



# **Renewed Measure M Eligibility Guidelines**

Local Agency Preparation Manual



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### Renewed Measure M - Eligibility Guidelines

Effective March 12, 2012

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### Eligibility Guidelines

Effective March 12, 2012



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# Chapter 1 - Eligibility Overview

## 1.1 Introduction/Background

In order to meet expected growth in Orange County over the next 30 years, continued investment in the County's infrastructure will be required. To meet these needs, additional projects were identified which could be funded through an extension of the Measure M program. Voters approved Renewed Measure M on November 7, 2006. Ordinance No. 3 outlines all programs and requirements and is included as Appendix A.

Renewed Measure M is a 30-year, multi-billion dollar program extension of the original Measure M (1991-2011) with a new slate of projects and programs planned. These include improvements to the Orange County freeway system and streets & road network throughout the County, additional expansion of the Metrolink system, more transit services for seniors and the disabled as well as funding for the cleanup of roadway storm water runoff.

Renewed Measure M extends Orange County's self-help legacy toward financing infrastructure. A seamless transition from the original Measure M to the new slate of projects requires careful consideration of the Ordinance and inventory of new requirements. Consistent with the first ordinance, an eligibility manual has been prepared to assist local jurisdictions to understand the requirements necessary to maintain their eligibility to receive Renewed Measure M funds.

Renewed Measure M Net Revenues are generated from the transactions and use tax plus any interest or other earnings – after allowable deductions. Net Revenues may be allocated to local jurisdictions for a variety of programs identified in Ordinance No. 3 included in this guidance manual as Appendix A. Compliance with the eligibility requirements established in Ordinance No. 3 must be established and maintained in order for local jurisdictions to receive Net Revenues.

This Eligibility Manual identifies annual eligibility requirements as specified in Ordinance No. 3, Attachment B, and Section III. Policies and procedures are presented to enable and facilitate annual eligibility for local jurisdiction participation. Guidelines for newly incorporated cities are outlined in Appendix B.

## 1.2 Ordinance Comparison

With the passage of Renewed Measure M, several eligibility requirements applicable to the previous program will no longer be used. Prominent features of the current program that are being discontinued include preparation of Growth Management Program (GMP), a development phasing & monitoring program, and a balanced housing options and job opportunities component of the General Plan. Although these planning tools are no longer elements of the eligibility process, local jurisdictions are encouraged





to consider these elements as sound planning principles. A comparison of eligibility element changes is shown on Tables 1-1 and 1-2.

### **1.3 Eligibility for Net Revenues**

Every year, the Orange County Transportation Authority (OCTA) determines if a local jurisdiction is eligible to receive Renewed Measure M Fair Share and competitive program funds. A local jurisdiction must satisfy certain requirements as outlined in Ordinance No. 3. Specifically, a jurisdiction must:

- Comply with the conditions and requirements of the Orange County Congestion Management Program (CMP) *[New]*
- Establish a policy which requires new development to pay its fair share of transportation-related improvements associated with their new development
- Adopt a General Plan Circulation Element consistent with the MPAH
- Adopt and update a Capital Improvement Program (CIP) *[Modified]*
- Participate in traffic forums *[New]*
- Adopt and maintain a Local Signal Synchronization Plan *[New]*
- Adopt and update biennially a Pavement Management Plan (PMP) *[Enhanced]*
- Adopt and provide an annual Expenditure Report to the OCTA *[New]*
- Provide the OCTA with a Project Final Report within six months following completion of a project funded with Net Revenues *[Enhanced]*
- Agree to expend all Local Fair Share revenues received through Renewed Measure M within three years of receipt
- Satisfy Maintenance of Effort (MOE) requirements *[Enhanced]*
- Agree that Net Revenues shall not be used to supplant developer funding
- Consider, as part of eligible jurisdiction's General Plan, land use and planning strategies that accommodate transit and non-motorized transportation



**TABLE 1-1**  
**Eligibility Element Comparison**  
**Per Enabling Ordinance**

	Existing Measure M Guidelines		Measure M2 (M2) Guidelines	
	• Adopt GMP		•	NOT REQUIRED
Growth Management Program (GMP)	• Submit every five years			
Congestion Management Program (CMP)	•	N/A		• Comply with Orange County's CMP
Capital Improvement Program (CIP)	• Seven-year CIP with annual renewal			• Seven-year CIP with annual renewal
				• Includes all projects funded with M2 net revenues
Mitigation Fee Program	• Development Mitigation Monitoring Program			• Have a clearly defined Mitigation Fee Program
General Plan Circulation Element	• Component of GMP			
	• Circulation element consistent with the MPAH			• Circulation element consistent with the MPAH
Traffic Forums	• Participate in inter-jurisdictional planning forms (GWA)			• Participate in traffic forums to facilitate the implementation of traffic signal synchronization projects
Local Signal Synchronization Plan (LSSP)				• Adopt and maintain a local signal synchronization plan
				• Conform to the Regional Traffic Signal Synchronization Master Plan
				• Three-year plan showing cost, available funding and phasing of capital, operations, and maintenance
				• Include traffic signal synchronization street routes consistent with the Regional Traffic Signal Synchronization Master Plan
				• Update every three years starting June 30, 2014
Pavement Management Plan (PMP)	• Adopt and fund a local PMP			• Adopt PMP using common format
	• Update biennially			• Seven-year capital plan updated every two years
				• Report projected improvements resulting from program
Expenditure Report				• Report required within six months of end of fiscal year (FY)
				• Report to include all net revenue, fund balances, and interest earned
				• Identify expenditures by type, program/project
Project Final Report	• Required under OCTA funding program procedures			• Final report for all projects funded with net revenues
				• Reports to be submitted within six months of completion
				• Reports to be submitted within six months of completion

**Key**  
■ No impact  
■ Consistent with Prior Program  
■ Substantial Changes

MPAH - Master Plan of Arterial Highways  
OCTA - Orange County Transportation Authority  
CCI - Construction Cost Index



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**TABLE 1-2**  
**Eligibility Element Comparison Continued**

	Existing Measure M Guidelines	Measure M2 (M2) Guidelines
<b>Time Limits for Use of Revenues</b>	<ul style="list-style-type: none"> <li>Agree to expend all net tax revenues received through Measure M within three years of receipt</li> </ul>	<ul style="list-style-type: none"> <li>Net revenues shall be expended or encumbered within three years. An extension may be granted with five year limit</li> </ul>
		<ul style="list-style-type: none"> <li>Net revenues for M2 grants must be encumbered by end of fiscal year programmed</li> </ul>
		<ul style="list-style-type: none"> <li>Requests for extension may be granted for up to 24 months</li> </ul>
	<ul style="list-style-type: none"> <li>Failure to expend funds in timely manner will make jurisdiction ineligible to receive additional funds until reinstated</li> </ul>	<ul style="list-style-type: none"> <li>Expired funds and related revenues must be returned to OCTA for use in same source program.</li> </ul>
<b>Maintenance of Effort (MOE)</b>	<ul style="list-style-type: none"> <li>Benchmark based upon average FY1985/86 through 1989/90</li> </ul>	<ul style="list-style-type: none"> <li>Must meet or exceed MOE local discretionary funds pursuant to current Ordinance No. 2 for FY 2010-2011 and per Ordinance No. 3 starting April 1, 2011</li> </ul>
	<ul style="list-style-type: none"> <li>Annual certification that MOE has been satisfied</li> </ul>	<ul style="list-style-type: none"> <li>Annual certification that MOE requirement have been satisfied</li> </ul>
		<ul style="list-style-type: none"> <li>Adjust benchmark in 2014 and every three years thereafter based upon CCI for preceding three-years</li> </ul>
		<ul style="list-style-type: none"> <li>CCI adjustment cannot exceed growth rate in general fund revenues during update period</li> </ul>
<b>Land Use and Planning Strategies</b>	<ul style="list-style-type: none"> <li>Planning standards for fire, police, library, flood control, parks and open space, and other services and public facilities (GMP)</li> </ul>	<ul style="list-style-type: none"> <li>Consider in jurisdiction's general plan, land use planning strategies that accommodate transit and non-motorized transportation</li> </ul>
<b>Certification of Funds</b>	<ul style="list-style-type: none"> <li>Certify Measure M has not supplanted existing or developer funds</li> </ul>	<ul style="list-style-type: none"> <li>Certification that no M2 funds have been used to supplant existing commitments or any developer funding which has been or will be committed for any transportation projects</li> </ul>
<b>Development Phasing and Monitoring Program</b>	<ul style="list-style-type: none"> <li>Development phasing and monitoring program</li> </ul>	<ul style="list-style-type: none"> <li>See Mitigation Fee Program (Table 1-1)</li> </ul>
<b>Traffic Level of Service (LOS) Standards</b>	<ul style="list-style-type: none"> <li>Summarize traffic LOS standards</li> </ul>	<ul style="list-style-type: none"> <li>Included in CMP</li> </ul>
		<ul style="list-style-type: none"> <li>May be included in the regional TSSP</li> </ul>
<b>Balanced Housing Options and Job Opportunities</b>	<ul style="list-style-type: none"> <li>Balanced housing options and job opportunities</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>Transportation Demand Management (TDM) Ordinance</b>	<ul style="list-style-type: none"> <li>Adoption of a TDM Ordinance</li> </ul>	<ul style="list-style-type: none"> <li>Included in CMP</li> </ul>

