the Measure M sales tax, much has been accomplished.

Fortunately, OCTA was poised with an early action plan which initiated projects through debt financing prior to revenue collection which didn't begin until 2011. This provided "shelf ready" projects that could begin as soon as the M2 Ordinance was effective in April 2011. When the State provided a one-time infusion of transportation bond revenue through Proposition 1B and the federal government provided infrastructure funding through the American Recovery and Reinvestment Act of 2009, OCTA was able to capture significant external funding that helped back fill the gap. During the past nine years, OCTA has been successful in bringing more than \$600 million of state and federal funding to Orange County to supplement M2 funding for transportation improvement projects. Also significant is that when these projects were put to bid in the recessionary economy, bids consistently came in under estimated budgets, resulting in overall cost-savings which helped to ameliorate the loss in sales tax revenue.

Early Action Plan and M2020

Subsequent to the approval of M2 in 2006, the OCTA Board of Directors approved an Early Action Plan (EAP) in 2007 to advance the implementation of M2. The EAP provided staff with a five-year implementation plan through 2012. Nearing the completion of the EAP (with all of the projects and program identified either initiated or completed), on February 27, 2012, a M2 board workshop took place. At the workshop it was discussed that, despite the economic downturn and resulting decrease in sales tax revenues, OCTA could still deliver the entire M2 Program as promised to the voters by leveraging state and federal funds. In addition, the agency could expedite delivery to further capitalize on competitive construction costs and deliver mobility benefits years earlier than originally planned. At the workshop, options were presented to the Board for delivering the freeway program, which included M2 bonding. This discussion led to the development and Board approval of the M2020 Plan.

On September 10, 2012 the Board adopted the M2020 Plan, which includes 14 objectives to be completed by the year 2020. This M2020 Plan outlines the projects and programs for all categories that can be delivered on an expedited schedule between 2013 and the year 2020 along with anticipated schedules and major milestones. The M2020 Plan provides delivery guidance on a portion of the overall M2 Transportation Investment Plan. Staff is committed to the implementation of the M2020 Plan through 2020 and ties it directly to overall M2 delivery. That blueprint commits to meeting 14 objectives in the eight-year period (2012 to 2020) which included delivery commitments for all elements of the M2 Plan.

More than \$5 billion (external and M2 funds) in transportation improvements promised to the voters in M2 are planned to be completed or under construction by 2020 as part of the M2020 Plan. This includes \$3 billion to deliver 14 freeway projects, \$36 million to environmentally clear the nine remaining freeway projects, \$1.2 billion for streets and roads, \$1 billion for transit, and \$58 million for environmental programs. In addition, the groundwork will be laid for another \$1.4 billion in freeway improvements by completing the environmental clearance on remaining M2 freeway projects, making them 'shelf ready' in the event additional federal, state, or local funding becomes available.

M2 Progress and Constraints

With M2 sales tax revenue collection beginning on April 1, 2011, OCTA has already been able to deliver a number of projects. Every program element listed in the M2 Plan, A-X including the Freeway Mitigation Program has been initiated. In the freeway category, six projects are already complete and six more are currently in construction. In the streets and roads category, more than \$1 billion has been allocated to local jurisdictions to repair, improve, and widen Orange County's streets and roads to make them more efficient. This includes \$634 million for OC Bridges which includes seven grade separation projects to separate rail and car traffic (two of which are complete and the other five are in construction). In the transit category nearly \$1 billion has been invested or committed to improve transit services and provide more transit options for commuters.

The following tables summarize the progress and constraints made within the various M2 categories, as of August 1, 2015. Progress was determined by comparing the current status of projects and programs to what was stated in the Transportation Investment Plan approved by the voters. In addition, risks of, or constraints to, delivery were documented.

For schedule information on M2 capital projects see pages 40-41, for more detailed information on project descriptions, current status and constraints is provided in Appendix D.

MEASURE M COMPREHENSIVE TEN-YEAR REVIEW

FREEWAYS PROGRESS	
<p>Overall, more than \$734 million promised freeway improvements have been delivered or are under construction. More than \$1.93 billion promised freeway improvements are currently in design, and more than \$1.78 billion promised freeway improvements are in the environmental clearance process. The remaining projects, totaling \$875 million (complete project cost), are planned to be cleared environmentally within the next five years. This includes M2 funding as well as external funding.</p>	
<p>Opened (six segments)</p>	<ul style="list-style-type: none"> • SR-22 Access Improvements • SR-57 NB general purpose lane (three segments) from Katella to Lincoln and Orangethorpe to Lambert • SR-91 general purpose lanes between SR-55 and SR-241 • SR-91 EB from SR-241 to County Line
<p>In Construction (six segments)</p>	<ul style="list-style-type: none"> • I-5/Ortega Interchange • I-5 HOV lanes between Avenida Pico and San Juan Creek Road (three segments) • SR-91 WB general purpose lane from I-5 to SR-57 • SR-91 WB general purpose lane Tustin to SR-55
<p>In Design (five segments)</p>	<ul style="list-style-type: none"> • I-5 HOV lane addition and general purpose lanes between SR-73 and El Toro Interchange (three segments) • I-5 HOV lanes between SR-55 to SR-57 • I-405 general purpose lane between SR-73 to the I-605 (M2 portion)
<p>In Environmental (five segments) Four underway with one ready to move into Design</p>	<ul style="list-style-type: none"> • I-5, I-405 to SR-55 • I-405, SR-133 to SR-55 • SR-55, I-405 to I-5 • SR-91, SR-55 to SR-57 • SR-91 general purpose lane between SR-241 to Riverside County Line (document complete)
<p>PSR/PDS All Complete (five segments) Ready to move into Environmental</p>	<ul style="list-style-type: none"> • I-5/El Toro Interchange (document complete) • I-605/Katella Interchange (document complete) • SR-55, I-5 to SR-91 (document complete) • SR-57, NB Orangewood to Katella (document complete) • SR-57, NB Lambert to County Line (document complete)
FREEWAY CONSTRAINTS	
<p>Going forward, the freeway category represents the largest area of risk for the M2 Program. All freeway projects are well defined with set scopes, and need to be completed despite decreased sales tax revenue. OCTA has been successful in obtaining external funding to maximize the use of M2 funds, and will continue to seek external funds to ensure delivery. To help facilitate implementation, the original 13 freeway projects listed in the M2 Plan have been broken down into 27 segments to date. Seventeen of the 27 segments have no issues or constraints identified at this time. (Six are complete, six are progressing in construction, another two are in design, and three are ready to move into environmental, which total seventeen). The remaining seven projects have one or more constraint. Constraints center on requests by Caltrans to make modifications to revise traffic studies or study options that are beyond the M2 proposed improvements. Additionally, Caltrans' limited resources to perform right-of-way necessary for projects in design has also slowed progress. Although not a constraint, the I-405 project is a very large project and one that requires an effort to manage the improvements. Finally, efforts to address degradation and managed lanes has the potential to impact scope and, therefore, delay all projects that have not yet been environmentally cleared.</p>	

MEASURE M COMPREHENSIVE TEN-YEAR REVIEW

STREETS AND ROADS PROGRESS	
<p>More than \$1 billion (includes external funds) has been invested in Measure M street improvements, including \$635 million for seven grade separation projects; \$56.3 million for 69 signal synchronization projects; \$193 million for 125 regional street improvement project phases; and \$185 million in flexible Local Fair Share funding to help restore aging street systems. As a result of both the M1 and M2 investment, Orange County has the best pavement quality in the State.*</p>	
Completed Projects	<ul style="list-style-type: none"> • Two grade separation projects (\$136 million) separating rail and car traffic and improving traffic flow, public safety and the transport of goods: <ul style="list-style-type: none"> ○ Placentia Avenue ○ Kraemer Boulevard • Traffic Signal Synchronization Projects <ul style="list-style-type: none"> ○ 28 Projects completed (1,413 signals synchronized) • Regional Street Improvement Projects <ul style="list-style-type: none"> ○ 11 projects completed
In Construction	<ul style="list-style-type: none"> • Five grade separation projects (\$499 million): <ol style="list-style-type: none"> 1. Lakeview Avenue 2. Tustin Avenue/Rose Drive 3. Orangethorpe Avenue 4. State College Boulevard 5. Raymond Avenue • Regional Street Improvement Projects <ul style="list-style-type: none"> ○ 13 Projects • Traffic Signal Synchronization Projects <ul style="list-style-type: none"> ○ 34 Projects
Phase completion	<ul style="list-style-type: none"> • Regional Street Improvement Projects <ul style="list-style-type: none"> ○ 13 Projects completed Environmental and/or Design ○ 8 projects completed right-of-way (ROW)
Started and Planned	<ul style="list-style-type: none"> • Traffic Signal Synchronization Projects <ul style="list-style-type: none"> ○ 17 projects are planned to initiate construction in near future • Regional Street Improvement Projects <ul style="list-style-type: none"> ○ 6 projects started right-of-way acquisition, 11 projects are planned to start ROW and 24 projects are planned to start construction in near future • 26 projects started environmental and/or design and 13 projects are planned to start environmental/design in near future
STREETS AND ROADS CONSTRAINTS	
<p>Although programs are not able to be funded at the originally planned level, all three streets and roads programs are progressing without significant issues or constraints. While the Regional Capacity Program is moving forward without issue, the grade separation program right-of-way costs and legal settlements have increased the overall cost of project completion.</p>	

*As reported by the League of California Cities, the California State Association of Counties and regional transportation planning agencies, who graded the condition of each county’s streets on a scale of 0 to 100, in addition to reviewing pavement quality statewide. Orange County received a score of 76 which is the highest score in the State.

MEASURE M COMPREHENSIVE TEN-YEAR REVIEW

TRANSIT PROGRESS	
<p>To date, nearly \$1 billion has been invested or approved for rail transit service improvements, including 52 rail-highway grade crossing safety enhancements and the Sand Canyon grade separation project. The Anaheim Regional Transportation Intermodal Center was completed, and 10 intra-county Metrolink trains were added along with a number of rail station improvements. Environmental work was completed and the design phase began for the development of Orange County’s first street car project. The Safe Transit Stops Program awarded \$1.2 million for 51 projects to improve 100 of the busiest bus stops as well as funding for mobile ticketing applications. Additionally, \$9.8 million was approved for five community based transit circulators and \$31 million for programs serving seniors and persons with disability.</p>	
<p>Opened or Operating</p>	<ul style="list-style-type: none"> • 52 rail safety enhancements at grade crossings • Rail infrastructure upgrades to support expanded service • San Clemente Beach Train Enhancements • Sand Canyon grade crossing • 10 Intra-county Metrolink Trains • Metrolink Station Improvements at a number of stations <ul style="list-style-type: none"> ○ Anaheim Regional Transportation Intermodal Center (ARTIC) ○ Fullerton Transportation Center parking ○ Tustin Rail Station parking expansion ○ Laguna Niguel/Mission Viejo Rail Station parking expansion • Senior Programs <ul style="list-style-type: none"> ○ Fare Stabilization ○ Senior Mobility Program ○ Senior Non-Emergency Medical Program • Vanpool Services for local employers and train stations <ul style="list-style-type: none"> ○ Irvine ○ Lake Forest • Community Circulators <ul style="list-style-type: none"> ○ Five cities
<p>In Construction (or starting soon)</p>	<ul style="list-style-type: none"> • Fullerton Transportation Center elevator upgrades • Laguna Niguel/Mission Viejo ADA ramps
<p>In Design</p>	<ul style="list-style-type: none"> • Transit Extensions to Metrolink: <ul style="list-style-type: none"> ○ OC Streetcar ○ Bus Stop Improvements • Orange • Laguna Niguel / San Juan Capistrano Passing Siding
<p>In Environmental Phase (or starting soon)</p>	<ul style="list-style-type: none"> • Transit Extensions to Metrolink: • Anaheim Rapid Connection • Anaheim Canyon Train Station Improvements • Placentia Train Station
TRANSIT CONSTRAINTS	
<p>Overall, the Transit program remains deliverable. There are cost issues related to sustainability of service levels for Metrolink as well as funding for fare stabilization for seniors and persons with disabilities during the life of M2. OCTA is working on redeployment of Metrolink intra-county trains to serve inter-county needs, but this requires an MOU with BNSF. While some deployment has taken place, the ultimate plan has been delayed, but is anticipated to be addressed in 2016 when triple track construction is completed on the rail line.</p>	

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FREEWAY ENVIRONMENTAL MITIGATION PROGRESS	
<p>In 2007, OCTA formed the Environmental Oversight Committee which meets regularly to provide guidance to the Board on the development and implementation of the Freeway Mitigation Program. Based on Board adopted criteria, OCTA purchased 1,300 acres of open space to be preserved as advance mitigation for freeway projects. A funding strategy was adopted for the M2 Freeway Environmental Mitigation Program including a multi-year target of \$34.5 million for long-term management and maintenance costs of lands preserved through an endowment program. Additionally, the Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.</p>	
Purchased/Underway	<ul style="list-style-type: none"> • 1,300 acres of open space • 11 restoration projects
FREEWAY ENVIRONMENTAL MITIGATION CONSTRAINTS	
<p>The program is progressing as planned and there are no constraints identified at this time.</p>	

ENVIRONMENTAL CLEANUP PROGRESS	
<p>In 2007, OCTA formed the environmental cleanup allocation committee which meets regularly to provide guidance and recommendations to the Board. OCTA awarded \$41 million of Measure M funding for projects that address water quality issues related to street runoff. This has resulted in 213 million gallons of water saved and nearly 500,000 cubic feet of trash removed since inception.</p>	
Funded Projects	<ul style="list-style-type: none"> • 144 projects • 33 of the 34 cities in Orange County have received funding under this program.
ENVIRONMENTAL CLEANUP CONSTRAINTS	
<p>The program is progressing as planned and there are no constraints identified at this time.</p>	

