



Orange County Transportation Authority . 550 South Main Street . P.O. Box 14184 . Orange, California 92863-1584 . 714-560-OCTA (6282)

Meeting of August 13, 2012

Board Approves Millions For Countywide Bicycle Projects

The board approved \$9.4 million to improve bike connections throughout the county.



The funds will be spread among 23 projects to add new bike lanes and trails, build bridges and crossings for cyclists, improve signs and add bike racks.

In February, OCTA invited agencies to compete for these grants through the Bicycle Corridor Improvement Program, which OCTA developed as part of the federally funded Congestion Mitigation and Air Quality program.

Local agencies will match the grants with \$3.9 million for a total investment of more than \$13 million.

M2 Provides \$2.8 Million For Water Quality Improvements

The board approved \$2.8 million to improve water quality as part of the Measure M2 Environmental Program.

The 33 projects that received funding range from installing systems that help prevent runoff from reaching the ocean to replacing irrigation systems with those that use less water. Two percent of annual Measure M2 revenues are used to fund this program and improve the overall water quality from transportation-generated pollution.



The projects are designed to diminish the more visible forms of pollutants such as litter and debris that collect on roadways and deposit into the ocean. A call for projects was issued in February and OCTA received 50 proposals from 26 cities and the county.

The M2 Environmental Program is a comprehensive plan that will help preserve and restore water quality programs throughout the county. Over the next 30 years, approximately \$300 million will be provided to improve water quality and reduce pollutants that lead to waterways.



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OCTA Seeking Streets and Roads Projects For Funding



The OCTA board issued a call for projects Monday looking to fund \$50 million in improvements as part of the Measure M2 Comprehensive Transportation Funding Program (CTFP).

Approximately \$35 million will be available to add capacity to streets and roads throughout the county and \$15 million is available for projects to synchronize traffic signals.

Project applications are due to OCTA by Oct. 26. OCTA's staff and the Technical Advisory Committee will review the proposed projects and based on preset criteria make recommendations to the board for approval in the spring.

Measure M2, the half-cent sales tax for transportation improvements approved by voters in 2006, has to date provided more than \$108 million for projects as part of the CTFP.

OCTA Responds To I-405 Project Issues



The board received an update on potential solutions to some of the issues raised during the environmental review comment period for the Measure M2 San Diego Freeway (I-405) Improvement Project

Based on the community's feedback, OCTA is working on refinements to modify the three proposed project alternatives to alleviate some of the community feedback expressed through this process.

The three construction options:

- Alternative 1: Adds one regular lane in each direction between Euclid Street and



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I-605

- Alternative 2: Includes the regular lane in Alternative 1 and adds a second northbound lane between Brookhurst Street and SR-22/7th Street, and a southbound lane between Seal Beach Boulevard and Brookhurst Street
- Alternative 3: Includes the regular lane from Alternative 1 and adds one express lane in each direction between SR-73 and I-605

The express lanes would work in conjunction with the existing carpool lane and allow solo drivers to pay a toll similar to the operation of the 91 Express Lanes. Buses, vanpools and carpools with three or more people would travel for free. Also being reevaluated is the potential for traditional carpools of two people being allowed to use the express lanes for free during off-peak periods.

In addition to three alternatives listed above, OCTA is now proposing a modification on Alternative 3 that would truncate the express lanes north of Fairview Avenue to reduce the project cost, avoid reconstruction of the Fairview bridge and to eliminate the direct connection to SR-73.

Other project refinements being explored include:

- Reconfiguring the Magnolia Avenue/Warner Avenue interchange to avoid the need to acquire up to four full businesses in Fountain Valley
- Reducing impacts to parking in Westminster by altering the project design
- Potentially avoiding the sound wall relocation on Almond Avenue in the College Park East Neighborhood of Seal Beach through design variations
- Conducting soundwall surveys and community meetings to get feedback on proposed soundwalls and using local funds to optimize heights

The board is expected to select a locally preferred alternative at its meeting on Sept. 24 and Caltrans will choose the final preferred alternative in the fall.