**Key**  
■ No impact  
■ Consistent with Prior Program  
■ Substantial Changes



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## **1.4 Compliance Components**

Eligibility determinations are made on an annual basis based upon satisfactory submittal of specific elements outlined in Ordinance No. 3. Some components are required on an annual basis while others are satisfied on a periodic basis.

A summary of each eligibility component is presented below. The OCTA and/or its representatives perform an administrative review of the data to determine eligibility for Renewed Measure M funds.

These components are segregated in Chapter 2 and Chapter 3 as Policy, Administrative, and Financial in nature. Policy items require periodic updates through Council action or City compliance. Financial items are items which require a set schedule of financial data reporting. Administrative items are the items which require day-to-day implementation and on-going planning.

### **1. Congestion Management Program (Policy)**

Orange County's Congestion Management Program (CMP) is a countywide program established in 1992 to support regional mobility and air quality objectives through the effective use of transportation funds, coordinated land use, and development planning practices. Required elements of the County's CMP include traffic level of service (LOS) standards, performance measures, travel demand assessment methods and strategies, land use analysis programs, and Capital Improvement Programs.

### **2. Mitigation Fee Program (Policy)**

Locally established fee program which collects mitigation fees used to mitigate effects of new development on transportation infrastructure. Appropriate mitigation measures, including payment of fees, construction of improvements, or any combination thereof, will be determined through an established and documented process by each jurisdiction.

### **3. Circulation Element (Policy)**

An element of an eligible jurisdiction's General Plan depicting planned roadways and related policies consistent with the MPAH.

### **4. Capital Improvement Program (Financial)**

A Capital Improvement Program (CIP) is a multi-year plan which identifies funding for the implementation of capital improvement projects or programs. Improvement projects and programs identified in the CIP include those which are identified in the jurisdiction's CMP and will improve air quality and increase capacity to the transportation system.



## **5. Traffic Forums (Administrative)**

Traffic forums are annual working group sessions which include the OCTA and eligible jurisdictions and provide a venue for discussion regarding the traffic signal synchronization and traffic circulation between participating jurisdictions.

## **6. Local Traffic Synchronization (Policy)**

The Local Traffic Synchronization Plan is a local program consistent with the Regional Traffic Signal Synchronization Master Plan (RTSSMP) which provides a three-year plan identifying traffic signal synchronization, street routes and traffic signals to be improved in eligible jurisdictions. The plan will outline the costs associated with the identified improvements, funding and phasing of capital, and the operations and maintenance of the street routes and traffic signals. Inter-jurisdictional planning of traffic signal synchronization is also a component of the local plan.

## **7. Pavement Management Plan (Policy)**

A Pavement Management Plan (PMP) is a plan to manage the preservation, rehabilitation, and maintenance of paved roads by analyzing pavement life cycles, assessing overall system performance costs, and determining alternative strategies and costs necessary to improve paved roads. Eligible jurisdictions must adopt and update their PMP's biennially. MicroPaver or an approved equivalent software management tool will be used for countywide consistency.

## **8. Expenditure Report (Financial)**

The expenditure report is a detailed financial report submitted by each jurisdiction used to track financial activity as it relates to Renewed Measure M and other improvement funds. The report will account for receipt, interest earned, and use of Measure M and other funds as outlined in Ordinance No. 3. This report is used to validate eligible use of funds and must be submitted within six months of the end of jurisdiction's fiscal year.

## **9. Project Final Report (Financial)**

A project final report is to be completed following the completion of a facility for which Measure M funds were used. The final report will describe the improvements that were performed, the construction schedule for the improvements, and the financial status as a result of these improvements.

## **10. Timely Expenditure of Funds (Policy)**

The timely expenditure of funds is a policy which must be adopted by each jurisdiction to ensure all funds received from net revenues are expended and accounted for within an appropriate amount of time as decided by the OCTA.

## **11. Maintenance of Effort Certification (Financial)**

The Maintenance of Effort (MOE) Certification is a financial document which provides annual certification of Maintenance, Construction and Administrative/Other expenditures and how they compare to the annual MOE Benchmark Requirements for the fiscal year. This form is submitted to the OCTA as part of the annual eligibility process.



## **12. No Supplanting of Developer Commitments (Policy)**

Eligible jurisdictions must ensure Measure M monies do not supplant existing or future developer funding committed for any transportation project. Development must be required to continue paying their fair share for new transportation improvements that are necessary because of the new traffic their projects create.

## **13. Transit/Non-motorized Transportation in General Plan (Policy)**

General plans should include policies and language that demonstrate a thoughtful approach toward land use planning that encourages and facilitates mobility options. Jurisdictions should consider land use planning strategies that accommodate transit and non-motorized transportation.

## **1.5 Taxpayers Oversight Committee**

Renewed Measure M established a Taxpayers Oversight Committee (TOC). The TOC is an independent citizens' committee established for the purpose of overseeing compliance with the Ordinance and ensuring safeguards are in place to protect the integrity of the overall program. TOC responsibilities include:

- Approval of any amendment to the Renewed Measure M proposed by the OCTA which changes the funding categories, programs or discrete projects identified for improvements in the Funding Plan
- Review of select documentation establishing eligibility by a jurisdiction including a jurisdiction's Congestion Management Plan, Mitigation Fee Program, Expenditure Report, Local Signal Synchronization Plan, and Pavement Management Plan
- Verification that the OCTA is proceeding in accordance with the Renewed Measure M Plan and is meeting the performance standards outlined in the Renewed Measure M Ordinance

## **1.6 Non-Compliance Consequences**

Renewed Measure M follows a legacy of successful public funding investment in transportation throughout Orange County. The eligibility process includes a review of required compliance components to ensure that programs and funding guidelines are met as defined by Ordinance No. 3. Article XIX of the California Constitution provides guidance regarding the use of tax revenues for transportation purposes and provides a useful definition of eligible transportation planning/implementation activities.





OCTA routinely conducts an audit of local jurisdiction annual eligibility materials and financial records. Full cooperation is expected in order to complete the process in a timely manner.