M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise & Award

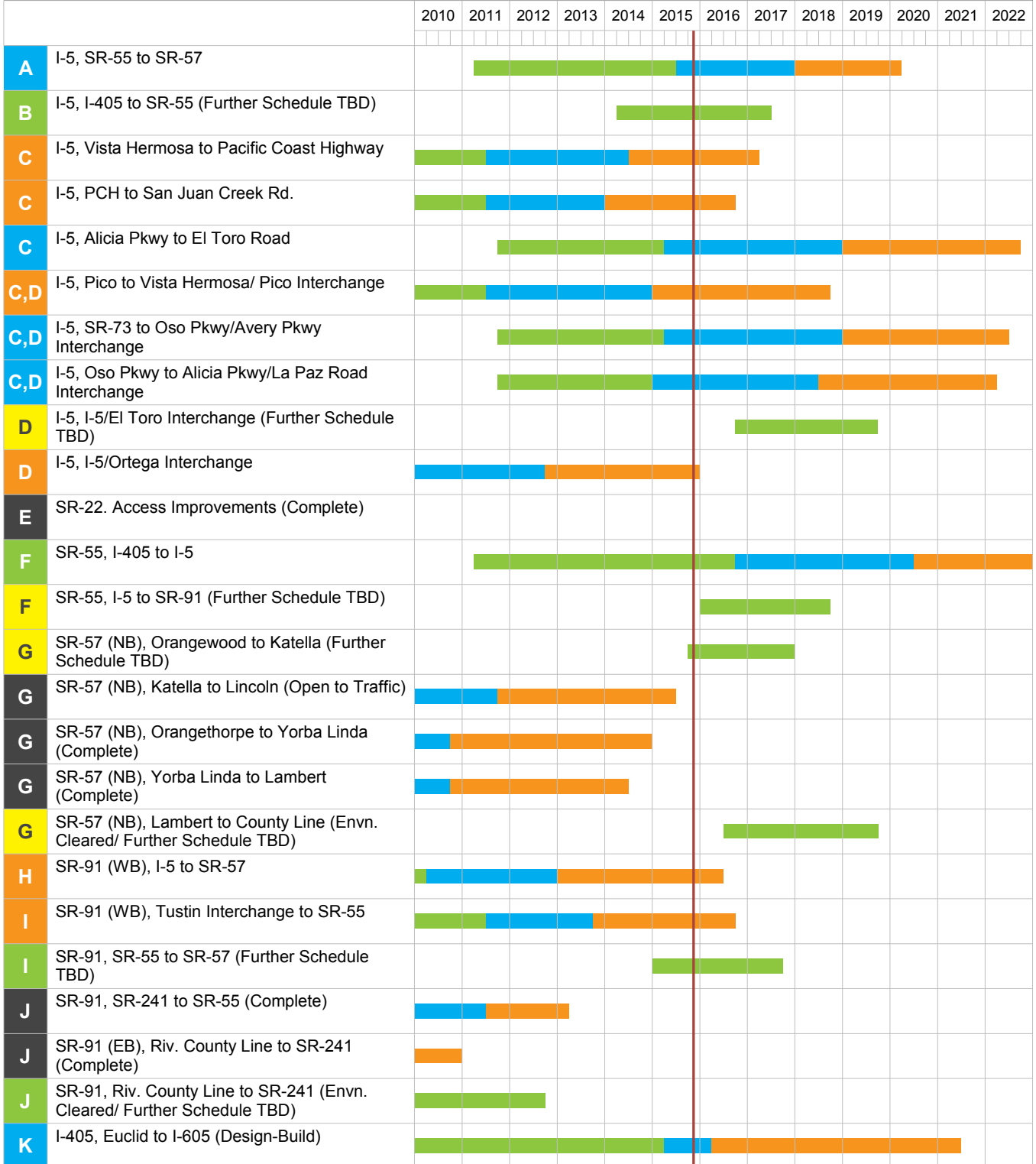


Construction



Completed

M2 Projects and Programs



MEASURE M COMPREHENSIVE TEN-YEAR REVIEW

M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise & Award

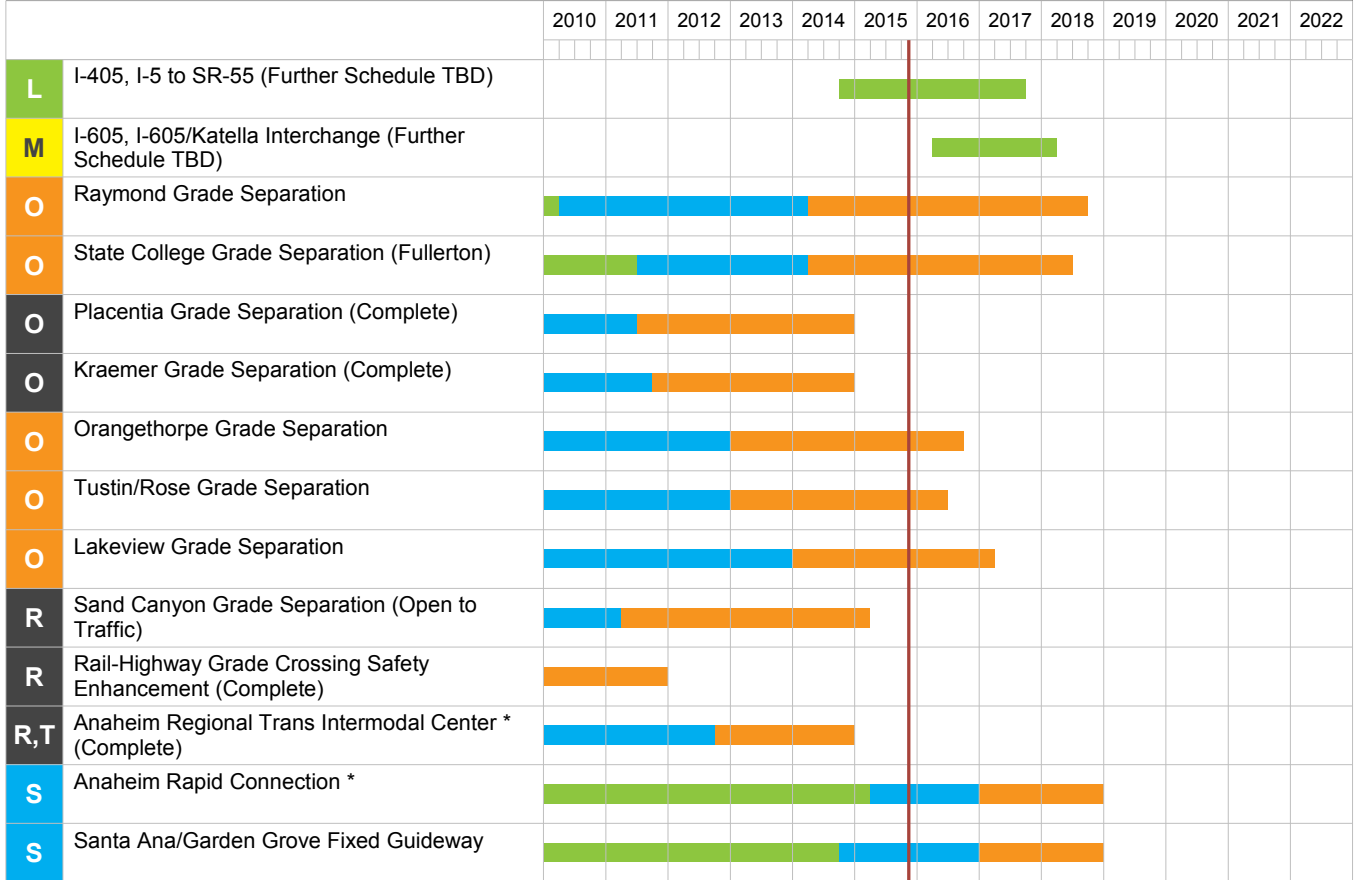


Construction



Completed

M2 Projects and Programs



* Projects managed by local agencies

Project K is a Design-Build project, with some overlap in activities during phases. Phase work can be concurrent.

These schedules are subject to change.

Delivery Risk

As OCTA moves forward with delivery of the ambitious freeway program delivery schedule, a key area of risk is the availability of Caltrans staff resources to perform right-of-way (ROW) acquisition and relocation support required for project delivery. OCTA relies on Caltrans to process any needed resolutions of necessity (RON) for eminent domain proceedings through the California Transportation Authority (CTC). On a project-by-project basis, Caltrans may not have resources available to perform needed ROW acquisition, relocation assistance, or to process RON's through the CTC to meet OCTA's desired project delivery schedule identified in the M2020 Plan. As a result, options to address this issue should be identified and discussed during the next M2020 Plan review.

Additionally, risk to delivery of Project R, Metrolink service expansion program, will continue as new regulations are imposed such as positive train control, track sharing arrangements with Burlington Northern Santa Fe and new requirements on locomotives which supports the need to provide additional funding To Project R.

VI. Public Priority Analysis: Assessing Public and Stakeholder Continued Support for M2

To gauge the level of public support for the priorities within M2, a comprehensive public outreach plan was designed to elicit direct feedback from a variety of stakeholders from April 2015 through September 2015. In addition, outreach results were combined with results from the recently completed 2014 Long-Range Transportation Plan (LRTP) public involvement program, which also sought public input on transportation priorities. Target audiences included government officials, community and business leaders, transportation professionals, multicultural leaders and the general public.

The public was encouraged to contribute comments through a multi-faceted approach that included an online questionnaire, roundtables, discussions at key stakeholder meetings, letters, a public opinion survey, and promotion on traditional and digital media. By utilizing both quantitative and qualitative methods, broad common themes were gleaned from these outreach efforts. These included:

- The Measure M2 Plan is on track to deliver transportation improvements to Orange County
- A variety of transportation options throughout Orange County is needed
- New and emerging technologies should be incorporated into current transportation systems and projects
- The public should continue to be educated about transportation improvements and options

Just as when Measure M2 was passed by nearly 70 percent of Orange County voters in 2006, the public continues to support the plan as a whole. In addition, the priorities that surfaced as part of the 2014 LRTP track with those that have emerged from the M2 Ten-Year Review. Participants also acknowledged that Measure M must have flexibility to accommodate future trends while maintaining the balance of the M2 Plan.

Background

OCTA's 2014 LRTP, *Outlook 2035*, creates a vision for Orange County's transportation network over the next 20 years. Every four years OCTA updates the LRTP to account for new planning efforts, changes in demographics, economic conditions, available sources of transportation funding, and the public's view on transportation priorities. Since an extensive public outreach effort was implemented as part of the 2014 LRTP update, the results are being used as a baseline for the Ten-Year Review outreach efforts.

The 2014 LRTP outreach effort allowed stakeholders to express ideas for future transportation improvements and comment on issues. OCTA's commitment to deliver the M2 Plan, along with information related to the projected 2035 socioeconomic, financial and travel conditions

provided context for the discussion. The stakeholders included, but were not limited to, local agency elected officials, city managers and staff, business leaders, transportation professionals, seniors, students, OCTA public committees, and advocates of various interests (Appendix E).

The following are some common themes that were expressed during the course of the 2014 LRTP outreach efforts:

- *Optimize* – Make better use of what we have by synchronizing traffic signals, widening major street intersections with left/right turn or through lanes, addressing bottleneck areas, improving transit connections, and developing solutions to improve conditions in carpool lanes.
- *Maintain* – Preserve existing transportation investments, maintain streets and roads, and fix potholes.
- *Educate* – Inform the public about public transportation and non-motorized transportation options, and develop bicycle and pedestrian safety programs.
- *Innovate* – Develop faster mass transit solutions and include innovative solutions, such as real-time passenger information and electronic ticketing to encourage commuters to use transit.
- *Collaborate* – Communicate within and across county borders to develop regional solutions and connections, continue to lead bikeway planning to identify priority regional corridors.
- *Explore* – Analyze ways to make transit travel times similar to automobile travel times, such as streetcars that operate in the same lanes as automobiles, rail transit operating in a dedicated lane on the freeway, and rapid buses.

The key themes that have emerged from the M2 Ten-Year Review outreach efforts track with the feedback received as part of the 2014 LRTP.

Goals & Objectives

The goal of the outreach plan was to meet the M2 Ten-Year Review requirement included in the Measure M2 Ordinance by engaging the public to ensure the M2 Plan as approved by the voters in 2006 is still relevant and has support.

The outreach objectives associated with this overarching goal included:

- Measure public and stakeholder awareness of the M2 Plan.
- Assess public and stakeholder support for the M2 Plan priorities.
- Seek confirmation that the priorities and options included in the M2 Plan still reflect the direction that residents envision for Orange County's transportation future.
- Inform and educate key audiences about transportation improvements within the M2 Plan.

Target Audiences	
<ul style="list-style-type: none"> • Government officials and staff • Community and business leaders • Transportation professionals • Environmental leaders 	<ul style="list-style-type: none"> • Local government agencies/organizations • Multicultural leaders • OCTA public committees • General public

Tactics

Outreach activities were designed to solicit public input from a broad spectrum of people. In addition to gauging the level of public support for the plan, there were a variety of approaches implemented to both educate the public about the progress of Measure M2 and identify their opinions about transportation priorities.

Messaging and Branding

Using the current branding for Measure M2 and the language from the M2 Ordinance itself, an identity and key messages were created to illustrate the progress of M2 to date and the purpose of the M2 Ten-Year Review.

Infographic

A visually appealing infographic (Appendix F) was created to highlight projects and provide a snapshot of all the major milestones to date of Measure M2 programs. It also included the website address so people could get more information and provide feedback.

PowerPoint and Discussion Guide

While all presentations utilized the same pool of information, the PowerPoint and discussion guide were customized to the target audience that would be hearing/reviewing the information in order to facilitate the most dialogue possible.

Online Questionnaire

A qualitative online questionnaire was developed to provide a venue for the general public and stakeholders to provide their feedback. The online questionnaire was also printed and distributed during roundtables and meetings (Appendix G). To date OCTA has received over 100 responses to the online questionnaire.

Website

The Measure M Overview webpage featured a section that highlighted the M2 Ten-Year Review and included digital versions of the PowerPoint and infographic, and a link to the online questionnaire. Since this information was added to the Measure M Overview webpage, it has received nearly 3,700 views, with more than 150 downloads of the progress report.

Social Media

The materials on the website and online questionnaire were promoted with OCTA's Facebook and Twitter accounts. Facebook posts reached more than 1,600 people and generated 150 actions. These posts resulted in eight percent total traffic to the website.

Press Release

A press release (Appendix H) was issued to 130 media outlets to help encourage the general public to review the online materials.

OCTA Blog

Three articles about the Ten-Year Review were published on OCTA's blog between June and September 2015 (Appendix I). These articles were included in three *On the Move* email newsletters, which are distributed to OCTA stakeholders, for a total distribution of 8,600.

