

Measure M Breakdown

This information was taken directly from OCTA's proposed Renewal of Measure M and is meant to be an overview of the Measure.

Timeline

Draft Plan Released	January 9, 2006
Public Review Period	January 9 – March 31, 2006
Draft Final Plan Released	April 24, 2006
City and County Review and Approve Draft Final Plan	May – June 2006
Adoption of Plan by OCTA Board	July 2006

Introduction to Measure M

- Population Trends are expected increase from 2.9M (2000) to 3.6M (2030) or 24%.
- Other expected increases include jobs by 27%, and roads and highways by 39%.
- Measure M Plans include an investment to expand and improve OC's freeway system; maintenance and improvement the network of streets and roads; the expansion of Metrolink rail service; more transit services for seniors and disabled persons; and funds for the clean up of runoff from the roads.
- Safeguards include an annual independent audit and report to Taxpayers; ongoing monitoring and review of spending by and independent Taxpayers' Oversight Committee, requirement for full public review and update of the Plan every 10 years; voter approval for any major changes to the Plan; strong penalties for misuse of the funds; and a strict limit of no more than 1% for administrative expenses.
- The plan includes a ½ cent sales tax (renewal) and projects could begin in 2007.
- It is a 30 year plan and will generate \$11.8B.

The Rough Breakdown of Funds

- Freeways - \$4.871B or 43%
- Streets and Roads - \$3.625B or 32%
- Public Transit - \$2.832B or 25%
- Environmental Cleanup - \$402.2M
- Taxpayer Safeguards and audits - \$296.6M

Freeway Projects Overview

The 91 Freeway is the centerpiece of Measure M and extensive work is targeted for the Santa Ana Canyon. Below is a breakdown of the fourteen components of this portion of the Measure:

A. Freeway: Interstate 5

Location: Between 55 & 57
Objectives: Add Capacity
Build new ramps
Est. Cost: \$470M

B. Freeway: Interstate 5

Location: Between 55 & El Toro Y
Objectives: Build new lanes
Improve interchanges
Est. Cost: \$300.2M

C. Freeway: Interstate 5

Location: South of El Toro Y
Objectives: Build new lanes
Improve interchanges
Est. Cost: \$627M

D. Freeway: Interstate 5

Location: South of El Toro Y
Objectives: Update/Improve interchanges
Est. Cost: \$258M

E. Freeway: 22 Freeway

Location: Between the 5/57 & 405
Objectives: Improve interchanges
Est. Cost: \$120M

F. Freeway: 55 Freeway

Location: Between 22 & 405 (1)
Between 91 & 22 (2)
Objectives: (1) Build new lanes
(1) Add merging lanes at interchanges
(2) Operational improvements
Est. Cost: \$366M

G. Freeway: 57 Freeway

Location: From 5 to LA County Line
Objectives: New northbound lanes
(Katella/Lambert)
Improve interchange at
Lambert
Truck climbing lane
(Lambert/Tonner)
Est. Cost: \$258.7M

K. Freeway: Interstate 405

Location: Between 605 & 55
Objectives: Add new lanes
Update interchanges
Add merging lanes at on/off
ramps
Remain consistent w/approved
plans
Est. Cost: \$500M

H. Freeway: 91 Freeway

Location: Between 5 & 57
Objectives: Add capacity
Operational improvements
on/off ramps
Est. Cost: \$140M

L. Freeway: Interstate 405

Location: Between 55 & 5
Objectives: Add new lanes
Improve chokepoints
Add merging lanes at on/off
ramps
Est. Cost: \$319.7M

I. Freeway: 91 Freeway

Location: Between 57 & 55
Objectives: Improve interchanges
Add capacity
Est. Cost: \$416.5M

M. Freeway: Interstate 605

Location: Katella
Objectives: Interchange improvements
Est. Cost: \$20M

J. Freeway: 91 Freeway

Location: From 55 to Riverside County
Line (1)
Between 55 & 241 (2)
Objectives: (1) Add capacity (4 lanes)
(1) Possibly build elevated
sections
(1) Improve connections to
241 Toll Road
(2) Add capacity (1 lane each
direction)
(2) Improve interchanges
Est. Cost: \$925M

N. Freeway: Freeway Service Patrol

Location: All freeways in OC
Objectives: Provide tow truck for disabled
motorists
Get disabled vehicles out of
lanes
Est. Cost: \$150M

Streets and Roads Projects Overview

Overarching themes include identifying spot intersection improvements, filling potholes and re-paving worn out streets. After those basics are achieved other goals include: street widening, traffic signal synchronization, and pedestrian safety near schools. This is a cooperative effort between OCTA, the County and the 34 Cities. Priorities are set in a regional framework that rewards cooperation; honors best practices; and encourages government agencies to work together. Below is a breakdown of the three components of this portion of the Measure:

O. Regional Capacity Program

Objective: Provide funds to complete the OC Master Plan of Arterial Highways (MPAH)
Provide funds for intersection improvements & helps improve street operation
Widen existing streets
Complete the 1000 miles of new roads which have yet to be finished
Funds are allocated through a competitive process and targets projects that help traffic the most (i.e., degree of congestion relief, cost effectiveness, project readiness, etc.)
Funds are also available for construction of railroad over/underpass grade separations on high volume streets impacted by the freight trains in North OC