A finding of non-compliance may be made if either of the following conditions exists:

- Use of Renewed Measure M funding for non-transportation activities
- Failure to meet eligibility requirements

If a determination is made that a local jurisdiction has used Renewed Measure M funds for non-transportation purposes, misspent funds must be fully repaid and the jurisdiction will be deemed ineligible to receive Net Revenues for a period of five (5) years. A finding of ineligibility is determined by the OCTA Board of Directors and is typically applied for deliberate actions rather than administrative errors.

Failure to adhere to eligibility compliance components may result in suspension of funds until such time as satisfactory compliance is achieved. The OCTA, in consultation with the Taxpayers Oversight Committee, will determine if a redistribution of deferred funding is warranted.

## **1.7 Appeals Process**

Eligibility review and determination is a multi-step process which relies upon an objective review of information by OCTA staff, Technical Advisory Committee, and Taxpayers Oversight Committee with final determination made by the OCTA Board of Directors. An appeal of findings may be filed with the Board of Directors for re-consideration.



## Chapter 2 - Guidance

The annual eligibility process relies upon a variety of reporting methods to verify local jurisdiction compliance. Most methods leverage tools routinely used in the public planning process while others require certification forms or specialized reports. Templates, forms, and report formats are described in this chapter and included as appendices to the eligibility manual. The requirements presented in this section have been segregated into three separate categories based upon purpose and process. The table below summarizes certification frequency and documentation requirements.

Compliance category	Frequency	Documentation
<b><i>Policy Items</i></b>		
Congestion Management Program	Odd numbered year (2011, 2013, etc.)	Checklist item, CIP
Mitigation Fee Program	Biennially	Checklist item, copy of program, Resolution
MPAH Consistency (Circulation Element)	Biennially	Resolution and Exhibit
Timely Expenditure of Funds	Annually (June 30 <sup>th</sup> )	Checklist, Master agreement
No Supplanting Existing Commitments	Annually (June 30 <sup>th</sup> )	Checklist item
Transit/Non-motorized Transportation in General Plan	Annually (June 30 <sup>th</sup> )	Checklist item, GP excerpt for updates
<b><i>Administrative Items</i></b>		
Traffic Forums	Annually	Checklist item
Local Signal Synchronization Plan	Every three years	Copy of plan
<b><i>Financial Items</i></b>		
Capital Improvement Program	Annually (June 30 <sup>th</sup> )	Electronic, hardcopy
Pavement Management Plan	Every two years	Certification form, report
Expenditure Report	Annually (December 31 <sup>st</sup> )	Report six months after end of fiscal year
Project Final Report	Within 6 months of project completion	Report
Maintenance of Effort	Annually (June 30 <sup>th</sup> )	Certification form, budget excerpt

### 2.1 Policy Items

#### **Congestion Management Program**

With the passage of Proposition 111 Gas Tax increase in June 1990, urbanized areas of California were required to adopt a Congestion Management Plan (CMP). OCTA was designated as the County's Congestion Management Agency (CMA), and as such, is responsible for the development, monitoring, and biennial updating of Orange County's CMP.

The goals of Orange County's CMP are to support regional mobility and air quality objectives by reducing traffic congestion; provide a mechanism for coordinating land

use and development decisions that support the regional economy; and determine gas tax eligibility.

Each jurisdiction must comply with the following conditions and requirements of the Orange County Congestion Management Program (CMP) pursuant to the provisions of the Government Code Section 65089 to be considered eligible for both gas tax revenues and Renewed Measure M funding:

- Level of Service – Highways and roadways designated by OCTA must operate at an established level of service (LOS) of no less than LOS “E” (unless the LOS from the baseline CMP dataset was lower).
- Deficiency Plans – Any CMP intersections that do not comply with the LOS standards must have a deficiency plan prepared by the responsible local jurisdiction that identify the cause and necessary improvements for meeting LOS standards (certain exceptions apply).
- Land Use Analysis – Analyze the impacts of land use decisions on the transportation system, using a designated methodology, consistent with the CMP Traffic Impact Analysis guidelines. The analysis must also include the cost estimate associated with mitigating those impacts.
- Modeling and Data Consistency – A jurisdiction utilizing a local area model for traffic impact analysis must conform to the Orange County Sub-area Modeling guidelines, prepared by OCTA.
- Capital Improvement Program (CIP) – Agencies must submit an adopted seven-year CIP that includes projects to maintain or improve the LOS on CMP facilities, or adjacent facilities.

#### Verification Method

The CMP checklist, as shown in Appendix C, must be completed every odd numbered year (2011, 2013, 2015, etc.) to demonstrate compliance with CMP requirements. If a deficient intersection is identified, the jurisdiction must include a project in their CIP to address the issue or develop a deficiency plan.

#### Mitigation Fee Program

Each eligible jurisdiction must assess traffic impacts of new development and require new development to pay a fair share of necessary transportation improvements attributable to the new development. To insure eligibility, each jurisdiction must have a clearly defined mitigation program.



### Verification Method

The Renewed Measure M eligibility submittal should include a copy of nexus study improvement list, current fee schedule and council resolution approving the mitigation fee program. Where mitigation measures, including fair share contributions and construction of direct impact improvements are used in lieu of AB1600 Nexus Study fee programs, each jurisdiction should provide a Council resolution adopting the mitigation measures. At such time that a jurisdiction updates their mitigation program and/or nexus study, they must submit their updated program and revised fee schedule or process methodology for the following review cycle. In addition, a mitigation fee program resolution identified in Appendix E must be submitted biennially and reaffirm council concurs with the existing mitigation fee program.

### Circulation Element

Each jurisdiction must adopt and maintain a Circulation Element within their adopted General Plan depicting planned roadways and related policies within the City limits. The Circulation Elements must also be consistent with the MPAH.

### Verification Method

To establish eligibility for Renewed Measure M, each jurisdiction must document within the jurisdiction submittal checklist (Appendix D) that it confirms its Circulation Element is consistent with the MPAH. Each jurisdiction also must submit a copy of their most current Circulation Element biennially with the MPAH Resolution. In addition, the MPAH Resolution identified in Appendix E must be adopted by the legislative body and submitted on a biennial basis.

### Timely Expenditure of Funds

Certify that the receipt and use of all Measure M funds received will adhere to the time limits for use as outlined in the ordinance.

#### Competitive Programs

- Agree that Net Revenues for Regional Capacity Program (RCP) projects and/or Regional Traffic Signal Synchronization Program projects shall be expended or encumbered by end of fiscal year for which Net Revenues are programmed
- Requests for extension may be granted for up to 24 months
- OCTA may grant one extension up to 24 months

#### Local Fair Share

- Net Revenues received by local jurisdiction through the local fair share program shall be expended or encumbered within three years. An extension may be granted but is limited to a total of five years. Requests for extension must be submitted as part of the semi-annual review process prior to the end of the third year from date of receipt. Requests for extension must include a plan of expenditure.
- Expired funds and related revenues must be returned to the OCTA. These funds shall be returned for redistribution within the same source program and include interest derived from Net Revenues.



- Use of Local Fair Share revenues for bonding (including debt service) shall be limited to 25% of the jurisdiction's annual Local Fair Share revenues as defined in Article XIX Motor Vehicle Revenues of the California Constitution unless the Board approves an exception to this policy on a case-by-case basis.

#### *Interest Derived from Net Revenues*

- Account for interest from competitive funding program and Local Fair Share proceeds in separate account
- Expend local Renewed Measure M interest proceeds on transportation activities consistent with Local Fair Share eligible activities
- Expend interest revenues within 3 years of receipt
- Interest may be accumulated for substantive project where necessary, with prior OCTA approval, provided account balance does not exceed aggregate local fair share payments received in preceding three (3) years of reporting period
- All interest accumulated at the conclusion of Renewed Measure M is to be expended within three years of program sunset date (2041)

#### Verification Method

To establish eligibility for Renewed Measure M, each jurisdiction must document within the agency submittal checklist (Appendix D) confirmation that the jurisdiction observed the timely use of net revenues as outlined in the ordinance. Net Revenue and Interest balances are reported on the annual Expenditure Report.