Newsletters and E-blasts

Promotion of the online materials and questionnaire were distributed through newsletters and e-blasts (Appendix J) to more than 6,000 people by the American Society of Civil Engineers (ASCE), Women in Transportation Seminar Orange County (WTS-OC), and Orange County Association of REALTORS (OCAR).

Attitudinal and Awareness Survey

An attitudinal and awareness survey was conducted in mid-2015 to measure awareness and perceptions of OCTA, and identify residents' opinions of Orange County's transportation system, as well as the types of improvements they feel should be priorities for the future. In addition, the survey measured public awareness of Measure M and support for key elements of the Measure M Investment Plan.

Methodology: a total of 2,000 randomly selected Orange County adult residents participated in the survey between June 3 and July 14, 2015. Individuals were selected at random from land line and geo-targeted mobile phone numbers that service Orange County, with additional screening questions to confirm eligibility. The survey, which has an overall margin of error: ± 2.19 percent, was conducted using a mixed-method approach which allowed respondents the option to participate in the survey by telephone or online through a secure, password-protected, web-based application designed and hosted by True North Research. The telephone interviews averaged 20 minutes in length and were conducted in English, Spanish, and Vietnamese during weekday evenings (5:30PM to 9PM) and on weekends (10AM to 5PM).

Letters to State/Federal Offices

Letters were sent to state and federal government officials and staff to inform them that the M2 Ten-Year Review was taking place and of M2's progress, and provide an opportunity to provide OCTA with their feedback (Appendix K).

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Elected Officials Roundtable

A facilitated roundtable discussion with city council members took place in September 2015. Elected officials from across the county attended to represent both their respective cities and one of three different government advocacy groups. These groups included the Association of California Cities – Orange County, The League of California Cities – Orange County Division, and the Orange County Council of Governments.

Stakeholder Meetings and Roundtables

There were 20 presentations set up to elicit comments from a variety of stakeholder groups throughout the county. This was accomplished through facilitated roundtable discussions and presentations at regularly scheduled meetings. During these meetings, information was provided on Measure M2’s progress and the M2 Ten-Year Review. Attendees were also given an opportunity to provide OCTA with their thoughts, provided a copy of the infographic and encouraged to complete the online survey. More than 500 people were engaged during this process.

Meetings	
<ul style="list-style-type: none"> • North Orange County Legislative Alliance • Orange County City Managers Association • Orange County City Managers Association Executive Committee • OCTA 4th District Mayors Forum • Building Industry Association • Orange County Business Council Infrastructure Committee • Caltrans District 12 	<ul style="list-style-type: none"> • South Orange County Economic Coalition • Orange County Council of Governments • Association of California Cities – Orange County • American Society of Civil Engineers • OCTax • Orange County Business Council Advocacy and Government Affairs Committee

Roundtable Discussions	
<ul style="list-style-type: none"> • Women in Transportation Seminar, Orange County • Diversity Leaders in Orange County 	<ul style="list-style-type: none"> • American Society of Civil Engineers, Orange County

OCTA Public Committees

OCTA’s public committees participated in the M2 Ten-Year Review process. They were given a presentation on Measure M2’s major milestones, information on the M2 Ten-Year Review, and the infographic with information on how to access the online questionnaire. Facilitated discussions followed each presentation.

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- Representing a broad spectrum of interests and geographic areas of Orange County, the 34-member Citizens Advisory Committee (CAC) has very diverse member backgrounds, ranging from community leadership to transportation research and engineering.
- The 34-member Special Needs Advisory Committee (SNAC) represents senior citizens and persons with disabilities within Orange County.
- The Environmental Oversight Committee (EOC) is comprised of 12 members and includes representatives from U.S. Army Corps of Engineers, California Department of Fish & Wildlife, Endangered Habitats League, U.S. Fish and Wildlife Service, California Wildlife Conservation Board, and Caltrans.
- The Environmental Cleanup Allocation Committee (ECAC) is comprised of 14 members and includes representatives from the County of Orange, city representatives from each supervisorial district, San Diego and Santa Ana Regional Water Quality Boards, academia, water/sanitation districts, an environmental consultant and Caltrans.
- The Technical Advisory Committee (TAC) provides OCTA staff with technical advice on issues primarily related to M2 competitive grant programs that serve to improve capacity on local streets and roads. The TAC is comprised of 35 representatives, one from each Orange County city as well as the County of Orange.

Key Findings

Outreach participants consistently echoed their support for Measure M2. Many participants generally felt that OCTA should continue to develop and expand multi-modal options that include everything from transit services, to street and freeway improvements, and investments in active transportation. In addition, participants articulated the need to consider how to utilize new and emerging technologies to both enhance current services and maximize efficiency in construction. Participants also mentioned how important it is to continue, and perhaps expand upon, allotting resources to educate and inform the public about M2 transportation improvements and options.

Online Questionnaire

While qualitative in nature, online questionnaire results indicated that 75 percent of the respondents feel that Measure M2 is on track to deliver transportation improvements to Orange County. These results also show the top five transportation priorities for questionnaire participants are signal synchronization, improving and widening freeways, fixing potholes and repairing roadways, improving intersections and reducing traffic congestion on major roads, and constructing roads over or under rail tracks where needed. When asked how to enhance Measure M2 once all projects had been delivered, suggestions include extending Measure M2 for a number of years, maintaining existing transportation investments, connecting streetcar, light rail, or express bus service to Metrolink stations, and including active transportation priorities such as bike lanes and trails.

Attitudinal and Awareness Survey

A quantitative attitudinal and awareness survey was conducted in mid-2015 to identify residents' opinions of OCTA, Orange County's transportation system, as well as the types of improvements

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they feel should be priorities for the future. Also, to assist OCTA in gauging public and stakeholder support for key components of the Measure M2 Investment Plan, the survey asked residents to prioritize among a list of transportation improvements. After informing respondents that there are a variety of improvements that could be made to Orange County's transportation system, respondents were asked whether each project should be a high, medium, or low priority—or should no money be spent on the project? To encourage respondents to prioritize, they were reminded that not all of the projects can be high priorities.

The survey results provide clear evidence that the public supports the types of projects funded by Measure M, as well as those that could receive funding in the future—as every project tested was viewed as a high or medium priority for future funding by a majority of Orange County residents. Nevertheless, some projects were prioritized over others:

- Fixing potholes and repairing roadways (94 percent)
- Coordinating traffic signals on major roadways to improve traffic flow (92 percent)
- Providing transit services to seniors and the disabled at discounted rates (92 percent)
- Closing gaps, improving intersections, and reducing traffic congestion on major roads throughout the County (90 percent)
- Cleaning up polluted runoff from roads to reduce water pollution and protect local beaches (89 percent)
- Improving ACCESS paratransit service for people with disabilities (85 percent)
- Adding local bus and shuttle services in communities that aren't well served by regional transit services (81 percent)
- Optimizing the existing transportation system (81 percent)
- Widening freeways (80 percent)
- Improving safety and security at transit stops and stations (80 percent)
- Preserving and restoring open space land to offset the impacts of freeway improvement projects (75 percent)
- Expanding bus services (73 percent)
- Constructing roads over or under rail tracks where needed to improve traffic flow (73 percent)
- Providing free assistance and tow truck service to motorists who break down on freeways (72 percent)
- Improving access to METROLINK stations using shuttles, light rail, and other transit services (70 percent)
- Expanding METROLINK rail service (68 percent)
- Improving the network of bike lanes (64 percent)
- Expanding vanpool programs (53 percent)
- Building additional toll lanes to help relieve traffic congestion (53 percent)

Elected Officials Roundtable

Orange County cities were also asked to comment on the M2 Ten-Year Review. On September 17th, OCTA Vice Chair Lori Donchak and staff met with 15 city council representatives from

throughout Orange County. The representatives were chosen by the Association of California Cities – Orange County, The League of California Cities – Orange County Division, and the Orange County Council of Governments.

There was unanimous agreement with the direction the Measure M2 Plan is going and all acknowledge the many benefits the program has brought to Orange County and their communities. All acknowledged that given the economic constraints, specifically the severe economic downturn that has dramatically affected all sales tax receipts, the Measure M2 program is delivering on its promise to the voters and, specifically, benefitting local agencies as they enhance mobility in their communities.

There was broad support for all the Measure M2 freeway projects. Many supported the idea of the continuation of the OC Streetcar and would like to see it expand countywide. There was acknowledgement that the Measure M2 program is benefitting senior transportation and the environment.

Stakeholder Meetings and Roundtables

During the 20 stakeholder meetings and roundtable discussions, the majority of individuals were supportive of Measure M2's Plan as a whole. There were suggestions that, while keeping the promise to the voters is important, maintaining flexibility to accommodate emerging trends is essential. Trends discussed included the ever-increasing population density of Orange County with many individuals having to commute some distance to their workplace, and the desire for a mix of bicycle, pedestrian and transit-oriented transportation options. The desire for mass transit and solutions to the "last-mile" gap was especially strong amongst all groups.

Many stakeholders also recommended that, in addition to OCTA continuing to capitalize on financing opportunities, new and emerging technologies should also be considered and incorporated. For example, a project in Utah was mentioned where Accelerated Bridge Construction (ABC) was used, allowing a bridge to be installed overnight. It was suggested that advances such as ABC would help to minimize the impacts of other costly delays for bigger construction projects. New phone and web-based technology, such as real-time maps and mobile ticketing applications, were also mentioned as a way to help streamline services.

Participants also mentioned how important it is to continue, and perhaps expand upon, allotting resources to educate and inform the public. This included suggestions to make a concentrated effort in reaching out to Orange County's diverse communities with a variety of in-language materials, and tourists since they help dictate traffic flow throughout the county. While freeways were largely not seen as the future of transportation, it was proposed that OCTA look at possibly accommodating freeway interchange improvements in lieu of widening to help with bottlenecks, consider managed lanes, and examine extending the I-5 carpool lane in the southern end of the county if any additional M2 funds are available at the end of the program.

Overall, stakeholders agreed that the current variety of elements within the M2 Plan will continue to improve transportation within Orange County and beyond.

Caltrans

In addition to reaching out to OCTA's stakeholders, a meeting was held with Caltrans District 12 staff. The District Director, Deputy District Directors as well as Office Chiefs from key disciplines were invited. Significant discussion centered on navigating new state laws and regulations regarding project delivery. Caltrans recognized the importance that OCTA places on delivering what was promised to the voters but also recognized the difficulty of delivering freeway lane additions given new sustainability requirements. OCTA discussed the M2 Plan as a whole and how it was a balanced plan that included more than just freeway lane capacity projects and also delivers transit, signal synchronization, and environmental projects. Caltrans recommended that OCTA include language in freeway project environmental documents that provides context to the M2 Plan as a whole and the importance of looking at projects within a package of countywide improvements.

VII. Conclusions

After completing the first comprehensive review of OCTA's Measure M2 program and the requirements listed in Ordinance No. 3 related to the M2 Ten-Year Review, no major external changes related to legislation, land use, travel and growth projections, project cost/revenue projections or right-of-way and/or other constraints have been identified that would require substantial changes to the intent of the M2 Plan as approved by the voters in 2006 and as amended November 23, 2013. The review also highlighted that M2 as a whole is supported by the public as approved and that OCTA has made substantial progress in delivering the program as promised to the voters with all elements initiated and a number of projects delivered.

In reviewing the financial capacity of the M2 program by category, the Transit category has been identified as having delivery issues. Within the Transit category, there are six programs and although the revenue within the category as a whole is sufficient to deliver all six programs, there is a shortfall among the Transit program line items that should be addressed. These include Project R (Metrolink operations); and Project U (fare stabilization for seniors and persons with disabilities), which the forecast indicates will not have sufficient funding through the 30-year M2 horizon. Another program – Project T (Gateway to High Speed Rail), has been delivered and has a remaining balance. With the completion of the one qualifying Gateway project, the Anaheim Regional Transportation Intermodal Center the program in Project T is complete. The balance in Project T is sufficient to address the two transit programs that show a funding shortfall during the 30-year timeframe.

It is recommended that the line items in the Transportation Investment Plan for projects R, U and T be amended to move the remaining balance from T to R and U to accommodate the projected shortfall.

Ordinance No. 3 spells out the process for plan amendments. Amendments within a category do not require voter approval but require a two-thirds vote of the Taxpayer Oversight Committee and a two-thirds vote of the OCTA Board of Directors as well as a public hearing and notification process. Amendments to the Ordinance can be made at any time it is determined to be needed.

Appendix A List of M2 Amendments to Date

Two M2 amendments have taken place to date. Both followed the amendment procedures outlined in the Orange County Local Transportation Authority (OCLTA) Ordinance No. 3 for the Renewed Measure M Transportation Investment Plan (Plan). Amendments to the Ordinance and Plan can be recommended by Staff to the OCLTA Board of Directors at any time, as the need arises.

Transportation Investment Plan Amendments

1. November 9, 2012
 - Occurred after the Board adoption of the M2020 Plan. This amendment reallocated funds within the Freeway Program, between SR-91 (Project J) and I-405 (Project K).

Ordinance Amendments

2. November 25, 2013
 - This amendment strengthens the eligibility and selection process for Taxpayers Oversight Committee members by preventing any person with a financial conflict of interest from serving as a member. It also requires currently elected or appointed officers who are applying to serve on the TOC to complete an “Intent to Resign” form.

Appendix B Federal Legislation Potentially Impacting M2 Projects Enacted Since 2006

2008

- Public Law No. 110-432 (122 Stat. 4848-4906): Rail Safety Improvement Act of 2008. Requires the implementation of positive train control systems by Class I railroad carriers on main lines by December 31, 2015. Amends hours of service laws by train employees and signal employees. Exempts employees providing commuter or intercity rail passenger transportation from those provisions. Requires railroads and States to report information on grade crossing physical and operating characteristics to the National Crossing Inventory. Broadens whistleblower protection provisions.
- Public Law No. 110-432 (122 Stat. 4848-4906): Passenger Rail Investment and Improvement Act of 2008. Authorizes the appropriation of funds to the United States Department of Transportation (DOT) for fiscal years 2009-2013 to award grants to Amtrak to cover operating costs and capital investments. Requires Amtrak to implement a modern financial reporting system. Requires the development of standards that measure the performance and service quality of intercity passenger train service. Requires Amtrak to evaluate and rank each of its long-distance trains. Requires Amtrak to develop performance improvement plans for its worst performing routes. Requires States to develop rail plans to set policy involving freight and passenger rail transportation and the established priorities and implementation strategies for enhancing rail services. Authorizes the creation of three intercity rail capital assistance programs. Provides provisions to encourage additional private investment in the operation and improvement of intercity passenger rail services.

