



Measure M2 Ten-Year Review

Measure M Success Derived From



- Measure M1 track record
- Strong technical base
- Local officials buy-in
- Stakeholders buy-in
- Public support
- Strong safeguards





TEN-YEAR COMPREHENSIVE PROGRAM REVIEW

At least every ten years the Authority shall conduct a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program and may revise the Plan to improve its performance.

M2 Ten-Year Review



Situation Analysis

- Research and identify external policy changes and review of land use, travel, and growth projections

Financial Analysis

- Evaluate the financial capacity of the sales tax revenue and identify changes to project cost estimates

Delivery Analysis

- Review of potential issues and constraints and progress of OCTA and jurisdictions in implementing the M2 Plan

Public Input Analysis

- Assess public and stakeholder support for the M2 Plan

Conclusions





What affects Orange County's transportation system?

- Federal legislation
e.g. ARRA, MAP-21, Rail Safety Improvement Act
- State legislation
e.g. Proposition 1B, AB 32, SB 375, SB 743, and Complete Streets Act
- Policy, regulatory, and interest changes
e.g. DD-43, Active Transportation
- Changes in land use, travel and growth patterns

Financial Analysis



- Freeway Program
 - Low interest cost
 - Competitive construction market
 - External funding opportunities
 - Future cost escalation risks
- Streets and Roads
 - Funding levels = Revenue collected
- Transit
 - Two programs at risk
 - Overall category has adequate funding
 - Need to balance funds within the transit programs
- Environmental Programs
 - Funding levels = Revenue collected

Project Constraints



- Financial Constraints
 - Impacts of the 2008 Great Recession
- Regulatory Constraints
 - New state and federal requirements
- Resource Constraints
 - Limited manpower for oversight and requirements
- Physical Constraints
 - Limited right-of-way and capacity

Project Delivery / Progress Analysis



- M2 is in year five of a 30-year program
- Every project and program within M2 is underway
- More than:
 - \$900 million* has been allocated to improving freeways with every project moving forward in project delivery
 - \$1 billion* invested in streets and roads projects
 - \$900* million allocated for transit projects
 - \$55 million has been allocated for the Freeway Mitigation Program
 - \$38 million allocated for the Environmental Cleanup Program

* Includes external funding

Public Priority Analysis



- M2 Plan has strong community and stakeholder support
- Transportation network should include a variety of alternatives
- Emerging technologies should be considered
- Fulfilling voter commitment is essential

Conclusion



The Ten-Year Review Analysis Concluded That With Regard to M2 as Approved by the Voters...

- Situational Analysis – no major changes needed
- Financial Analysis – plan is deliverable with an adjustment in the transit category
- Project Delivery Analysis – substantial progress has been made in delivery
- Public Priority Analysis – M2 Plan continues to have strong public support and the commitment to the voters is essential to success

Proposed Amendment



Staff Recommends Amending the Transit category with the Following Actions:

- Intent of Project T has been fulfilled
- Transfer \$69 million from Project T to Project U
- Move remaining amount in Project T (\$150 million) to Project R
- Initiate the amendment process of the M2 Transportation Investment Plan

Next Steps



Process	Date
OCTA Board receives Ten-Year Review Report	October 12, 2015
Taxpayer Oversight Committee reviews Ten-Year Review Report	October 13, 2015
OCTA Board considers amendment and sets a public hearing date for December 14, 2015	October 26, 2015
Proposed amendment sent to local agencies and published	October 27, 2015
Taxpayer Oversight Committee considers/acts on amendment (requires two-thirds vote)	November 10, 2015
Public hearing on amendment and Board action (requires two-thirds vote)	December 14, 2015
Amendment effective 45 days following adoption	January 31, 2016