#### **No Supplanting of Developer Commitments**

Renewed Measure M funding shall not be used to supplant existing or future development funding commitments for transportation projects. Development must be required to continue paying their fair share for new transportation improvements that are necessary because of the new traffic their projects create.

- Development must continue to pay their fair share for needed infrastructure improvements and transportation projects
- Net revenues must not supplant development funding or contributions which have been previously committed to transportation projects through payment of fees in a defined program, fair share contribution, community facilities district (CFD) financing, or other dedicated contribution to a specific transportation improvement
- Standard checklist item

#### Verification Method

To establish eligibility for Renewed Measure M, each jurisdiction must document within the jurisdiction submittal checklist (Appendix D) that there has been no supplanting of developer commitments for transportation projects as outlined in the ordinance.

## **Transit/Non-motorized Transportation in General Plan**

As part of the eligible jurisdiction's General Plan, the jurisdiction should consider land use planning strategies that accommodate transit and non-motorized transportation. Multi-modal options are vital to a comprehensive transportation network. General plans should include policies and language that demonstrate a thoughtful approach toward land use planning that encourages and facilitates mobility options.

### **Verification Method**

To establish eligibility for Renewed Measure M, each jurisdiction must document within the jurisdiction submittal checklist (Appendix D) that it considers, as part of its General Plan, land use planning strategies that accommodate transit and non-motorized transportation. A letter outlining the approach to land use planning strategies that accommodate transit and non-motorized transportation should be provided.

## **2.2 Administrative Items**

### **Traffic Forums**

Each jurisdiction must participate in Traffic Forums on an annual basis to ensure eligibility. Traffic forums, as defined in the Ordinance, can be described as a group of eligible jurisdictions working together to facilitate the planning of traffic signal synchronization among the respective jurisdictions. The annual forum may include a technical committee such as the OCTA Technical Advisory Committee or the Intelligent Transportation Systems (ITS) Roundtable.

Project specific forums will be established through cooperative agreement between each local jurisdiction and OCTA. The Forum(s) will provide a group setting for cities to participate in the planning of traffic signal synchronization programs and projects as well as to discuss regional traffic routes, traffic patterns, and inter-jurisdictional coordination efforts.

### **Verification Method**

To establish eligibility for Renewed Measure M, each jurisdiction must document within the jurisdiction submittal checklist (Appendix D) evidence of its annual participation in traffic forums.

### **Local Signal Synchronization Plan**

Each jurisdiction will be required to adopt and maintain a Local Traffic Signal Synchronization Plan consistent with specific requirements in Ordinance No. 3. Each City's Traffic Signal Synchronization Plan will identify traffic signal synchronization street routes and traffic signals and how they may be synchronized with traffic signals on the street routes of adjoining jurisdictions. Each plan will include a three-year plan showing cost, available funding and phasing of capital, operations and maintenance (performance report is an element of the competitive funding program).

A local match reduction of ten percent (10%) of eligible Regional Capacity Program application cost will be permitted if the jurisdiction's implements, maintains and operates a local plan consistent with the regional plan.

#### Verification Method

To establish eligibility, cities must ensure that their local plan is in conformance with the Regional Traffic Signal Synchronization Master Plan (RTSSMP). Local plans may exceed the regional plan where appropriate. A copy of the plan, if other than the RTSSMP, must be submitted every three years beginning in June 2011. A Council resolution attesting to the adoption, implementation and ongoing use of the plan will be required (see Appendix E).

## **2.3 Financial Items**

### **Capital Improvement Program**

The Renewed Measure M Ordinance specifies that each jurisdiction must prepare a Capital Improvement Program (CIP). For purposes of eligibility, the annual seven-year CIP updates are required to enable timely review of eligible use of funds. The CIP shall include all capital transportation projects, including but not limited to, projects funded by Net Revenues and shall include transportation projects required to demonstrate compliance with signal synchronization and pavement management requirements. If Renewed Measure M funds needed for a project is not reflected on the current CIP, an amended CIP should be adopted with contract award. The revised CIP should be submitted to OCTA in hard copy form.

Each eligible jurisdiction must include projects in their CIP, which are needed to meet and maintain the adopted Traffic Level of Service and Performance Standards. It shall also include all projects proposed to receive Measure M funding. Cities are encouraged, but not required, to include all transportation related projects regardless of Measure M funding participation.

#### Verification Method

To establish eligibility, each jurisdiction must submit an electronic and hard copy of its CIP. A Smart CIP has been developed and is supplied in database format. Below is a brief description of information necessary to complete the Smart CIP.

- *Agency* – Name of the jurisdiction preparing the CIP
- *Type of Work* – Brief description of the nature of the work (i.e., traffic signals, road maintenance, road widening, etc.)
- *Project Name* – Name of the project as worded on the CTFP project application (if applicable)





- *Project Limits/Location* – Geographic project limits
- *Type of Work Description* – Additional description expanding upon the Type of Work
- *Description* – More detailed description of the project. Required if project is "other"
- *Funding Source* – Source of funding for the project. Local matching funds should also be indicated under this column, (i.e. 70 percent M2 Capital and 30 percent local). Must add up to 100 percent
- *Explain Other/Unfunded* – Explain funding source not listed in the drop down selection
- *Project Phase* – Phase of project development, beginning with **E**-planning (environmental, engineering), **R**-right of way, and **C**-construction
- *Escalation* – Costs for right of way and construction phases will be escalated for future years based on the Engineering News Record Construction Cost Index. The escalation rates are cumulative and are capitalized into the project cost
- *Estimated Cost* – Estimated current costs for the three project phases. The cost for each phase should be indicated under the fiscal year in which the phase will be implemented. Escalated costs are calculated automatically

#### Verification Method

The OCTA provides an electronic database called the Smart CIP used countywide for reporting Council-approved CIP information. The Smart CIP includes all projects submitted in the previous eligibility cycle. New projects should be added to the database and completed or prior year old projects should be removed. In addition, the funding schedule, source, and cost data for ongoing projects should be reviewed and updated for accuracy.

#### Pavement Management Plan

Each jurisdiction must adopt and update biennially a Pavement Management Plan (PMP) consistent with the specific requirements outlined in Ordinance No. 3, and issue, using a common format approved by the OCTA, a report every two years regarding status of road pavement conditions and implementation of the PMP including the following elements:

- Current status of pavement roads
- A seven-year plan for road maintenance and rehabilitation, including projects and funding





- Projected pavement conditions resulting from improvements
- Alternative strategies and costs necessary to improve road pavement conditions

The Regional Capacity Program (RCP) identified in Renewed Measure as Project O includes an incentive for successful PMP implementation. A local match reduction of ten percent (10%) of eligible competitive program application cost will be permitted if the jurisdiction meets either of the following criteria:

- Has measurable improvement of paved road conditions during the previous reporting period as determined through the countywide pavement management rating standards, or
- Has road pavement conditions during the previous reporting period which are within the highest twenty percent (20%) of the pavement condition index used by the regional program.

#### Verification Method

To establish eligibility, each jurisdiction must complete and submit a copy of the Local Pavement Management Plan and Certification to OCTA during the eligibility review cycle every two years. A copy of the Pavement Management Plan Certification is included as Appendix F. The jurisdiction must also provide OCTA with an executive summary encompassing a brief overview of their PMP highlighting different issues that have developed between review cycles and provide additional information regarding the projects funded through the program. At a minimum the Executive Summary should include Pavement Condition Index (PCI) reports, Projected PCI, and Alternative Funding Levels (Please refer to Countywide Pavement Management Program Guidelines Manual Chapter 3). MicroPaver or an approved equivalent software management tool will be used for countywide consistency.