2009

- Public Law 111-5 (123 Stat. 115): The American Recovery and Reinvestment Act, (Approved February 13, 2009). Provided \$787 billion in funding to spur economic activity in the forms of tax cuts, increases in funding to entitlement programs, and provide funding for federal contracts, grants, and loans. Provided approximately \$40 billion for transportation projects nationwide.
- Public Law 111-68 (123 Stat. 2023): Legislative Branch Appropriations Act, 2010, (Approved October 1, 2009). Provided a temporary extension of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation funding programs through October 31, 2009.
- Public Law 111-88: (123 Stat. 2904): Department of Interior, Environment, and Related Agencies Appropriation Act, 2010. (Approved October 30, 2009). Provided a temporary extension of SAFETEA-LU programs through December 18, 2009.
- Public Law 111-118 (123 Stat. 3409): Department of Defense Appropriations Act, 2010, (Approved December 19, 2009). Provided a temporary extension of SAFETEA-LU programs through February 28, 2010.

2010

- Public Law 111-144 (124 Stat. 42): Temporary Extension Act of 2010 (Approved March 2, 2010). Provided temporary extension of SAFETEA-LU programs through March 28, 2010.
- Public Law 111-147 (124 Stat. 71): Hiring Incentives to Restore Employment Act (Approved March 18, 2010). Provided a temporary extension of SAFETEA-LU programs through December 31, 2010.

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- Public Law 111-322 (124 Stat. 3518): Continuing Appropriations and Surface Transportation Extensions Act (Approved December 22, 2010). Provided a temporary extension of SAFETEA-LU programs through March 4, 2011.

2011

- Public Law 112-5 (125 Stat. 14): Surface Transportation Extension Act of 2011 (Approved March 4, 2011). Provided a temporary extension of SAFETEA-LU programs through September 30, 2011.
- Public Law 112-30 (125 Stat. 342): Surface and Air Transportation Programs Extension Act of 2011 (Approved September 16, 2011). Provided a temporary extension of SAFETEA-LU programs through March 31, 2012

2012

- Public Law 112-102 (126 Stat. 271): Surface Transportation Extension Act of 2012 (Approved March 30, 2012). Provided a temporary extension of SAFETEA-LU programs through June 30, 2012
- Public Law 112-141 (126 Stat. 405) Moving Ahead for Progress in the 21st Century Act (MAP-21) (Approved July 6, 2012). Funds federal transportation programs until September 30, 2014. Transfers \$18.8 billion in general funds to maintain current funding levels. Requires Metropolitan Planning Organizations (MPOs) to include representation of public transportation providers. Creates the Transportation Alternatives Program which folds into it the Transportation Enhancements, Safe Routes to Schools, and Recreational Trails Programs. Expands the Transportation Infrastructure Finance Innovation Act (TIFIA). Expands TIFIA funding to \$750 million in 2013, and \$1 billion in 2014. Increases the amount of a project that can be funded with loans and guarantees. Title One, Subtitle C several project streamlining provisions were provided as advocated for by OCTA's Breaking Down Barriers Initiative to accelerate project delivery, including the expansion of categorical exclusions for projects, thereby allowing them to be exempted from environmental assessment. Authorizes MPOs or states to develop programmatic mitigation plans. Increases funding of transit programs. Creates the State of Good Repair grants program. Permits the reconstruction or replacement of toll-free bridges or tunnels to be converted to a toll facility. Requires DOT to develop a National Freight Strategic Plan.

2014

- Public Law 113-159 (128 Stat. 1839) Highway and Transportation Funding Act of 2014 (Approved August 8, 2014). Provided a temporary extension of MAP-21 transportation funding programs through May 31, 2015

Appendix C State Legislation Potentially Impacting M2 Projects Enacted Since 2006

2006

- AB 32 (Chapter 488, Statutes of 2006): Global Warming Solutions Act: Required California Air Resources Board to adopt regulations to reduce statewide greenhouse gas emissions levels to 1990 levels by 2020.
- AB 372 (Chapter 262, Statutes of 2006): Extended existing law to allow transit operators to enter into design-build contracts until 2011.
- AB 713 (Chapter 44, Statutes of 2006): Postponed Proposition 1A, The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the November 4, 2008, general election.
- AB 1467 (Chapter 32, Statutes of 2006): Authorizes Caltrans and regional transportation agencies to enter into eight comprehensive development lease agreements with public and private entities, and may charge tolls for those projects. Included clarifying provisions in AB 521 (Chapter 542, Statutes of 2006). Expires January 1, 2012.
- AB 2746 (Chapter 577, Statutes of 2006): Clarifies that local and state public agencies may allow nonprofit organizations to accept and hold real property interests required by the agency to mitigate adverse impacts of a permitted project or facility.
- SB 1266 (Chapter 25, Statutes of 2006): Authorized the placement of Proposition 1B on the fall 2006 ballot, which granted \$19.925 billion in general obligation bonds for transportation improvements.

2007

- AB 118 (Chapter 750, Statutes of 2007): Creates various funding programs targeting emission reductions within the transportation sector, administered by the California Air Resources Board and California Energy Commissions. Mostly relates to vehicle technology.
- AB 193 (Chapter 313, Statutes of 2007): For fiscal year (FY) 2007-2008, diverted all but \$200 million of available spillover funds to pay for general fund expenditures, decreasing the available funding for new transit capital projects and operations.
- AB 196 (Chapter 314, Statutes of 2007): Required the Controller to allocate the \$950 million in Proposition 1B Local Streets and Roads funds, \$400 million to counties and \$550 million to cities.
- AB 1246 (Chapter 330, Statutes of 2007): authorizes a state or local public agency that, in the development of its own project, is required to transfer an interest in real property to mitigate an adverse impact upon natural resources, to transfer the interest to a nonprofit organization.
- SB 79 (Chapter 173, Statutes of 2007): Redirected 50 percent of “spillover” revenue from the Public Transportation Account to cover general fund expenditures/bond debt service.
- SB 97 (Chapter 185, Statutes of 2007): Required the Office of Planning and Research to create guidelines for the feasible mitigation of greenhouse gas emissions as required under the California Environmental Quality Act (CEQA). Exempted certain projects funded by Proposition 1B from analyzing greenhouse gas emissions under CEQA prior to January 1, 2010.
- SB 184 (Chapter 462, Statutes of 2007): Extends the time under which regional agencies can be reimbursed for local funds advanced on projects programmed into the STIP but which have not yet received an allocation by they CTC.
- SB 717 (Chapter 733, Statutes of 2007): Continued the Transportation Investment Fund (Proposition 42) in existence, maintaining a 40/20/20 split in gasoline sales tax revenues, but modified the

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distribution of PTA funding, 75 percent to State Transit Assistance, and 25 percent to STIP (used to be 50/50).

2008

- AB 88 (Chapter 269, Statutes of 2008): Annual budget act. Significantly reduced State Transit Assistance funding to \$406.4 million, reducing OCTA's share by \$8.9 million.
- AB 268 (Chapter 756, Statutes of 2008): Continued the diversion of \$1.4 billion in Public Transportation Account funding for general fund purposes. Set the allocation formula for Proposition 1B PTMISEA, based on State Transit Assistance Formula.
- AB 1358 (Chapter 657, Statutes of 2008): Requires local governments, beginning January 1, 2011, to include in any revision of the circulation element of the general plan, a plan for a balanced, multimodal transportation network that meets the need for all safe and convenient travel, including that for bicyclists, children, persons with disabilities, and other identified parties, suitable for the rural, suburban, or urban context of the general plan.
- AB 2906 (Chapter 27, Statutes of 2009): Repealed provision of existing law which required high-occupancy vehicle (HOV) lanes on State Route 55 to be separated from adjacent mixed flow lanes by a buffer area of at least four feet.
- AB 3034 (Chapter 267, Statutes of 2008): Enacts new provisions for Proposition 1A: Safe, Reliable High-Speed Passenger Train Bond Act, including new provisions which required adding Anaheim to the initial San Francisco-Los Angeles operating segment.
- SB 375 (Chapter 728, Statutes of 2008): Requires regional transportation plans to include a sustainable communities strategy designed to achieve regional greenhouse gas emission reduction targets per AB 32 through coordination between transportation, land use and housing planning. Projects specifically listed in a local sales tax measure for transportation projects approved prior to December 31, 2008 are excluded. In addition, nothing is to require a transportation authority with a locally approved sales tax measure adopted prior to December 31, 2010, from changing the funding allocations for categories of transportation projects approved by voters.
- SB 732 (Chapter 729, Statutes of 2008): Established the Strategic Growth Council, to help coordinate activities to meet the goals of AB 32 through sustainable land use planning, which included coordinating activities of member agencies, including the Business, Transportation and Housing Agency (now the California State Transportation Agency).
- SB 1316 (Chapter 714, Statutes of 2008): Provided a framework for the extension of the 91 Express Lanes into Riverside County, extending the period which OCTA can issue bonds and collect tolls to 2065. Authorized broader use of toll revenues by allowing them to be used to provide improvements to the State Route 91 corridor, including transportation alternatives and operational and capacity improvements. Investments may be made along the State Route 91 corridor from the State Route 57 intersection in the west to the Riverside County line in the east.

2009

- AB 672 (Chapter 463, Statutes of 2009): Authorizes a regional or local lead agency, for a project or project component, funded or to be funded by Proposition 1B, to apply to the CTC for a letter of no prejudice that would allow the lead agency to use alternative funds under its control, including local sales tax money, to keep the project moving until bond funds become available.
- AB 729 (Chapter 466, Statutes of 2009): Extends the authority for transit operators to use design-build for project delivery until January 2015.

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- AB 798 (Chapter 474, Statutes of 2009): Creates the California Transportation Financing Authority within the Office of the Treasurer, to provide financing for the construction of new capacity or improvements through the issuance of bonds backed by various revenue streams, including toll revenues.
- AB 1072 (Chapter 271, Statutes of 2009): Extended the formula for allocating Proposition 1B PTMISEA funds for the remainder of the program, largely based on the State Transit Assistance formula.
- AB 1403 (Chapter 530, Statutes of 2009): Eliminates the \$1 million cap on the Southern California Association of Governments' share of funding provided through the Transportation Development Act.
- ABX2 8 (Chapter 8, Statutes of 2009): Exempts eight specific projects from CEQA, including the widening of State Route 91 from State Route 55 to Weir Canyon Road (benefit was limited due to delay in bill passage). Authorized a streamlined permit process for 10 projects, including three OCTA projects: (1) State Route 57 northbound widening from Katella to Lincoln; (2) State Route 91 widening from State Route 55 to Weir Canyon; and (3) addition of an auxiliary westbound lane to State Route 91 from Interstate 5 to State Route 57. Granted OCTA advanced ROW authority for two projects: (1) State Route 91 auxiliary from Interstate 5 to State Route 57 and the State Route 57 northbound widening from Katella to Lincoln.
- ABX3 20 (Chapter 21, Statutes of 2009): provided for the distribution of \$2.6 billion in federal economic stimulus funds (American Recovery and Reinvestment Act) for road and highway infrastructure projects. OCTA received approximately \$212 million for projects.
- ABX4 10 (Chapter 10, Statutes of 2009): Made additional transportation fund diversions to cover general fund costs, including \$561 million in spillover revenue. Directed all spillover revenue to the Mass Transportation Fund for transportation debt service until June 2013.
- SB 27 (Chapter 4, Statutes of 2009): Prohibits a city, county or city and county from entering into any form of an agreement which would result in the diversion, transfer, or rebate and reduction of Bradley-Burns local tax proceeds from another city or county when the agreement leads to the reduction in tax proceeds collected under Bradley-Burns from a retailer within the jurisdiction of the other city or county and the retailer continues to maintain a physical presence within the jurisdiction of the other city or county.
- SB 83 (Chapter 554, Statutes of 2009): Authorizes a countywide transportation planning agency, through a majority vote of its board, to impose an annual fee up to \$10 on motor vehicles registered within the county to be used for congestion mitigation projects and programs and pollution mitigation projects and programs.
- SB 391 (Chapter 585, Statutes of 2009): Requires updating of the California Transportation Plan to address how the State will update the transportation system to achieve the maximum feasible emission reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050.
- SB 575 (Chapter 354, Statutes of 2009): Clean-up legislation related to SB 375, modifying housing element schedules, clarifying public hearing process, sets forth requirements related to maintaining and publishing a current schedule of plan adoption.
- SB 783 (Chapter 618, Statutes of 2009): Revises the contents of the business plan of the California High-Speed Rail Authority and requires them to prepare, publish, adopt and submit to the Legislature a business plan no later than January 1, 2012, and every 2 years thereafter.
- SBX2 4 (Chapter 2, Statutes of 2009): Granted unlimited authority for Caltrans and regional transportation planning agencies to use public-private partnerships for transportation projects through January 1, 2017. Authorizes, subject to the approval of the California Transportation

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Commission, local transportation agencies to use design-build for up to five projects statewide relates to local streets and roads, bridges, tunnels or public transit; and Caltrans the authority for up to 10 state highway, bridge or tunnel projects.

- SBX2 9 (Chapter 7, Statutes of 2009): Directs the Department of Industrial Relations (DIR) to levy a fee on all future public works bond and non-bond funded public works projects to be used for prevailing wage enforcement by DIR.
- SBX3 7 (Chapter 14, Statutes of 2009): Authorized a variety of special fund shifts, including the suspension of the State Transit Assistance program.