Cost: \$1.1328B

P. Traffic Signal Synchronization

Objective: Improve traffic flow by developing and implementing regional traffic signal coordination programs that cross jurisdictions
Cities, the County, and CalTrans must work together and prepare a traffic signal synchronization plan before funds are released
Cities are required to provide 20% of matching funds
Cost: \$453.1M

Q. Flexible Funding Program

Objective: Provide flexible funding to help cities and the County keep up repairing the streets. Funds can be used for local transportation needs (i.e., residential street projects, traffic and pedestrian safety near schools)
Funds are meant to augment existing transportation expenditures and cities must meet nine requirements to receive funds. A few of these requirements that cities must agree to include: separate accounting for Measure M funds and annual reporting on actual fund expenditure; assess traffic impacts of new developments and require that new developments pay a fair share of any necessary transportation improvements; and consider land use planning strategies that are transit friendly; support alternative transportation modes including bike and pedestrian access and reduce reliance on automobile.
Funds are distributed by a formula once the nine requirements are fulfilled – the formula is based on population, street mileage and the amount of sales tax collected in each jurisdiction
Cost: \$2.039B

Transit Overview

Funds in this portion of the Measure will be spent to build and improve rail and bus transportation in the County. Additionally, funds will be allocated to developing a creative countywide rail program and 5% of the revenues will be used to enhance programs for senior citizens and for targeted localized bus service. Rail visions will be evaluated by several criteria including but not limited to: traffic congestion relief; proximity to jobs and population centers; regional and local benefits; and compatible approved land uses. Below is a breakdown of the two components of this portion of the Measure:

R. High Frequency Metrolink Service

Objectives: Increase rail services in the County
Provide frequent service north of Fullerton to Los Angeles
Provide track improvements, more trains and other needs to accommodate expanded service
Upgrade stations and parking
Safety improvements and quiet zones along the tracks
Frequent shuttle service and other means to move arriving passengers to their destinations
Improve grade crossings and constructing over/underpasses at high volume arterial streets that cross the Metrolink tracks
Cost: \$1.0141M

S. High Capacity Transit Extensions to Metrolink

Objectives: Establish competitive program for local jurisdictions to broaden the reach of the rail system to other activity centers and communities
Cost: \$1.0B

T. Convert Metrolink Stations to Regional Gateways that Connect OC with High Speed Rail Systems

Objectives: Provide local improvements to connect planned future high speed rail systems to stations on the OC Metrolink route
Plans include high speed rail from northern to southern California, a magnetic levitation (MAGLEV) system to connect OC to LA and San Bernardino
Cost: \$226.6M

U. Expand Mobility Choices for Seniors and Persons with Disabilities

Objectives: Provide services to meet the needs of seniors and persons with disabilities
Include fare discounts for bus service, specialized ACCESS services and future rail services
One percent of revenues will expand local community van service for seniors through the existing Senior Mobility Program
One percent will supplement existing county-wide senior non-emergency medical transportation services

Cost: \$339.8M

V. Community Based Transit/Circulators

Objectives: Establish a competitive program for local jurisdictions to develop local transit programs
Funds will be distributed based on performance criteria for ridership, connection to bus and rail services and financial viability

Cost: \$226.5M

W. Safe Transit Stops

Objectives: Provide for passenger amenities at high transfer transit stops across the County (including improved lighting, information systems, and easier access)

Cost: \$25M

Environmental Cleanup Overview

Clean up funds will be used on a countywide competitive basis to meet national Clean Water Act standards for controlling transportation-generated urban runoff. Several Best Management Practices will be employed to reduce the runoff, these include:

- Catch basins and state of the art biofiltration systems
- Special roadside landscaping systems called bioswales that filter oil runoff from streets, roads and freeways
- Environmentally sensitive street cleaning programs

X. Environmental Cleanup

Objectives: Funds will be awarded to the highest priority programs that improve water quality, keep our beaches and streets clean, and reduce transportation-generated pollution

Funds are meant to supplement existing water quality programs
Environmental Cleanup Programs are subject to seven requirements
New road projects will generate an additional funds

Cost: \$237.2M + \$165M = \$402.2M

Taxpayer Safeguards and Audits

One percent of the Measure will be set aside for audits, safeguards and taxpayer protection. Additionally, one percent will also go to the CA State Board of Equalization.

Objectives: A few of the safeguards for Measure M funds include:

- Keeping the funds in a special trust fund;
- Severe punishment will disqualify agencies that cheat the system from receiving funds for a five-year period;
- Annual reports will be sent to OC taxpayers every year; every ten years;
- Minor adjustments can be made by a 2/3 vote of the Taxpayer Oversight Committee;
- Major changes must be taken back to the OC voters for authorization; and
- Every ten years the OC Local Transportation Authority must conduct a thorough examination of the Plan and if major changes should be submitted to the voters.

Cost: \$296.6M