#### Expenditure Report

Each jurisdiction must adopt an annual Expenditure Report to account for Measure M funds, developer/traffic impact fees, and funds expended by the jurisdiction that satisfy the Maintenance of Effort requirements.

- Report required within six months of jurisdiction's end of fiscal year
- Report to include all Net Revenue, fund balances, and interest earned
- Expenditures shall be identified by activity type (capital, operations, administration, etc.) and funding source for each program/project

#### Verification Method

The expenditure report signed by the City Finance Director and council resolution attesting to the adoption is required. A sample template is provided as Appendix G.

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#### Eligibility Guidelines

*Effective March 12, 2012*



## **Project Final Report**

Each jurisdiction must provide the OCTA with a Project Final Report within six months following completion of a capital project funded with Net Revenues. Final report formats follow the template used by the Comprehensive Transportation Funding Programs (CTFP).

### **Verification Method**

To establish eligibility, a jurisdiction must submit a copy of the CTFP Project Final Report for each capital project utilizing Net Revenues, which is included as Appendix H. Each Final Report must be individually submitted to OCTA within six months of the completion of a project funded by Net Revenues, regardless of the eligibility review cycle. For the purposes of reporting non-project work (maintenance, repair, and other non-project related costs) funded by Renewed M local fair share funds, the annual Expenditure Report shall satisfy reporting requirements. If local fair share funds are used for projects, the local jurisdiction shall also include a list of those funds and/or other Renewed Measure M funds in the Project Final Report.

## **Maintenance of Effort**

Each jurisdiction must provide annual certification to OCTA that the Maintenance of Effort (MOE) requirements of Section 6 of Ordinance No. 3 have been satisfied.

- Net Revenues to supplement existing funds used for transportation improvements
- Must meet or exceed MOE local discretionary funds pursuant to current Ordinance No. 2.
- Adjust benchmark in 2014 and every three years thereafter based upon Caltrans' Construction Cost Index (CCI) for preceding three-years
- CCI adjustment cannot exceed growth rate in General Fund revenues during update period

### **Verification Method**

An MOE reporting form must be completed, signed by the jurisdiction's Finance Director and submitted on an annual basis. The form is included in this preparation manual as Appendix I. In addition, excerpts from the jurisdiction's budget showing referenced MOE expenditures and dedication of General Funds should be included in the submittal.



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**TABLE 2-1**  
**Maintenance of Effort Benchmark**  
**by Local Jurisdiction**

Revised November 8, 2001

<b>Jurisdiction</b>	<b>MOE Benchmark</b>
Aliso Viejo	\$ 400,000
Anaheim	\$ 7,496,000
Brea	\$ 703,000
Buena Park	\$ 3,526,282
Costa Mesa	\$ 5,980,000
Cypress	\$ 2,670,215
Dana Point	\$ 942,000
Fountain Valley	\$ 1,149,000
Fullerton	\$ 3,083,000
Garden Grove	\$ 2,732,000
Huntington Beach	\$ 4,510,000
Irvine	\$ 5,112,000
La Habra	\$ 1,297,000
La Palma	\$ 156,000
Laguna Beach	\$ 1,358,000
Laguna Hills	\$ 268,106
Laguna Niguel	\$ 691,000
Laguna Woods	\$ 77,769
Lake Forest	\$ 140,000
Los Alamitos	\$ 136,000
Mission Viejo	\$ 2,150,000
Newport Beach	\$ 8,229,000
Orange	\$ 2,205,000
Placentia	\$ 546,000
Rancho Santa Margarita	\$ 350,000
San Clemente	\$ 951,000
San Juan Capistrano	\$ 353,000
Santa Ana	\$ 6,753,031
Seal Beach	\$ 505,000
Stanton	\$ 172,000
Tustin	\$ 1,119,535
Villa Park	\$ 263,000
Westminster	\$ 1,284,000
Yorba Linda	\$ 1,933,000
<b>Annual Total Orange County</b>	<b>\$ 69,240,938</b>

General Fund Discretionary Expenditures for Maintenance, Construction and other Categories



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**TABLE 2-2**  
**Local Jurisdiction Periodic Component Submittal Schedule**

	Updated PMP	CMP	MPAH Consistency	Project Reports	Local Signal Plan
Aliso Viejo	June Even Year	<b>J U N E  O D D  Y E A R</b>	<b>J U N E  O D D  Y E A R</b>	<b>WITHIN 6 MONTHS OF PROJECT COMPLETION</b>	<b>DUE EVERY 3 YEARS</b>
Anaheim	June Odd Year				
Brea	June Odd Year				
Buena Park	June Even Year				
Costa Mesa	June Even Year				
County of Orange	June Even Year				
Cypress	June Odd Year				
Dana Point	June Odd Year				
Fountain Valley	June Even Year				
Fullerton	June Even Year				
Garden Grove	June Even Year				
Huntington Beach	June Even Year				
Irvine	June Odd Year				
Laguna Beach	June Even Year				
Laguna Hills	June Even Year				
Laguna Niguel	June Even Year				
Laguna Woods	June Even Year				
Lake Forest	June Odd Year				
La Habra	June Odd Year				
La Palma	June Even Year				
Los Alamitos	June Odd Year				
Mission Viejo	June Even Year				
Newport Beach	June Odd Year				
Orange	June Even Year				
Placentia	June Even Year				
Rancho Santa	June Even Year				
San Clemente	June Odd Year				
San Juan Capistrano	June Odd Year				
Santa Ana	June Even Year				
Seal Beach	June Even Year				
Stanton	June Odd Year				
Tustin	June Odd Year				
Villa Park	June Even Year				
Westminster	June Even Year				
Yorba Linda	June Even Year				



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## Chapter 3 - Submittal Process

### **3.1 Local Fair Share Program**

The Local Fair Share Program is a formula-based allocation provided to eligible jurisdictions for use on allowable transportation planning and implementation activities. It is funded through an eighteen (18) percent allocation from Net Revenues and is distributed to eligible jurisdiction agencies on a formula basis as determined by the following:

- Fifty (50) percent divided between eligible jurisdictions based upon the ratio of the jurisdiction's population to the County's total population, each from the previous calendar year
- Twenty-five (25) percent divided between eligible jurisdictions based upon the ratio of the jurisdiction's existing MPAH centerline miles to the total MPAH centerline miles within the County as determined annually by the OCTA.
- Twenty-five (25) percent divided between eligible jurisdictions based upon the ratio of the jurisdiction's total taxable sales to the total taxable sales for the County, each from the previous calendar year

Revenue projections are updated annually based upon a blended economic forecast developed by Chapman University, California State University (CSUF), and University of California, Los Angeles (UCLA). The resulting revenue estimates are used for programming of competitive funds and as a guide for local jurisdiction planning within the respective CIPs.

Local Fair Share revenue estimates for the current eligibility review cycle are included as Appendix J.

### **3.2 Submittal Documentation Summary**

In addition to the Eligibility Checklist included as Appendix D, each jurisdiction must submit the following documentation for review during each eligibility review cycle (unless noted otherwise). These submittal requirements were discussed in greater detail in Chapter 2 of this manual.

#### **Policy Items**

- Congestion Management Program – The Congestion Management Plan is updated by the OCTA every two years. The Renewed Measure M CIP shall include CMP related improvements. In addition, a separate CMP checklist will be submitted (Appendix C).