2010

- AB 1500 (Chapter 37, Statutes of 2010): Extends to January 1, 2015, the expiration of the white stickers which allow specific super and ultra-low emission vehicles to use the high-occupancy vehicle lanes, regardless of occupancy.
- ABX8 6 (Chapter 11, Statutes of 2010): Enacted the “gas tax swap,” by increasing the gasoline excise tax by 17.3 cents and eliminating the state sales tax on gasoline (Proposition 42), effective July 1, 2010. This eliminated the availability of spillover funding, while attempting to provide greater stability in gas tax revenues. Also increased the sales tax on diesel by 1.75 percent and decreased the gas tax on diesel to 13.6 cents. Fundamentally changes the way State financed transportation.
- ABX8 9 (Chapter 12, Statutes of 2010): Companion bill to ABX8 6 to enact the “gas tax swap.” Restructured how revenues are expended. Increased gas tax revenue to be allocated 12 percent to SHOPP, 44 percent to local streets and roads and 44 percent to STIP.
- ABX8 11 (Chapter 7, Statutes of 2010): Granted LONP authority to projects funded under Proposition 116 (1990).
- SB 535 (Chapter 215, Statutes of 2010): Extends the authorization for yellow HOV stickers until July 1, 2011, and allowed the issuance of green stickers for advanced technology partial zero-emission vehicles, to expire on January 1, 2015. Stickers allowed single-occupant vehicles access to HOV lanes.
- SB 1371 (Chapter 292, Statutes of 2010): Authorized agencies eligible for Proposition 1A (2008) funding reserved for intercity, commuter and urban rail connectivity grants to apply to the California Transportation Commission (CTC) for a letter of no prejudice, allowing local funds to be used to implement approved projects while awaiting the sale of bonds.
- SB 1456 (Chapter 496, Statutes of 2010): Authorizes a lead agency when using a tiered environmental impact report (EIR) under CEQA, until January 1, 2016, to forgo the analysis of cumulative impacts at the project level if it is determined that the cumulative effect has been adequately addressed in a prior EIR.

2011

- AB 105 (Chapter 6, Statutes of 2011): Re-enacted the 2010 Gas Tax Swap to meet Proposition 26 (2010) requirements, redirected truck weight fees and non-article 19 transportation revenues to bond debt service.
- AB 436 (Chapter 378, Statutes of 2011): Provides that the requirement to pay a DIR enforcement fee for prevailing wage enforcement is waived on state bond funded projects and specified design-build projects if the awarding body has entered into a collective bargaining agreement that binds all contractors performing the work on the contract.

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- AB 892 (Chapter 482, Statutes of 2011): Extends the sunset provision to allow Caltrans to continue to carry out approval of National Environmental Policy Act (NEPA) requirements until January 1, 2017.
- SB 436 (Chapter 590, Statutes of 2011): Allows a state or local public agency to authorize a nonprofit organization, a special district, a for-profit entity, or other entity to hold title to and manage an interest for property held for mitigation purposes, as well as the long-term management of associated endowments.
- SB 468 (Chapter 535, Statutes of 2011): Imposes various requirements on SANDAG and Caltrans on the development of the North Coast Corridor project on Interstate 5 and on the LOSSAN rail corridor. Include mitigation requirements, transit and active transportation planning requirements, and authority to administer a HOT facility on Interstate 5.
- SB 922 (Chapter 431, Statutes of 2011): Authorizes public entities to use, enter into, or require contractors to enter into a project labor agreement (PLA) for a construction project if it meets certain requirements. If a charter city prohibits or is inconsistent with the requirements of this bill, state funding and/or financial assistance will be prohibited from being used on a project.

2012

- AB 441 (Chapter 365, Statutes of 2012): Requires the California Transportation Commission to include an attachment in the next revision of the Regional Transportation Plan guidelines to summarize best practices that have been conducted by metropolitan planning organizations related to health and health equity.
- AB 1458 (Chapter 138, Statutes of 2012): Specifies that in the establishment of the California State Transportation Agency, the California Transportation Commission is to retain independent authority to perform its duties and functions.
- AB 1532 (Chapter 807, Statutes of 2012): Established a process for allocating revenues deposited in the State's Greenhouse Gas Reduction Fund from the selling of allowances under the cap-and-trade program, including the creation of an investment plan, and eligible categories of investment including public transportation and sustainable infrastructure projects.
- AB 1706 (Chapter 771, Statutes of 2012): Authorizes any transit bus within a transit agency's fleet before January 1, 2013, to legally operate on state and local highways and roads, regardless of weight. Sets up a temporary procurement process for other overweight buses until January 1, 2015. Transit weight limitations to revert to 20,500 lbs again at that point.
- AB 2405 (Chapter 674, Statutes of 2012): Exempts, until January 1, 2015, vehicles that meet the State's enhanced advanced technology partial zero-emission vehicles standard from paying tolls on a toll road or highway, as specified.
- AB 2498 (Chapter 752, Statutes of 2012): Authorizes Caltrans to engage in the Construction Manager/General Contractor delivery method for the construction of a highway, bridge or tunnel, on up to 6 projects.
- SB 535 (Chapter 830, Statutes of 2012): Requires the California Environmental Protection Agency to identify disadvantaged communities within the State for investment opportunities, requiring a minimum of 25 percent of cap-and-trade revenues be invested to benefit such communities, and 10 percent to the funding of projects within such communities.
- SB 1018 (Chapter 39, Statutes of 2012): Establishes the Greenhouse Gas Reduction Fund, where revenues from AB 32's cap-and-trade system will be deposited for expenditure.

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- SB 1029 (Chapter 152, Statutes of 2012): Appropriates \$2.61 billion in Proposition 1A (2008) bonds for the initial construction segment of the high-speed rail project, and \$1.1 billion in Proposition 1A bonds to serve as a match for bookend investments, among other appropriations.
- SB 1094 (Chapter 705, Statutes of 2012): Clarifying legislation to 2011's SB 436, allowing exemptions whereby the endowment for mitigation lands can be held by entities other than those specified by law if certain requirements are met.
- SB 1225 (Chapter 802, Statutes of 2012): Authorizes Caltrans to enter into an Interagency Transfer Agreement to transfer the management/operation of intercity passenger rail service to a local joint powers authority in the Los Angeles-San Luis Obispo-San Diego (LOSSAN) corridor.

2013

- AB 14 (Chapter 223, Statutes of 2013): Requires the California State Transportation Agency to prepare a state freight plan to provide a comprehensive strategy to govern immediate and long term planning and capital investments related to the movement of freight within the State.
- AB 266 (Chapter 405, Statutes of 2013): Extends, until January 1, 2019, the allowances for single occupant low emission vehicles having a white or green decal to use the high-occupancy vehicle lanes and certain high-occupancy toll lanes for free. If federal law authorizing such use is eliminated, this authority would expire on September 30, 2017.
- AB 401 (Chapter 586, Statutes of 2013): Provides the authority, until January 1, 2024, for regional transportation agencies to utilize design-build procurement for an unlimited number of projects on, or adjacent to, the state highway system, as well as expressways that are part of a local sales tax measures approved before January 1, 2014.
- AB 466 (Chapter 736, Statutes of 2013): Updated State law to reflect the traditional formula used to allocate federal Congestion Management and Air Quality Improvement Program (CMAQ) funds to preserve traditional funding levels due to the deletion of the formula in federal law.
- AB 1222 (Chapter 527, Statutes of 2013): Temporarily exempts from the provisions of the California Public Employees' Pension Reform Act of 2013 (PEPRA), public transit employees whose collective bargaining rights are protected under subsection (b) of Section 5333 of Title 49 of the United States Code (13(c)). Exemption remains in effect until January 1, 2015, or until a federal district court rules whether rights of employees protected under 13(c) are infringed upon if they were subject to PEPRA. Allows federal transit grant monies to flow again, which were previously held up due to labor union challenges at the federal Department of Labor.
- SB 7 (Chapter 794, Statutes of 2013): Starting on January 1, 2015, would prohibit a charter city from receiving or using state funding or financial assistance for the construction of a public works project if the city has a charter provision or ordinance that authorizes a contractor not to comply with prevailing wage provisions on any public works project.
- SB 71 (Chapter 28, Statutes of 2013): Deletes the cap and the rate that the Department of Industrial Relations may charge an agency for the costs associated with enforcing compliance with prevailing wage requirements for public works projects.
- SB 85 (Chapter 35, Statutes of 2013): Allows for the ongoing diversion of vehicle weight fee revenues for transportation bond debt service.
- SB 99 (Chapter 359, Statutes of 2013): Creates the Active Transportation Program (ATP) within Caltrans to be funded through federal Transportation Alternatives Program funds and other safe routes to school and bicycle account funds.
- SB 142 (Chapter 655, Statutes of 2013): Until January 1, 2021, allows the governing board of a transit district, municipal operator, other public agency operating or contracting for the operation of

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transit, commuter rail, or intercity rail services, subject to a two-thirds vote of the operator's governing board, to levy a specific benefit assessment on real property to finance capital and operational transit needs.

- SB 286 (Chapter 414, Statutes of 2013): Same as AB 266.
- SB 425 (Chapter 252, Statutes of 2013): Allows a public agency, principally tasked with administering, planning, developing and operating a public works project, to establish a specified peer review group of persons qualified to give expert advice on the scientific and technical aspects of the public works project.
- SB 694 (Chapter 545, Statutes of 2013): Exempts from the Outdoor Advertising Act, advertising displays at a publicly-owned multimodal transit facility that is to serve as a station for the high-speed rail systems, with advertising revenues eligible for construction, operation and maintenance of the multimodal transit facility.
- SB 743 (Chapter 386, Statutes of 2013): Requires the Office of Planning and Research to propose revisions to the CEQA guidelines to establish new, non-level of service (LOS) criteria for determining transportation impacts of projects within "transit priority areas," potentially expanding criteria to other areas. Potential metrics include vehicle miles traveled, vehicles miles traveled per capita, etc.

2014

- AB 26 (Chapter 864, Statutes of 2014): Provides that prevailing wage requirements are to apply to post construction phases of a public works project.
- AB 52 (Chapter 532, Statutes of 2014): Sets forth that a project that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect under the California Environmental Quality Act.
- AB 1447 (Chapter 594, Statutes of 2014): Authorizes moneys in the Greenhouse Gas Reduction Fund to be allocated for traffic signal synchronization projects. Does not allocate money for this purpose.
- AB 1720 (Chapter 263, Statutes of 2014): Extends to January 1, 2016, the sunset date for the procurement process for transit buses that exceed the state transit bus axle weight limitations.
- AB 1721 (Chapter 526, Statutes of 2014): Requires certain low emission vehicles to receive a toll-free or reduced-rate passage in high-occupancy toll lanes for single occupant users.
- AB 1783 (Chapter 724, Statutes of 2014): Extends the exemption from PEPR for public transit employees whose collective bargaining rights are protected under 13(c) until January 1, 2016, or until a federal district court rules whether the rights of employees protected under 13(c) are infringed upon via PEPR. This would allow federal transit grant monies to continue to flow without being challenged at the federal Department of Labor certification stage. A legal decision was released late last year, in favor of the State and transit agencies. The Department of Labor has since said they will challenge this decision. Unclear impacts to federal transit grants at this time.
- AB 2013 (Chapter 527, Statutes of 2014): Increases the number of decals available under the State's Clean Air Vehicle Program for vehicles meeting the State's AT PZEV standard from 55,000 to 70,000.
- AB 2250 (Chapter 500, Statutes of 2014): Requires any toll revenues generated from a locally administered managed lane on the state highway system to be expended only within the respective corridor in which the managed lane is located.

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- SB 486 (Chapter 917, Statutes of 2014): Sets forth reform measures related to Caltrans planning and funding of projects, including the requirement to develop an interregional transportation strategic and development of an asset management plan to guide development of the SHOPP.
- SB 605 (Chapter 523, Statutes of 2014): Requires the California Air Resources Board to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants by January 1, 2016. Measures included in the plan may relate to the transportations sector.
- SB 628 (Chapter 785, Statutes of 2014): Authorizes a city or county to establish an enhanced infrastructure financing district, adopt an infrastructure financing plan, and issue for bonds, upon approve of 55 percent of the voters.
- SB 785 (Chapter 931, Statutes of 2014): Provides for unlimited use of design-build authority for transit projects until January 1, 2025. Includes workforce requirements.
- SB 854 (Chapter 28, Statutes of 2014): Removes the requirement that the awarding body for a public works project pay the Department of Industrial Relations the costs for monitoring and enforcement of prevailing wage requirements.
- SB 862 (Chapter 36, Statutes of 2014): SB 862 sets forth a framework for allocating cap-and-trade revenues going forward: 25 percent to high-speed rail purposes, 20 percent to affordable housing and sustainable communities, 10 percent to capital investments in transit and intercity rail, and 5 percent for low carbon transit operations. The transit operations program is the only program allocated by formula.
- SB 1077 (Chapter 835, Statutes of 2014): Requires the development of a Road User Charge Task Force and implementation of a Road User Charge pilot program to identify and evaluate issues related to the use of a road user charge in California.
- SB 1183 (Chapter 516, Statutes of 2014): Authorizes cities, counties, and regional park districts, until January 1, 2025, to impose a surcharge of up to \$5 on motor vehicles within their jurisdictions to fund bicycle infrastructure improvements and maintenance projects, subject to a 2/3 vote.
- SB 1204 (Chapter 530, Statutes of 2014): Creates the Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap-and-trade revenues to fund various demonstration programs for zero- and near-zero emission technology projects, with priority given to those located in disadvantaged areas. To be funded using cap-and-trade funding.
- SB 1228 (Chapter 787, Statutes of 2014): Continues the Trade Corridors Improvement Fund for purposes of funding goods movement projects, if potential cap-and-trade or federal funding become available for deposit.
- SB 1390 (Chapter 562, Statutes of 2014): Establishes the Santa Ana River Conservancy Program. To address the resource and recreational goals of the Santa Ana River region. Provides that the Conservancy cannot take an action the interferes, conflicts with, impedes, adversely impacts or prevents the planning and implementation of transportation projects contained in a Regional Transportation Plan approved by SCAG.

