



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

Meeting of September 10, 2012

Board Receive Update on Anaheim Rapid Connection Project



The City of Anaheim provided an update to the board in regards to the Anaheim Rapid Connection Project (ARC). In the presentation, city representatives highlighted final alternatives, provided technical results and study effort updates and described the project's next steps.

The purpose of the ARC project is to provide a frequent and easy-to-use transit connection between ARTIC and popular city destinations for residents, employees and visitors. The city hopes these transit connections will help to develop a new and sustainable urban community.



The city of Anaheim is the most populated city in Orange County and offers a large source of entertainment. In order to provide Orange County residents with easy access to specific attractions, the City of Anaheim aims to increase their system of transportation.

The proposed transportation methods include:

- Enhanced bus services
- Increased Metrolink & Amtrak services
- Future California High-Speed Rail service
- Future Streetcar and Elevated Rail services

The cost for these transportation methods would come from public and private funding opportunities.

Next steps:

- Community Meeting Workshop: September 12
- City Council Workshop: September 25
- AA Document Available: October 3
- City Council Decision: October 9
- OCTA Board: November 26



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The project is estimated to be completed in 2018.

Board Reviews Final Stage of Measure M2 M2020 Plan



OCTA staff members shared with the board an update on progress of the Measure M2 Final M2020 Plan. The plan outlines projects and programs for all modes that can be completed between now and the year 2020, along with a proposed schedule.

The Measure M2 Final M2020 Plan Objectives include:

- Completing two-thirds of the freeway program and environmentally clearing the remaining projects
- Investing nearly \$1.2 billion of funding for streets and roads improvements
- Expanding rail options and funding fixed guideways
- Continuing environmental programs

The development of an M2020 Plan began in November 2011, and the draft plan was presented to the Board of Directors on August 27, 2012.

The staff presentation outlined plans to expand rail services, funding for the fixed-guideway connections to Metrolink, and improvements that need to be made to streets and roads conditions.

The plan also highlights the M2020 funding assumptions, which are based on the latest M2 revenue forecasts. The plan lists 2 steps that must be taken in order to complete funding and financing. The 2 steps are listed below.

- Step 1: Amend the M2 Transportation Investment Plan
- Step 2: Develop a plan of finance and return to the board within ninety days

Scheduled meetings for the next steps are set for the following dates:

| | |
|---|----------------------------|
| Final M2020 Plan consideration for approval and set public hearing date for amendment | September 10 |
| Taxpayers Oversight Committee considers/acts on proposed amendment | September TBD October 9 |
| Public hearing on proposed amendment | October 22 |
| Amendment effective | November 7 |
| Plan of finance on M2020 | November 9 |



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7. Staff Shares Update on Interstate 405 Improvement Project

The Board received an update on information regarding the Interstate 405 Improvement Project. Staff highlighted the project’s purpose which is to maximize traffic flow, enhance operations and minimize environmental impacts and presented mobility benefits by alternative which are shown in the chart below.

| | No Build | Alt. 1 | Alt. 2 | Alt. 3 | Alt. 3 Truncated |
|---|---------------------------|-------------------------|-------------------------|-----------------------------|--|
| Peak Hour Throughput ¹ | 6000 vehicles per hour | 7200 vehicles per hour | 8400 vehicles per hour | 9500 vehicles per hour | 9500 vehicles per hour |
| Average Daily Traffic | 288,000 - 427,000 | 321,000 - 475,000 | 344,000 - 509,000 | 352,000 - 512,000 | 352,000 - 512,000 |
| Travel Time SR-73 to I-605 ² | 133 min GP 121 min HOV | 57 min GP 54 min HOV | 28 min GP 27 min HOV | 29 min GP 13 min Express | 31 min GP 17 min Express ³ |

A Stantec representative was invited to present a traffic and revenue update. This update provided charts and graphs that reviewed the following:

- How congestion impacts throughput
- I-405 toll policy assumptions and transactions
- I-405 toll rates and revenues
- The traffic growth of express lanes
- I-405 tolling sensitivities
- I-405 cost assumptions



The presentation highlighted funding options for alternative 2 and the actions each option would require. If chosen, Alternative 2 would include the regular lane in Alternative 1 and add a second northbound lane between Brookhurst Street and SR-22/7th Street, and a southbound lane between Seal Beach Boulevard and Brookhurst Street. The first funding option would use state and federal funds to establish Alternative 2 as the first priority for all eligible future state and federal funds. The second funding option would use M2 funds to establish I-405 as the first priority for use of any available M2 freeway funds and defer other M2020 projects.

Meetings regarding this project are set for the following dates:

- Regional Planning and Highways September 17, 2012
- Board of Directors LPA* September 24, 2012
- Project Development Team PA** Fall 2012

Based on the information given by staff, the board will select a locally preferred alternative at its meeting on Sept. 24.



 **BOARD
ACTIONS**
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