- Mitigation Fee Program – Each jurisdiction must submit a copy of their mitigation fee nexus studies, impact fee schedule, process methodology (where applicable) or board and council approved resolution. Updated fee schedules or process methodology must be submitted on a biennial basis along with updated nexus studies as necessary.
- Circulation Element – Each jurisdiction must document within the jurisdiction submittal checklist that their Circulation Element is consistent with the MPAH. Each jurisdiction must also submit a copy of their approved Circulation Element biennially.
- Timely Use of Net Revenues – To establish eligibility, each jurisdiction must document within the jurisdiction submittal checklist their compliance with timely use of net revenues throughout the year.
- No Supplanting of Developer Commitments – Each jurisdiction must document within the jurisdiction submittal checklist there has been no supplanting of developer commitments for transportation projects as outlined in the Ordinance.
- Transit/Non-motorized Transportation in General Plan – Each jurisdiction must document within the jurisdiction submittal checklist that land use planning strategies for the jurisdiction accommodate transit and non-motorized transportation. Each jurisdiction shall submit a letter identifying land use planning strategies that accommodate transit and non-motorized transportation consideration in the general plan.

### **Administrative Items**

- Traffic Forums – Each jurisdiction must document within the jurisdiction submittal checklist their annual participation in the regional traffic forums.
- Local Signal Synchronization Plan – A copy of the Local Signal Synchronization Plan, including status and performance results, shall be submitted every three (3) years beginning in Fiscal Year 2010/11 along with council adopted resolution.

### **Financial Items**

- Capital Improvement Program – Each jurisdiction must submit an electronic and hard copy of the CIP with council approval.
- Pavement Management Program – Each jurisdiction must submit biennially a copy of the Pavement Management Program Certification form in addition to a brief overview providing additional information about the program.
- Expenditure Report – Each jurisdiction must submit an expenditure report providing a full accounting of Net Revenues balances and expenditures,



developer/traffic impact fees, interest, and funds expended to satisfy MOE requirements.

- Project Final Report – To maintain eligibility, each jurisdiction must submit a project final report to OCTA for each individual capital project funded through Net Revenues within six (6) months of completion of the project.
- Maintenance of Effort – Each jurisdiction must complete the Maintenance of Effort Certification Form during each eligibility cycle and submit supporting budget documentation to substantiate planned relevant General Fund expenditures.

### **3.3 MOE Certification Process**

Renewed Measure M funds may be used to supplement, not replace, existing local revenues being used for transportation improvements and programs. A local jurisdiction cannot redirect monies currently being used for transportation purposes to other uses and replace the redirected funds with Renewed Measure M revenues.

Each jurisdiction is required to maintain a minimum level of local streets and roads expenditures to conform to the MOE requirement. The minimum level of expenditures is based upon an average of General Fund expenditures for local street maintenance and construction over the period from Fiscal Year 1985-86 through Fiscal Year 1989-90. The expenditure information was obtained from the Orange County Transportation Commission's (OCTC) Annual Report data collection sheets.

The established benchmark is reported in constant dollars and is not adjusted for inflation. The MOE benchmark in Renewed Measure M, beginning April 2011, will be adjusted in 2014 and every three years thereafter as described in Chapter 2 and shown on Table 2-1. Annexation of land into an existing jurisdiction does not affect the MOE.

#### **New Cities**

Measure M requires the development of a method to apply the MOE to new cities without five years of streets and roads data, including cities incorporated during the thirty years the tax is in effect.



The approved method uses the following formula to calculate the MOE for new cities:

$$\frac{\text{Total MOE benchmark for the county}}{\text{Total county population}} = \text{per capita expenditure}$$
$$\text{Per capita expenditure} \times \text{city population} = \text{MOE benchmark for the city}$$

New cities unable to meet this requirement may use the appeals process to establish a benchmark number that more accurately reflects network needs. A phase-in period of two years has been established for new cities to achieve the approved MOE expenditure requirement.

### **Appeals Process**

New cities may appeal the formula benchmark determination above where there is a dispute regarding the city population. The OCTA shall use the most recent Census or figures from the State of California Department of Finance. Appeals will be submitted first to the Technical Advisory Committee and then to the OCTA Board of Directors for final determination.

### **Compliance**

Each fiscal year, local jurisdictions must submit an MOE Reporting Form signed by the Finance Director stating they plan to spend the MOE benchmark on transportation improvements (Appendix I). Jurisdictions must also submit budget documents supporting these expenditures.

## **3.4 Master Plan of Arterial Highways**

The Orange County Division of the League of California Cities endorsed a definition and process for determining consistency of each jurisdiction's Traffic Circulation Element with the MPAH. Through a cooperative process, the OCTA, the City Engineers Association, the City Managers Association, and the County of Orange developed criteria for determining consistency with the MPAH.

### **MPAH Consistency Policies**

- The local jurisdiction's Circulation Element is to have a planned carrying capacity equivalent to the MPAH for all MPAH links within its jurisdiction. Planned carrying capacity is the number of through lanes on each arterial highway.



- Agencies will not be found inconsistent with the MPAH as a result of existing capacity limitations on arterials not yet constructed to the ultimate capacity shown on the MPAH.
- Every two years, each local jurisdiction must submit a resolution attesting that no unilateral reduction in lanes has been made on any MPAH arterial.
- The local agency will be ineligible to participate in Renewed Measure M programs if a roadway on the MPAH has been unilaterally removed from or downgraded on their Circulation Element and/or does not meet the capacity criteria. Eligibility will be reinstated upon completion of a cooperative study that resolves the inconsistency. Additionally, the local jurisdiction can re-establish eligibility upon restoring its Circulation Element to its previous state of consistency.
- A local jurisdiction is inconsistent with the MPAH as of the date the governing body takes unilateral action reducing the number of existing and/or planned through lanes on an MPAH arterial built to its ultimate configuration to less than the ultimate capacity shown on the MPAH. "Unilateral action" means physical action such as striping, signing, physical restriction and/or programmatic change in the Circulation Element.
- A local jurisdiction may be permitted to reduce existing through lanes if prior to taking action, it can demonstrate to the OCTA TAC that such action is temporary and can be justified for operational reasons. The local jurisdiction must enter into a binding agreement to restore capacity upon demand by OCTA. The OCTA TAC may recommend that the local jurisdiction remain eligible on a conditional basis. If it is found to be ineligible, it may regain eligibility upon physical restoration of the arterial to the original state that is consistent with the MPAH.
- The local jurisdiction must adopt a General Plan Circulation Element that does not preclude implementation of the MPAH.
- If a local jurisdiction requests a change to the MPAH and enters into a cooperative study to analyze the request, it may be considered conditionally consistent. No change shall be made to its Circulation Element until after the cooperative study is completed and agreement is reached on the proposed amendment.

## Program Eligibility

To be eligible for Renewed Measure M funds, the local jurisdiction must adopt a General Plan Circulation Element that is consistent with the MPAH. Furthermore, they shall take no unilateral action to preclude implementation of the MPAH.



## **MPAH Consistency Review Procedures**

On June 30<sup>th</sup> of every odd year, the local jurisdiction shall submit to the OCTA Manager of Planning and Programming the following:

- Resolution adopted by the governing body of the local jurisdiction (Appendix E);
- The Arterial Highway Mileage Change Report (Appendix K). Changes in actual (built) MPAH centerline miles since the previous MPAH Consistency Review are to be reported to the nearest 0.01 mile, excluding State highways. Data should be current as of April 30<sup>th</sup> of the reporting year. Table 3-1 lists the current MPAH centerline miles by jurisdiction. The base mileage for each jurisdiction is calculated from the current Thomas Brothers database for Orange County.
- A copy of the current Circulation Element showing all arterial highways and their individual arterial designations. Any proposed changes and/or requests for changes to the MPAH should also be included.