Measure M2 Freeway Program

Appendix D Measure M2 Project and Program Progress and Constraints

M2 Project (July 2015)	Investment Plan Description	Current Status (April 2015)	Discussion / Constraints
<p>Project A I-5 between SR-55 and SR-57</p>	<p>Reduce freeway congestion through improvements at the SR-55/I-5 Interchange area between Fourth Street and Newport Boulevard ramps on I-5 and between Fourth Street and Edinger Avenue on SR-55. Also, add capacity on I-5 between SR-55 and SR-57 to relieve congestion at the “Orange Crush.”</p> <p>The project will generally be constructed within existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p>	<p>This project has been environmentally cleared and the design phase began in July 2015</p>	<p>The environmental document does not address improvements near the I-5/SR-55 Interchange as stated in M2 Plan due to opposition from the City of Santa Ana and Caltrans. Right-of-Way (ROW) constraints as well as City, community, and Caltrans opposition to options for realignment resulted in no ramp improvements on I-5 near the interchange which is consistent with the M2 Plan language having to do with subject to approved plans developed in cooperation with local jurisdictions and effected communities.</p> <p>Improvements to the SR-55 portion of the 5/55 interchange being studied as part of Project F.</p>
<p>Project B I-5 between SR-55 and El Toro Y</p>	<p>Build new lanes and improve interchanges in the area between SR-55 and the SR-133 (near the El Toro “Y”. The project will also make improvements at local interchanges, such as Jamboree Road.</p> <p>The project will generally be constructed within existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p>	<p>The Project Study Report (PSR) was completed in 2011.</p> <p>An Environmental Study is underway (began in May 2014) and anticipated to be completed in December 2017.</p>	<p>Caltrans requested modification to OCTA’s traffic modeling assumptions (the same issue for Projects F, L, and I).</p> <p>The full standard alternative is very impactful to the community. Obtaining Caltrans agreement on implementation of nonstandard design will be critical to the success of this project, and support of local jurisdictions and affected communities.</p>

Measure M2 Freeway Program

M2 Project (July 2015)	Investment Plan Description	Current Status (April 2015)	Discussion / Constraints
<p>Project C I-5 south of the Y</p>	<p>Add new lanes in the vicinity of the El Toro Road Interchange in Lake Forest to the vicinity of SR-73 in Mission Viejo. Also add new lanes on I-5 between Pacific Coast Highway and Avenida Pico Interchanges to reduce freeway congestion in San Clemente. The project will also make major improvements at local interchanges as listed in Project D.</p> <p>The project will generally be constructed within existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p>	<p>Design is underway for I-5 improvements for all three segments between SR-73 and El Toro Road.</p> <p>Anticipated design completion by segment:</p> <ol style="list-style-type: none"> 1. SR-73 to Oso Parkway: January 2018 2. Oso Parkway to Alicia Parkway: June 2017 3. Alicia Parkway to El Toro Road: June 2018 <p>Construction is underway for I-5 improvements between Avenida Pico and San Juan Creek Road for all three segments.</p> <p>Anticipated construction completion by segment:</p> <ol style="list-style-type: none"> 1. Avenida Pico to Vista Hermosa: August 2018 2. Vista Hermosa to Pacific Coast Highway: March 2017 3. Pacific Coast Highway to San Juan Creek Road: September 2016 	<p>Caltrans had indicated they were not able to perform the ROW work on the three segments of I-5 between SR-73 and El Toro Road since they are not the lead for design on this project. OCTA and Caltrans negotiated through this issue and staff anticipates that an agreement will be in place soon to get this project back on schedule.</p> <p>For the segment from Oso Parkway to Alicia Parkway, offsite soundwalls and private property 'touches' are a concern.</p> <p>Mainline improvements will need to be closely coordinated with the El Toro Road Interchange improvements provided under Project D.</p> <p>The southernmost segment between Avenida Pico and San Juan Creek Road is proceeding smoothly. However, a slope stabilization issue has been identified that will require additional funding to resolve. The ROW acquisition process at the Avenida Pico Interchange will have to be closely monitored due to the acquisition of two commercial properties.</p>

Measure M2 Freeway Program

M2 Project (July 2015)	Investment Plan Description	Current Status (April 2015)	Discussion / Constraints
<p>Project D I-5 South: Five Local Interchanges</p>	<p>Update and improve key I-5 interchanges such as El Toro Road, Avenida Pico, Ortega Highway, Avery Parkway, La Paz Road, and others to relieve street congestion around older interchanges and on ramps. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p> <p>Three interchange improvements at La Paz, Avery Parkway, and Avenida Pico are a part of Project C.</p>	<p>A Project Study Report was completed for El Toro Road in February 2015. Environmental is planned to begin in October 2016.</p> <p>Construction is underway on Ortega Highway and is anticipated to be complete in December 2015. Construction is also underway on Avenida Pico as part of the mainline project between Avenida Pico and Vista Hermosa. Construction is anticipated to be complete in August 2018.</p> <p>Avery Parkway is part of the mainline project between SR-73 and Oso Parkway, with design underway and expected to be complete January 2018. La Paz Road is part of the mainline project between Oso and Alicia Parkways, with design underway and expected to be complete June 2017.</p>	<p>Staff and Caltrans have finalized the Project Study Report for the El Toro Road Interchange. This project will be challenging to find a compromise between what Caltrans believes is needed to address congestion in the area and the cities concerns over ROW impacts.</p> <p>The other interchange projects are moving forward without issue at this time.</p>
<p>Project E SR-22 Access Improvements</p>	<p>Construct interchange improvements at Euclid Street, Brookhurst Street and Harbor Boulevard to reduce freeway and street congestion near these interchanges.</p> <p>Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and communities.</p>	<p>Improvements to the three interchanges were accomplished during the bonus M1 SR-22 improvement project.</p>	<p>Complete</p>

Measure M2 Freeway Program

M2 Project (July 2015)	Investment Plan Description	Current Status (April 2015)	Discussion / Constraints
<p>Project F SR-55 between I-5 and I-405</p>	<p>Add new lanes to SR-55 between SR-22 and I-405, generally within the existing right-of-way, including merging lanes between interchanges to smooth traffic flow.</p> <p>The project will generally be constructed within existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p>	<p>The environmental phase for the SR-55 between the I-405 and I-5 was delayed due to Caltrans requirement that OCTA revise completed traffic studies. The revised studies are currently being reviewed by Caltrans. Environmental is anticipated to be complete in November 2016.</p> <p>The draft Project Study Report for SR-55 between I-5 and SR-91 is complete. Environmental is anticipated to begin May 2016.</p>	<p>Caltrans has requested modification to OCTA's traffic modeling assumptions (same as for Projects B, L, and I). The Caltrans' request added months to the schedule. Technical studies have now been revised and are awaiting Caltrans approval to move forward.</p> <p>Caltrans' degradation and managed lane policy is not defined and they are looking project-to-project to address these needs. This issue has become a risk for all non-environmentally cleared M2 projects.</p>
<p>Project G SR-57 between Orangewood Avenue and Tonner Canyon Road</p>	<p>Build a new northbound lane between Orangewood Avenue and Lambert Road. Other projects include improvements to the Lambert interchange and the addition of a northbound truck climbing lane between Lambert and Tonner.</p> <p>The improvements will be designed and coordinated specifically to reduce congestion at the SR-57/SR-91 Interchange. The improvements will be made generally within existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p>	<p>Construction is complete for the following segments:</p> <ul style="list-style-type: none"> • Yorba Linda Boulevard to Lambert Road • Katella Avenue to Lincoln Avenue • Orangethorpe Avenue to Yorba Linda Boulevard <p>The Project Study Report is complete for the segment from Orangewood Avenue to Katella Avenue, with environmental anticipated to begin November 2015.</p> <p>The environmental phase for the truck climbing lane from Lambert to Tonner Canyon roads is anticipated to start late 2016.</p>	<p>Improvements to the Lambert Interchange are included to address the widened freeway. Additionally, a larger project to improve the Lambert Interchange is being separately pursued by the City of Brea as a M2 CTFP project. Design refinements may include ROW and construction costs. The City will have design refinements ready for review in 2015.</p> <p>A Project Study Report on the truck climbing lane was completed several years ago. A quick update to the document will likely be needed to revalidate prior to moving into the environmental phase. This is one of the nine future projects to be cleared environmentally by 2020.</p>

Measure M2 Freeway Program

M2 Project (July 2015)	Investment Plan Description	Current Status (April 2015)	Discussion / Constraints
<p>Project H SR-91 westbound from SR-57 to I-5</p>	<p>Add capacity in the WB direction and provide operational improvements at on/off ramps to the SR-91 between I-5 and SR-57, generally within existing right-of-way, to smooth traffic flow and relieve the SR-57/SR-91 interchange. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p>	<p>Construction is underway and planned for completion in July 2016.</p>	<p>Nothing of significance to report at this time.</p>
<p>Project I <i>SR-91 between SR-55 and SR-57</i> <i>SR-91 from Tustin Avenue Interchange to SR-55</i></p>	<p>Improve the SR-91/SR-55 to SR-91/SR-57 interchange complex, including nearby local interchanges such as Tustin Avenue and Lakeview as well as adding freeway capacity between SR-55 and SR-57.</p> <p>The project will generally be constructed within existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p>	<p>The Project Study Report was completed December 2014 for the segment between SR-57 and SR-55. The environmental phase is underway and anticipated to be complete in October 2018.</p> <p>Construction is underway on the segment between the Tustin Avenue Interchange and SR-55, and is planned for completion in July 2016.</p>	<p>Caltrans has requested modification to OCTA's traffic modeling assumptions on the segment between SR-55 and SR-57 (same issue on Projects F, B, and L).</p> <p>During the Project Study Report phase for this project, Caltrans required the completed report to include the realignment of the WB SR-91 to SB SR-55 Interchange connector as an alternative. OCTA does not believe this connector realignment alternative is a viable project alternative due to lack of downstream capacity and the high cost and ROW impacts. OCTA agreed to include it for further study during the environmental phase. The additional cost of the realignment to the interchange is not fundable with Measure M and will be an issue as it proceeds through the environmental review.</p> <p>No issues on the segment in construction at this time.</p>

Measure M2 Freeway Program

M2 Project (July 2015)	Investment Plan Description	Current Status (April 2015)	Discussion / Constraints
<p>Project J SR-91 between SR-55 and the County Line</p>	<p>This project adds capacity on SR-91 beginning at SR-55 and extending to the I-15 in Riverside County. The first priority will be to improve the segment of 91 east to SR-241. The goal is to provide up to four new lanes of capacity between SR-241 and County Line by making best use of available freeway property, adding reversible lanes, building elevated sections and improving connections with the SR-241.</p> <p>These project would be constructed in conjunction with similar coordinated improvements in RC extending to I-15 and provide a continuous set of improvements between SR-241 and I-15. The portion of improvements in Riverside County will be paid for from other sources. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p>	<p>A lane in each direction (six miles) between SR-55 and SR-241 was completed in December 2010.</p> <p>A lane in the eastbound direction (six miles) between SR-71 in Riverside County and SR-241 was completed January 2011. This improvement was to match an earlier lane (non-Measure M) completed in the westbound direction.</p> <p>Riverside County Transportation Commission (RCTC) is funding and managing the extension of the Express Lanes in Orange County to I-15 in Riverside County.</p> <p>An additional lane will be added between SR-241 and the County line as well as to the SR-71 by RCTC. This is later in the program and will need to be done in synchronization with RCTC.</p>	<p>Nothing of significance to report at this time.</p>

Measure M2 Freeway Program

M2 Project (July 2015)	Investment Plan Description	Current Status (April 2015)	Discussion / Constraints
<p>Project K I-405 between SR-55 and I-605</p>	<p>Add new lanes to the I-405 between the I-605 and SR-55, generally within the existing right-of-way. The project will make best use of available freeway property, update interchanges and widen all local overcrossings according to city and regional master plans.</p> <p>The improvements will be coordinated with other planned I-405 improvements in the I-405/SR-22/I-605 interchange are to the north and I-405/SR-73 improvements to the south. The improvements will adhere to recommendations of the I-405 MIS (as adopted by the OCTA Board on October 14, 2005) and will be developed in cooperation with local jurisdictions and affected communities.</p>	<p>The Final Project Report/Environmental Impact Report/Environmental Impact Statement was signed by Caltrans in March 2015. The project is now proceeding with Design/Build. Construction is anticipated to begin in February 2017.</p>	<p>On July 25, 2014, Caltrans chose Alternative 3 as the preferred alternative (PA) and identified \$82 million in up front funds to implement the express lane portion of the project. In lieu of losing local control on how the project would be built and ultimately operated as well as use of future revenue, the Board directed staff (February 2015) to return to the Board with a plan for OCTA to proceed as lead agency for full implementation of Caltrans' PA, including policies for operations, management, and excess revenue use.</p> <p>The cost of this project is being segregated to ensure that M2 only pays for the cost of the general purpose lane, and separate state and/or federal funds and toll revenue are used for the cost of the express lane.</p> <p>The high cost of this project presents a significant risk to the M freeway plan overall in terms of delivery, and any significant cost escalation can easily move the project beyond delivery reach.</p>

Measure M2 Freeway Program

M2 Project (July 2015)	Investment Plan Description	Current Status (April 2015)	Discussion / Constraints
<p>Project L I-405 between SR-55 and I-5</p>	<p>Add new lanes to the freeway from the SR-55 to the I-5. The project will also improve chokepoints at interchanges and add merging lanes near on/off ramps such as Lake Forest Drive, Irvine Center Drive and SR-133 to improve the overall freeway operations in the I-405/I-5 El Toro Y area.</p> <p>The project will generally be constructed within existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p>	<p>The Project Study Report was approved by Caltrans in 2013. Environmental phase is underway and anticipated to be completed in November 2017.</p>	<p>Caltrans has requested modification to OCTA's traffic modeling assumptions (same issue on Projects F, B, and I).</p>
<p>Project M I-605 Interchange Improvements</p>	<p>Improve freeway access and arterial connection to I-605 serving the communities of Los Alamitos and Cypress.</p> <p>The project will be coordinated with other planned improvements along SR-22 and I-405. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.</p>	<p>The draft Project Study Report/Project Development Support document is complete. Environmental phase is anticipated to begin in July 2016.</p>	<p>Nothing of significance to report at this time.</p>
<p>Project N Freeway Service Patrol</p>	<p>FSP provides competitively bid, privately contracted tow truck service for motorists with disable vehicles on the freeway.</p> <p>This service helps stranded motorists and quickly clears disable vehicles out of the freeway lanes to minimize congestion caused by vehicles blocking traffic and passing motorists rubbernecking.</p>	<p>Service is in force. Funding is shared within M2 individual project costs, M2 Project N dollars, as well as registration fees.</p>	<p>Nothing of significance to report at this time.</p>

Measure M2 Freeway Program

M2 Project (July 2015)	Investment Plan Description	Current Status (April 2015)	Discussion / Constraints
<p>Freeway Mitigation Program</p>	<p>A minimum of \$243.5 million (2005 dollars) will be available subject to a Master Agreement, to provide for comprehensive, rather than piecemeal, mitigation of the environmental impacts of freeway improvements. Using a proactive, innovative approach, the Master Agreement negotiated between the OCLTA and state and federal resource agencies will provide higher-value environmental benefits such as habitat protection, wildlife corridors and resource preservation in exchange for streamlined project approvals for the freeway program as a whole.</p> <p>Freeway projects will also be planned, designed and constructed with consideration for their aesthetic, historic, and environmental impacts on nearby properties and communities using such elements as parkway style designs, locally native landscaping, sound reduction and aesthetic treatments that complement the surroundings.</p>	<p>The freeway mitigation environmental document is wrapping up with permits approval to follow.</p> <p>The final Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) as well as the final Environmental Impact Report/Environmental Impact Study are both anticipated to be brought to the Board for adoption in late 2015/early 2016.</p> <p>Staff anticipates the release of separate preserve specific Resource Management Plans (RMP's) for the five properties covered in the NCCP/HCP to occur in late 2015.</p> <p>Seven properties have been acquired to date totaling 1,300 acres. Eleven properties have been funded to restore approximately 400 acres. \$55 million has been approved by the Board. This includes \$42 million for property acquisition, \$10.5 million for restoration and another \$2.5 million for conservation plan development and related efforts.</p>	<p>With the bulk of acquisition complete, OCTA will need to determine the long-term management plan for the properties.</p> <p>Also requiring careful consideration is public access. There is a strong desire to have public access to the acquired Preserves for passive recreational uses (e.g., hiking and horseback riding). The primary purpose of the program is to provide comprehensive mitigation to off-set environmental impacts of the Measure M2 freeway projects. Where the preservation of biological resources can work in tandem with public access, OCTA will work with the wildlife agencies towards this goal.</p>

Measure M2 Streets and Roads Program

M2 Project	Investment Plan Description	Current Status	Discussion / Constraints
<p>Project O Regional Capacity Program</p>	<p>This program, in combination with local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways (MPAH). The program also provides for intersection improvements and other projects to help improve street operations and reduce congestion. The program allocates funds through a competitive process and targets projects that help traffic the most by considering factors such as degree of congestion relief, cost effectiveness, project readiness, etc.</p> <p>Local jurisdictions must provide a dollar-for-dollar match to qualify for funding, but can be rewarded with lower match requirements if they give priority to other key objectives, such as better road maintenance and regional signal synchronization.</p>	<p>Regional Capacity Program: To date, there have been five rounds of funding. A total of 125 projects in the amount of more than \$193 million have been awarded by the OCTA Board since 2011.</p> <p>OC Bridges Program: Placentia and Raymond Avenues are both open to traffic and complete. Construction is underway at Lakeview Avenue, Orangethorpe Avenue, Raymond Avenue, State College Boulevard and Tustin Avenue/Rose Drive grade separations.</p>	<p>The Regional Capacity Program is moving forward without issue. Funding availability has been affected due to the grade separation program needs where ROW costs and legal settlements have had a significant impact on the overall cost of project completion.</p>

Measure M2 Streets and Roads Program

M2 Project	Investment Plan Description	Current Status	Discussion / Constraints
<p>Project P Regional Traffic Signal Synchronization Program</p>	<p>This program targets over 2,000 signalized intersections across the County for coordinated operation. The goal is to improve the flow of traffic by developing and implementing regional signal coordination programs that cross jurisdictional boundaries.</p> <p>The County of Orange and Caltrans will be required to work together and prepare a common traffic signal synchronization plan and the necessary governance and legal arrangements before receiving funds. In addition, cities will be required to provide 20 percent of the costs. Once in place, the program will provide funding for ongoing maintenance and operation of the synchronization plan. Local jurisdictions will be required to publicly report on the performance of their signal synchronization efforts at least every three years.</p>	<p>To date, there have been five rounds of funding. A total of 69 projects in the amount of more than \$56 million have been awarded by the OCTA Board since 2011.</p>	<p>Nothing of significance to report at this time.</p>
<p>Project Q Local Fair Share Program</p>	<p>This element of the program will provide flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. In addition, cities can use these funds for other local transportation needs such as residential street projects, traffic and pedestrian safety near schools, signal priority for emergency vehicles, etc.</p>	<p>All local agencies have been found eligible to receive Local Fair Share funds. To date, approximately \$185 million in Local Fair Share payments have been provided to local agencies as of the end of the 4th quarter (FY14-15).</p>	<p>Nothing of significance to report at this time.</p>

Measure M2 Transit Program

M2 Project	Investment Plan Description	Current Status (April 2015)	Discussion (PMO)
<p>Project R High Frequency Metrolink Service</p>	<p>This project will increase rail services within the county and provide frequent Metrolink service north of Fullerton to Los Angeles. The project will provide for track improvements, more trains, and other related needs to accommodate the expanded service.</p> <p>The project is designed to build on the successes of Metrolink and complement service expansion made possible by the current Measure M, the service will include upgraded stations and added parking capacity, safety improvements and quiet zones along the tracks as well as frequent shuttle service and other means to move arriving passengers to nearby destinations.</p> <p>The project also includes funding for improving grade crossings and constructing over and underpasses at high volume arterial streets that cross the Metrolink tracks.</p>	<p>Safety enhancement of 52 at-grade rail-highway crossings was completed in 2011. OCTA deployed 10 new Metrolink intra-county trains. Effective April 5, 2015, several schedule changes were made to improve utilization of the intra-county trains, including creating a new connection between the 91 Line and intra-county service at Fullerton to allow a later southbound peak evening departure from LA to OC.</p> <p>The Sand Canyon grade separation opened to traffic in July 2014 with project completion in August 2015. Additional grade separations at 17th Street and Santa Ana Boulevard are in the environmental phase. Ball Road and State College are on hold pending additional external funds.</p> <p>A number of rail station improvements have been completed as well as more which are underway. Improvements such as parking expansion, better access to platforms, improvements to elevators and/or ramps, are examples.</p>	<p>Forecasts indicate that Metrolink operations are sustainable through 2041 at a reduced service level than originally planned. Future additional service as part of the Metrolink Service Expansion (Project R), has been scaled to correspond with available revenue, which results in a limited ability to provide more frequent service. This program has also been impacted by difficult negotiations with Burlington Northern Santa Fe, which owns portions of the railroad tracks, and new federal and state requirements such as positive train control and clean fuel locomotives. Providing additional funds to this program would allow the service to grow to meet future demand and also support sustainability goals by providing an attractive option for commuters using the freeway.</p> <p>The additional grade separations originally planned under Project R should be cleared environmentally and then put on hold until such time that a cost benefit analysis shows that moving forward with these projects is justified.</p> <p>OCTA's re-deployment plan involves providing new trips between Orange County and Los Angeles. Discussions with BNSF for additional redeployment of the Metrolink intra-county trains to serve inter-county needs is underway but is dependent on the completion of triple track between Fullerton and Los Angeles which is anticipated to be complete in 2016.</p>

Measure M2 Transit Program

M2 Project	Investment Plan Description	Current Status (April 2015)	Discussion (PMO)
<p>Project S</p> <p>Transit Extensions to Metrolink</p>	<p>Frequent service in the Metrolink corridor provides a high capacity transit system linking communities within the central core of Orange County. This project will establish a competitive program for local jurisdictions to broaden the reach of the rail system to other activity centers and communities. Proposals for extensions must be developed and supported by local jurisdictions and will be evaluated against well-defined and well-known criteria.</p> <p>This project shall not be used to fund transit routes that are not directly connected to or that would be redundant to the core rail service on the Metrolink corridor. The emphasis shall be on expanding access to the core rail system and on establishing connections to communities and major activity centers that are not immediately adjacent to the Metrolink corridor. It is intended that multiple transit projects be funded through a competitive process and no single project may be awarded all of the funds under this program.</p>	<p>Two fixed guideway project proposals are moving through the project development process. The ARC: Environmental Study continues as the City of Anaheim revisits their preferred alignment. For the Santa Ana/ Garden Grove street car project, the design phase began in October 2014. In February 2015, the Board selected a PMC consultant and in March, the FTA issued a Finding of No Significant Impact concluding the environmental phase. The project has now been renamed the OC Street Car and is moving into the design phase with high marks from FTA. Project is planned to go into construction in 2017 and completion is anticipated in late 2019/ early 2020.</p> <p>For Project S rubber tire – one round of funding has taken place with the Board awarding \$9.8 million for four vanpool projects serving local employers and train stations.</p>	<p>To ensure the OC Street Car project is competitive for federal New Starts funding, at the request of the City of Santa Ana and the City of Garden Grove, the Board agreed that OCTA will be the owner and operator of the street car project. This changes the nature of OCTA’s role and introduces rail operations to the agency.</p>

Measure M2 Transit Program

M2 Project	Investment Plan Description	Current Status (April 2015)	Discussion (PMO)
<p>Project T</p> <p>Convert Metrolink Station(s) to Regional Gateways to Connect Orange County with High-Speed Rail</p>	<p>This program will provide the local improvements that are necessary to connect planned future high-speed rail systems to stations on the Orange County Metrolink route.</p>	<p>Anaheim Regional Transportation Intermodal Center (ARTIC) is the only project that qualified through a competitive call for projects for Project T funding. The station was opened on December 6, 2014 and Project T is now considered complete.</p>	<p>Project T has a balance at the completion of the ARTIC if no additional projects are added. Remaining funds will be considered to backfill other Transit programs that are facing deficits. These may include Project R and Project U.</p>
<p>Project U</p> <p>Expand Mobility Choices for Seniors and Persons with Disabilities</p>	<p>This project will provide services and programs to meet the growing transportation needs of seniors and persons with disabilities as follows:</p> <ul style="list-style-type: none"> • One percent of net revenues will stabilize fares and provide fare discounts for bus services, specialized ACCESS services and future rail services • One percent of net revenues will be available to continue and expand local community van service for seniors through the existing Senior Mobility Program • One percent will supplement existing countywide senior non-emergency medical transportation services 	<p>Fare Stabilization: Since inception, more than 43 million related boardings were recorded on fixed route and ACCESS services. Approximately \$10.4M has been utilized for fare stabilization.</p> <p>Senior Mobility Program: 31 cities currently participate. Since inception, more than 908,000 trips have been provided under this program, and more than \$9.6M paid to the participating cities.</p> <p>Senior Non-Emergency Medical Transportation Services: Since inception, more than 232,000 trips have been provided under this program, and more than \$10.7M paid to the County.</p>	<p>Regarding the Fare Stabilization Program, funding levels are insufficient and the program has begun to run a deficit (in FY 14/15), and will continue to incur annual shortfalls if there is no increase in revenue or a reduction in expenditures. The Board has received regular briefings on this issue and staff's recommendation is to consider addressing the shortfall using other M2 Transit category funds (possibly Project T which is complete and has a balance).</p>

Measure M2 Transit Program

M2 Project	Investment Plan Description	Current Status (April 2015)	Discussion (PMO)
<p>Project V</p> <p>Community Based Transit/Circulators</p>	<p>This project will establish a competitive program for local jurisdictions to develop local bus transit services such as community based circulators, shuttles and bus trolleys that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. Projects will need to meet performance criteria for ridership, connection to bus and rail services, and financial viability to be considered for funding. All projects must be competitively bid, and they cannot duplicate or compete with existing transit services.</p>	<p>Five cities have received funding through this competitive program for a variety of services. The next Project V Call for Projects is anticipated to be held in late 2015.</p>	<p>For the next revision of the guidelines which will occur prior to the Call for Projects, staff will make recommendations to the Board based on lessons learned through implementation of the La Habra Express and input from local jurisdictions.</p>
<p>Project W</p> <p>Safe Transit Stops</p>	<p>This project provides for passenger amenities at 100 busiest transit stops across the County. The stops will be designed to ease transfer between bus lines and provide passenger amenities such as improved shelters, lighting, current information on bus and train timetables and arrival times, and transit ticket vending machines.</p>	<p>The OCTA Board of Directors approved the Project W framework at their March 10, 2014 meeting.</p> <p>At the July 14, 2014 Board meeting, the Board approved \$1,205,666 in M2 Project W funds for city-initiated improvements and \$370,000 for OCTA-initiated improvements in fiscal year 2014-15. Fifteen cities are eligible for Safe Transit Stops funding, seven cities applied for funds, and 51 projects will be funded.</p>	<p>None of significance at this time.</p>

Measure M2 Environmental Cleanup Program

M2 Project	Investment Plan Description	Current Status (April 2015)	Discussion /Constraints
<p>Project X</p> <p>Environmental Cleanup</p>	<p>Implement street and highway related water quality improvement programs and projects that will assist Orange County cities, the County and special districts to meet federal Clean Water Act standards for urban runoff.</p> <p>The Environmental Cleanup monies may be used for water quality improvements related to both existing and new transportation infrastructure, including capital and operations improvements such as:</p> <ul style="list-style-type: none"> • Catch basin screens, filters and inserts • Roadside bioswales and biofiltration channels • Wetlands protection and restoration • Continuous Deflective Separation Units • Maintenance of catch basins and bioswales • Other street-related “Best Management Practices” for capturing and treating urban runoff <p>The program is intended to augment, not replace existing transportation related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. In addition, all new freeway, street and transit capital projects will include water quality mitigation as part of project scope and cost.</p>	<p>To date, there have been five rounds of funding under the Tier 1 (local scale projects) grants program. A total of 122 projects totaling approximately \$13.8 million have been awarded by the OCTA Board since 2011.</p> <p>There have been two rounds of funding under the Tier 2 (regional scale projects) grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the OCTA Board since 2013. The third round of funding for the Tier 2 grants program is anticipated to occur in 2016.</p> <p>To date, 33 of the 34 Orange County cities plus the County of Orange have received funding under this program.</p> <p>This program has resulted in 213 million gallons of water conserved and nearly 500 cubic feet of trash removed.</p>	<p>Some of the future policy decisions will entail the appropriate Call for Projects cycle under both the Tier 1 and Tier 2 programs. In addition, a revisit of the objectives of the two funding programs to determine if they still meet the needs of the funding recipients as well as continue to meet water quality standards will be key in the upcoming years.</p> <p>There have been on average two Calls for Projects annually, consisting of the Tier 1 call for projects during the early part of the calendar year while the Tier 2 Call for Projects occurred during mid-year. Under the Tier 2-type of regional scale projects, the frequency of Call for Projects must be carefully examined to determine if OCTA is providing adequate time for applicants to develop their projects to a state where they are “shovel ready.” There will be an ongoing debate as to the amount of resources funding applicants are willing and able to expend upfront in order to be competitive.</p> <p>As the State Water Resources Control Board and regional water quality control boards morph policy and standards, it will be important for the program to morph to compliment changes. For example, staff is monitoring the progress of the Statewide Water Quality Control Plans for Trash to determine if any refinements are needed under Tier 1.</p>