• **TABLE 3-1**  
**Master Plan of Arterial Highways Centerline Miles**

<b>Jurisdiction</b>	<b>2010 City Maintained Centerline Miles</b>	<b>2010 State Arterial Highway Centerline Miles</b>	<b>Total 2010 Centerline Miles</b>
Aliso Viejo	14.89	0	14.89
Anaheim	148.46	1.99	150.53
Brea	20.58	8.88	29.46
Buena Park	32.71	4.28	36.98
Costa Mesa	49.30	1.01	50.31
County of Orange	51.17	20.99	72.14
Cypress	24.83	0	24.83
Dana Point	15.73	4.44	20.17
Fountain Valley	35.41	0	35.41
Fullerton	62.19	1.36	63.15
Garden Grove	63.74	0.41	64.14
Huntington Beach	93.06	13.13	106.18
Irvine	131.09	1.55	132.64
La Habra	17.13	4.76	21.88
La Palma	7.20	0	7.20
Laguna Beach *	2.85	11.15	14.00
Laguna Hills	19.53	0	19.53
Laguna Niguel	35.91	0	35.91
Laguna Woods	6.11	0	6.11
Lake Forest	36.70	0	36.70
Los Alamitos	6.24	0	6.24
Mission Viejo	43.46	0	43.46
Newport Beach	48.89	6.75	55.25
Orange	85.18	0	85.18
Placentia	25.01	0.48	25.49
Rancho Santa Margarita	18.20	0	18.20
San Clemente	23.63	0	23.63
San Juan Capistrano	18.92	1.99	20.92
Santa Ana	100.24	0	100.24
Seal Beach	12.24	2.47	14.71
Stanton	9.55	2.83	12.37
Tustin	36.26	0	36.26
Villa Park	3.50	0	3.50
Westminster	35.83	2.55	38.38
Yorba Linda	30.62	1.85	32.47
<b>TOTAL</b>	<b>1363.56</b>	<b>92.83</b>	<b>1459.24</b>

\* Laguna Beach credited with State Highway mileage by agreement of the TAC. Actual city maintained mileage = 2.71 miles



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### **Re-establishing Program Eligibility**

If a Circulation Element is found to be inconsistent with the MPAH and determined ineligible for Measure M funds, the local jurisdiction may re-establish eligibility by requesting to undertake a cooperative study with OCTA. The study will be designed to do the following:

- Ascertain the regional transportation system need
- Make provisions to meet those needs in the local jurisdiction's General Plan
- Re-establish consistency with the MPAH

Any changes to local jurisdiction's General Plan or the MPAH shall be mutually acceptable to the jurisdiction and OCTA. Until such a study has been completed and an agreement reached on the proposed amendment, the jurisdiction shall be ineligible to receive Measure M competitive funds.

### **3.5 For Additional Information**

The OCTA Renewed Measure M Eligibility Guidelines Manual has been developed to assist jurisdictions located throughout Orange County understand and continue to implement all eligibility requirements to receive Renewed Measure M funding. This manual provides general summary information regarding all eligibility requirements as well as a comprehensive summary of all responsibilities and actions for which a local jurisdiction must follow to continue their eligibility.

Please contact the following OCTA staff when seeking additional information or clarification regarding any of the Renewed Measure M eligibility guidelines:

Abbe McClenahan  
Manager, Measure M2 Local Programs  
(714) 560-5673  
[AMcClenahan@octa.net](mailto:AMcClenahan@octa.net)





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# **APPENDIX A**

## **ORDINANCE NO. 3**

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ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

ORDINANCE NO. 3

JULY 24, 2006

Orange County Local Transportation Authority  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584  
Tel: (714) 560-6282

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1 SECTION 2. SUMMARY

2 The Ordinance provides for the implementation of the Orange County Transportation  
3 Investment Plan, which will result in countywide transportation improvements for freeways,  
4 highways, local streets and roads, bus and rail transit, transportation-related water quality  
5 ("Environmental Cleanup"), and transit services for seniors and disabled persons. These  
6 needed improvements will be funded by the continuation of the one-half of one percent  
7 (1/2%) transaction and use tax for a period of thirty years. The revenues shall be deposited  
8 in a special fund and used solely for the identified improvements authorized by the  
9 Ordinance.

10 SECTION 3. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

11 Subject to approval by the electors, the Authority hereby imposes, in the  
12 incorporated and unincorporated territories of Orange County ("County"), in accordance  
13 with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the  
14 California Revenue and Taxation Code and Division 19 (commencing with Section 180000)  
15 of the California Public Utilities Code, continuance of the existing retail transactions and  
16 use tax at the rate of one-half of one percent (1/2%) commencing April 1, 2011, for a period  
17 of thirty years. This tax shall be in addition to any other taxes authorized by law, including  
18 any existing or future state or local sales tax or transactions and use tax. The imposition,  
19 administration and collection of the tax shall be in accordance with all applicable statutes,  
20 laws, rules and regulations prescribed and adopted by the State Board of Equalization.

21 SECTION 4. PURPOSES

22 All of the gross revenues generated from the transactions and use tax plus any  
23 interest or other earnings thereon (collectively, "Revenues"), after the deduction for: (i)  
24 amounts payable to the State Board of Equalization for the performance of functions  
25 incidental to the administration and operation of the Ordinance, (ii) costs for the  
26 administration of the Ordinance as provided herein, (iii) two percent (2%) of the Revenues  
27 annually allocated for Environmental Cleanup and (iv) satisfaction of debt service  
28 requirements of all bonds issued pursuant to the Ordinance that are not satisfied out of



1 separate allocations, shall be defined as "Net Revenues" and shall be allocated solely for  
2 the transportation purposes described in the Ordinance.

### 3 SECTION 5. BONDING AUTHORITY

4 "Pay as you go" financing is the preferred method of financing transportation  
5 improvements and operations under the Ordinance. However, the Authority may use bond  
6 financing as an alternative method if the scope of planned expenditures makes "pay as you  
7 go" financing unfeasible. Following approval by the electors of the ballot proposition  
8 authorizing imposition of the transactions and use tax and authorizing issuance of bonds  
9 payable from the proceeds of the tax, bonds may be issued by the Authority pursuant to  
10 Division 19 of the Public Utilities Code, at any time before, on, or after the imposition of  
11 taxes, and from time to time, payable from the proceeds of the tax and secured by a pledge  
12 of revenues from the proceeds of the tax, in order to finance and refinance improvements  
13 authorized by the Ordinance.

### 14 SECTION 6. MAINTENANCE OF EFFORT REQUIREMENTS

15 It is the intent of the Legislature and the Authority that the Net Revenues allocated to  
16 a jurisdiction pursuant to the Ordinance for street and road projects shall be used to  
17 supplement existing local discretionary funds being used for transportation improvements.  
18 Each jurisdiction is hereby required to annually maintain as a minimum no less than the  
19 maintenance of effort amount of local discretionary funds required to be expended by the  
20 jurisdiction for local street and road purposes pursuant to the current Ordinance No. 2 for  
21 Fiscal Year 2010-2011. The maintenance of effort level for each jurisdiction as determined  
22 through this process shall be adjusted effective July 1, 2014 and every three fiscal years  
23 thereafter in an amount equal to the percentage change for the Construction Cost Index  
24 compiled by Caltrans for the immediately preceding three calendar years, providing that  
25 any percentage increase in the maintenance of effort level based on this adjustment shall  
26 not exceed the percentage increase in the growth rate in the jurisdiction's general fund  
27 revenues over the same time period. The Authority shall not allocate any Net Revenues to  
28 any jurisdiction for any fiscal year until that jurisdiction has certified to the Authority that it

1 has included in its budget for that fiscal year an amount of local discretionary funds for  
2 streets and roads purposes at least equal to the level of its maintenance of effort  
3 requirement. An annual independent audit may be conducted by the Authority to verify that  
4 the maintenance of effort requirements are being met by the jurisdiction. Any Net  
5 Revenues not allocated pursuant to the maintenance of effort requirement shall be  
6 allocated to the remaining eligible jurisdictions according to the formula described in the  
7 Ordinance.