Appendix E L RTP Stakeholder Outreach Groups

L RTP Stakeholder Groups

- Active transportation
- Alliance for Healthy Orange County
- American Cancer Society Cancer Action Network, Southern California
- American Lung Association
- Beckman High School
- Brea Planning Commission
- California High-Speed Rail Authority
- Orange County Transportation Authority Citizens Advisory Committee
- California Walks
- Caltrans D12
- City Anaheim Department of Public Works
- City of Anaheim
- City of Fullerton
- City of Laguna Beach
- City of Laguna Niguel
- Community Health Action Network for Growth through Equity and Sustainability
- Cal State Fullerton ASI Board of Directors
- Cal State Fullerton ASI Executive Senate
- Downtown Inc.
- Elected officials
- Environmental Community
- Foothills High School
- General Public
- Irvine Senior Council
- KidWorks Community Development Coalition
- Latino Health Access
- Los Amigos High School
- Multicultural Leaders
- Natural Resources Defense Council
- NeighborWorks Orange County
- Orange County Emergency Services Organization
- Orange County Planning Directors
- Orange County Visitors Association
- Orange County Business Council
- Orange County Council of Governments
- Orange County Council of Governments Technical Advisory Committee
- Orange County Bicycle Coalition
- Safe Routes to School National Partnership
- San Diego Association of Governments Borders Committee
- Southern California Association of Governments Technical Working Group
- Southern California Association of Governments Transportation Committee
- Senior Citizens Advisory Council Housing/Transportation Committee
- Orange County Transportation Authority Special Needs Advisory Committee
- South Orange County Economic Coalition
- The Bicycle Tree
- Transit Advocates
- Transportation Engineers
- Tustin High School
- University of California, Irvine
- Urban Land Institute
- Women in Transportation Seminar Orange County

Appendix F Measure M2 Infographic Flyer



LOOK AT WHAT A HALF CENT BUYS

MEASURE M2 MILESTONES TO DATE

1/2 cent

Amount of each sales tax penny spent on transportation projects that improve life in Orange County every day.



\$900 million

Allocated to improving freeways. Six freeway segments have been completed and are open to traffic, including two projects on SR-57 spanning Placentia, Brea and Anaheim. Another six segments are under construction, including three segments on I-5, two on SR-91, and Ortega Highway. Planning for the remaining 15 freeway segments is underway.






M2 NET REVENUE ALLOCATIONS



- A total of 5% of M2 Freeway Program funds is allocated to the Freeway Environmental Mitigation Program
- 💧 A total of 2% of the overall M2 Program funds is allocated to the Environmental Cleanup Program

1,413



Number of signals synched that will keep drivers moving efficiently on the streets, resulting in an average of 14% travel time improvements.

52

Number of rail-highway grade crossings that received enhancements to improve safety features.

213 million



Gallons of water conserved and local groundwater potentially augmented per year as a result of the Environmental Cleanup Program.

4.1



Number of miles the OC Streetcar will travel, connecting people from activity/employment centers to the Metrolink Station in Santa Ana.

1,300



Number of acres purchased as preserved open space.

THREE



Number of rail grade separation projects opened to the public. Drivers can travel seamlessly and safely with the newly constructed undercrossing on Kraemer Blvd., Placentia Ave. and Sand Canyon Ave. The remaining five projects are all underway.

\$368+ million

Allocated to local jurisdictions to help restore and improve local streets and roads throughout the county, with \$168 million in flexible funding through the Local Fare Share Program and \$200 million in competitive funding.

\$31 million

Amount allocated for services to support seniors and persons with disabilities.



NEARLY 70

Percentage of voters in Orange County that passed Measure M2 in 2006.

50



Number of improvements underway within the top 100 busiest bus stops.




Share your thoughts: www.octa.net/Measure-M

Appendix G

Measure M2 Ten-Year Review Questionnaire Draft



Measure M
Ten-Year Review Questionnaire



Prior to taking this survey, had you heard of Measure M – Orange County’s voter-approved half cent transportation sale tax?

- Yes No Not Sure Prefer not to answer

Prior to taking this survey, which of the following Measure M transportation investments were you aware of? (Select all that apply.)

- Relieve congestion on the I-5, I-405, 22, 55, 57 and 91 freeways
- Fix potholes and resurface streets
- Expand Metrolink rail and connect it to local communities
- Provide transit services, at reduced rates, for seniors and disabled persons
- Synchronize traffic lights across the county
- Reduce air and water pollution, and protect local beaches by cleaning up oil runoff from roadways
- I was not aware of any transportation investments being made.
- Other (please specify)

Measure M allows for a variety of improvements to be made to Orange County’s transportation system. Using the list below, please indicate whether you think each program/project should be a high priority, a medium priority, or a low priority. Please keep in mind that not all improvements can be high priorities.

Measure M Improvements	Priority			Shouldn't Do This Project	Not Sure
	High	Medium	Low		
Improve/widen the freeways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand the Metrolink rail service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand vanpool programs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve ACCESS paratransit service for people with disabilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construct roads over or under rail tracks where needed to improve traffic flow	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Coordinate traffic signals on major roadways to improve traffic flow	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fix potholes and repair roadways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve amenities at transit stops and stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide transit services to seniors and the disabled at a discounted rate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide free assistance and tow truck service to motorists who break down on freeways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MEASURE M TEN-YEAR COMPREHENSIVE REVIEW

Measure M Improvements (cont.)	Priority			Shouldn't Do This Project	Not Sure
	High	Medium	Low		
Clean up polluted runoff from roads to reduce water pollution and protect local beaches	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Close gaps, improve intersections, and reduce traffic congestion on major roads throughout the county	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve access to Metrolink stations using shuttles, light rail, and other transit services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Add local bus and shuttle services in communities that aren't well served by regional transit services.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preserve and restore open space land to offset the impacts of freeway improvement projects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cleanup and conserve water resulting from urban runoff	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Now that you have a bit more information about all the different Measure M programs/projects, do you feel that Measure M is on track to provide Orange County with transportation solutions?

- Yes For the most part No Not sure

Do you believe it is important to ensure that Measure M is delivered as promised to the voters?

- Yes For the most part No Not sure

How would you enhance these programs once all Measure M projects are delivered?

What is your number one transportation priority?

What is your primary mode of transportation?

(Please select one.)

- Drive freeways Drive local streets / roads Transit Bicycle / Walking

How long have you lived in Orange County?

- Less than 5 years 5 to 10 years
 10 to 20 years More than 20 years
 While I don't live in Orange County, I do work in Orange County I don't live or work in Orange County

Please provide your postal ZIP Code: _____

Please provide your age (optional): _____

Please provide your name (optional): _____

MEASURE M TEN-YEAR COMPREHENSIVE REVIEW

Would you like to receive emails from OCTA about Measure M and related projects?

Yes

No

If yes, please provide your email address: _____

Thank you for your feedback! By completing this survey, you help ensure that Measure M delivers on its promise to the voters of Orange County and keeps us moving!

You can learn more about OCTA's delivery of Measure M at <http://www.octa.net/Measure-M>

Appendix H Media Alert – Measure M2 Survey



FOR MORE INFORMATION:
Joel Zlotnik (714) 560-5713
Eric Carpenter (714) 560-5697

FOR IMMEDIATE RELEASE:
Aug. 10, 2015

OCTA seeks public feedback on Measure M as part of 10-year review

Measure M program plans to deliver approximately \$15.7 billion worth of transportation improvements to Orange County by 2041

ORANGE – Nearly 10 years have passed since Measure M, a half-cent sales tax for transportation improvements, was renewed by nearly 70 percent of Orange County voters in 2006.

To help gauge the progress of the program so far, the Orange County Transportation Authority is asking residents to share their thoughts on Measure M in a new online survey.

Sales tax collection for Measure M began in April 2011. By the year 2041, the Measure M program plans to deliver approximately \$15.7 billion worth of transportation improvements to the region, making it safer, easier, and more pleasant to live and travel in Orange County.

So far, Measure M funds have been used to carry out \$900 million in freeway improvements, purchase 1,300 acres of open space for preservation as part of a freeway mitigation program and enhance 52 rail-highway grade crossings, among other upgrades.

Residents can learn more about these projects and others in the works that will improve Orange County neighborhoods and commutes at www.octa.net/Measure-M.

On the web page, residents may also click on the [Measure M2 Ten-Year Review Questionnaire](#) to share their opinions about Measure M and transportation improvement priorities for Orange County.

The feedback being collected is part of a requirement of the Measure M ordinance passed by voters, which calls for a comprehensive review of projects and programs at least every 10 years.

Measure M was extended for 30 years following the success of the first 20-year program approved by voters in 1990. The first Measure M brought more than \$4 billion worth of transportation improvements to Orange County, including adding 192 freeway lane miles, improving 170 intersections and 38 freeway interchanges, and implementing Metrolink service in Orange County.

###

Appendix I OCTA Blog Post – Learn About M2 and Share Your Thoughts

ORANGE COUNTY
On the move
 A blog on OCTA transportation news & events



Bus
Metrolink
Share
Freeways & Streets
About

About

Learn about Measure M2 Transportation Improvements and Share Your Thoughts

Wednesday, June 17, 2015

Tweet 1
 ShareThis

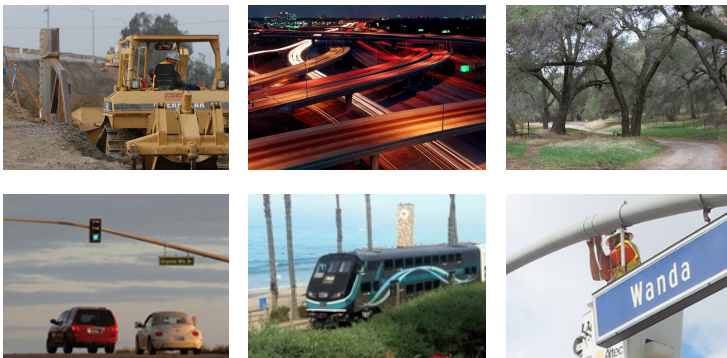
Measure M2, Orange County's half-cent sales tax for transportation improvements, will reach its 10-year anniversary in November 2016 since being passed by nearly 70 percent of the voters in 2006. In this short amount of time, Measure M2 has provided for \$900 million to improve freeways, purchased 1,300 acres of open space for preservation, and made enhancements to 52 rail-highway grade crossings. These are just a few of the Measure M2 milestones that have helped improve the lives of Orange County residents.



As part of the M2 Ten Year Review, OCTA is reaching out to residents to collect feedback regarding Measure M2. To learn more about Measure M2's progress and to provide your thoughts, [please click here](#).

COMPLETE THE QUESTIONNAIRE

A 30-year extension of an earlier program, Measure M2 was passed following the successful delivery of transportation improvements by its predecessor, Measure M1. Sales tax collection for Measure M2 began in April 2011.



sections

- Bus
- Metrolink
- Share
- Freeways & Streets
- About

recent posts

- ▶ [OCTA Helps Form New Vanpools to Reduce Car Traffic and Pollution](#)
- ▶ [Metrolink Labor Day Service Alert](#)
- ▶ [Ride Metrolink Free to San Juan Capistrano's Greek Festival](#)
- ▶ [On Labor Day Weekend, Take Metrolink to the Orange International Street Fair](#)
- ▶ [OCTA Increases Efforts to Raise Public Awareness and Provide Help to Human Trafficking Victims](#)

Sex and labor trafficking
**IT'S MODERN DAY SLAVERY.
 MAKE A DIFFERENCE.**



Appendix J Newsletter Copy – Learn About M2 and Share Your Thoughts

Learn about Measure M2 Transportation Improvements and Share Your Thoughts



It has been nearly 10 years since Measure M2, Orange County’s half-cent sales tax for transportation improvements, was approved by nearly 70 percent of the voters in 2006. A 30-year extension of an earlier program, Measure M2 was passed following the successful delivery of transportation improvements by its predecessor, Measure M1. Sales tax collection for M2 began in April 2011.

In this short amount of time, M2 has provided for \$900 million to improve freeways, purchased 1,300 acres of open space for preservation, and made enhancements to 52 rail-highway grade crossings. These are just a few of the Measure M2 milestones that have helped improve the lives of Orange County residents.

As part of the Measure M2 Ten-Year Review, the Orange County Transportation Authority (OCTA) is asking stakeholders, such as members of the Orange County Association of REALTORS, for feedback on the progress of M2 transportation improvements going on throughout Orange County. To learn more about Measure M2’s progress and to provide your thoughts, [please click here](#).

COMPLETE THE QUESTIONNAIRE

Questions? Contact Emily Mason, OCTA Community Relations, at emason@octa.net or 714-560-5421.



Appendix K Letter to State and Federal Transportation Stakeholders

August 27, 2015

Dear Transportation Stakeholder:

It has been nearly 10 years since Measure M2, Orange County's half-cent sales tax for transportation improvements, was approved by nearly 70 percent of the voters in 2006. A 30-year extension of an earlier program, Measure M2 was passed following the successful delivery of transportation improvements by its predecessor, Measure M1. As part of the Measure M2 Ten-Year Comprehensive Program Review, OCTA is asking stakeholders to provide their feedback on all the different Measure M2 transportation improvements going on throughout Orange County.

If there are any specific comments you would like us to consider as part of this review, we encourage you to fill out the online survey which can be accessed at:

<http://www.octa.net/Measure-M/>

You can also find a Measure M2 Progress Report PowerPoint and Milestone Infographic at the above website. Since these recommendations are for time-sensitive documents, we would appreciate receiving your suggestions by September 18, 2015. When the Ten-Year Comprehensive Program Review report is completed, we can provide you with a copy for your review.

If you have any other ideas, comments or questions, please contact Brandon Bullock, Associate Government Relations Representative, at (714) 560-5389 or by email at bbullock@octa.net.

Sincerely,

Darrell Johnson
Chief Executive Officer

DJ:bb