#### 8 SECTION 7. ADMINISTRATION

9 The Authority shall allocate Revenues to fund facilities, services and projects as  
10 specified in the Ordinance, and shall administer the Ordinance consistent with the authority  
11 cited. Revenues may be expended by the Authority for salaries, wages, benefits, and  
12 overhead and for those services, including contractual services, necessary to carry out its  
13 responsibilities pursuant to Division 19; however, in no case shall the Revenues expended  
14 for salaries and benefits of Authority administrative staff exceed more than one percent  
15 (1%) of the Revenues in any year. The Authority shall use, to the extent possible, existing  
16 state, regional and local transportation planning and programming data and expertise, and  
17 may, as the law permits, contract with any public agency or private firm for services  
18 necessary to carry out the purposes of the Ordinance. Expenses incurred by the Authority  
19 for administrative staff and for project implementation, including contracting with public  
20 agencies and private firms, shall be identified in the annual report prepared pursuant to  
21 Section 10, subpart 8, of the Ordinance.

#### 22 SECTION 8. ANNUAL APPROPRIATIONS LIMIT

23 The annual appropriations limit established pursuant to Article XIII. B. of the  
24 California Constitution and Section 180202 of the Public Utilities Code shall be established  
25 as \$1,123 million for the 2006-07 fiscal year. The appropriations limit shall be subject to  
26 adjustment as provided by law. All expenditures of the Revenues are subject to the  
27 appropriations limit of the Authority.

28 ///

1                   SECTION 9. EFFECTIVE AND OPERATIVE DATES

2           The Ordinance shall be effective on November 8, 2006, if two thirds of the electors  
3 vote on November 7, 2006, to approve the ballot measure authorizing the extension of the  
4 imposition of the existing tax. The continuance of the imposition of the existing tax  
5 authorized by Section 3 of the Ordinance shall be operative on April 1, 2011.

6                   SECTION 10. SAFEGUARDS OF USE OF REVENUES

7           The following safeguards are hereby established to ensure strict adherence to the  
8 limitations on the use of the Revenues:

9                   1. A transportation special revenue fund (the "Local Transportation  
10 Authority Special Revenue Fund") shall be established to maintain all Revenues.

11                   2. The County of Orange Auditor-Controller ("Auditor-Controller"), in the  
12 capacity as Chair of the Taxpayer Oversight Committee, shall annually certify whether the  
13 Revenues have been spent in compliance with the Ordinance.

14                   3. Receipt, maintenance and expenditure of Net Revenues shall be  
15 distinguishable in each jurisdiction's accounting records from other funding sources, and  
16 expenditures of Net Revenues shall be distinguishable by program or project. Interest  
17 earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for  
18 those purposes for which the Net Revenues were allocated.

19                   4. No Net Revenues shall be used by a jurisdiction for other than  
20 transportation purposes authorized by the Ordinance. Any jurisdiction which violates this  
21 provision must fully reimburse the Authority for the Net Revenues misspent and shall be  
22 deemed ineligible to receive Net Revenues for a period of five (5) years.

23                   5. A Taxpayer Oversight Committee ("Committee") shall be established to  
24 provide an enhanced level of accountability for expenditure of Revenues under the  
25 Ordinance. The Committee will help to ensure that all voter mandates are carried out as  
26 required. The roles and responsibilities of the Committee, the selection process for  
27 Committee members and related administrative procedures shall be carried out as  
28 described in Attachment C.

1           6.     A performance assessment shall be conducted at least once every  
2 three years to evaluate the efficiency, effectiveness, economy and program results of the  
3 Authority in satisfying the provisions and requirements of the Investment Summary of the  
4 Plan, the Plan and the Ordinance. A copy of the performance assessment shall be  
5 provided to the Committee.

6           7.     Quarterly status reports regarding the major projects detailed in the  
7 Plan shall be brought before the Authority in public meetings.

8           8.     Annually the Authority shall publish a report on how all Revenues have  
9 been spent and on progress in implementing projects in the Plan, and shall publicly report  
10 on the findings.

#### 11                   SECTION 11. TEN-YEAR COMPREHENSIVE PROGRAM REVIEW

12           At least every ten years the Authority shall conduct a comprehensive review of all  
13 projects and programs implemented under the Plan to evaluate the performance of the  
14 overall program and may revise the Plan to improve its performance. The review shall  
15 include consideration of changes to local, state and federal transportation plans and  
16 policies; changes in land use, travel and growth projections; changes in project cost  
17 estimates and revenue projections; right-of-way constraints and other project constraints;  
18 level of public support for the Plan; and the progress of the Authority and jurisdictions in  
19 implementing the Plan. The Authority may amend the Plan based on its comprehensive  
20 review, subject to the requirements of Section 12.

#### 21                   SECTION 12. AMENDMENTS

22           The Authority may amend the Ordinance, including the Plan, to provide for the use  
23 of additional federal, state and local funds, to account for unexpected revenues, or to take  
24 into consideration unforeseen circumstances. The Authority shall notify the board of  
25 supervisors and the city council of each city in the county and provide them with a copy of  
26 the proposed amendments, and shall hold a public hearing on proposed amendments prior  
27 to adoption, which shall require approval by a vote of not less than two thirds of the  
28 Authority Board of Directors. Amendments shall become effective forty five days after



1 adoption. No amendment to the Plan which eliminates a program or project specified on  
2 Page 31 of the Plan shall be adopted unless the Authority Board of Directors adopts a  
3 finding that the transportation purpose of the program or project to be eliminated will be  
4 satisfied by a different program or project. No amendment to the Plan which changes the  
5 funding categories, programs or projects identified on page 31 of the Plan shall be adopted  
6 unless the amendment to the Plan is first approved by a vote of not less than two thirds of  
7 the Committee. In addition, any proposed change in allocations among the four major  
8 funding categories of freeway projects, street and road projects, transit projects and  
9 Environmental Cleanup projects identified on page 31 of the Plan, or any proposed change  
10 of the Net Revenues allocated pursuant to Section IV C 3 of Attachment B for the Local  
11 Fair Share Program portion of the Streets and Roads Projects funding category, shall be  
12 approved by a simple majority vote of the electors before going into effect.

#### 13 SECTION 13. REQUEST FOR ELECTION

14 Pursuant to California Public Utilities Code Section 180201, the Authority hereby  
15 requests that the County of Orange Board of Supervisors call a special election to be  
16 conducted by the County of Orange on November 7, 2006, to place the Ordinance before  
17 the electors. To avoid any misunderstanding or confusion by Orange County electors, the  
18 Authority requests that the Ordinance be identified as "Measure M" on the ballot. The ballot  
19 language for the measure shall contain a summary of the projects and programs in the Plan  
20 and shall read substantially as follows:

21 "Measure "M," Orange County Transportation Improvement Plan

22 Shall the ordinance continuing Measure M, Orange County's half-cent sales tax for  
23 transportation improvements, for an additional 30 years with limited bonding authority to  
24 fund the following projects:

- 25 \* relieve congestion on the I-5, I-405, 22, 55, 57 and 91 freeways;
- 26 \* fix potholes and resurface streets;
- 27 \* expand Metrolink rail and connect it to local communities;
- 28 \* provide transit services, at reduced rates, for seniors and disabled persons;

1 \* synchronize traffic lights in every community;  
2 \* reduce air and water pollution, and protect local beaches by cleaning up oil runoff  
3 from roadways;  
4 and establish the following taxpayer protections to ensure the funds are spent as directed  
5 by the voters:  
6 \* require an independent Taxpayer Oversight Committee to review yearly audits to  
7 ensure that voter mandates are met;  
8 \* publish an annual report to the taxpayers on how all funds are spent; and  
9 \* update the transportation improvement plan every 10 years, with voter approval  
10 required for major changes;  
11 be adopted for the purpose of relieving traffic congestion in Orange County?"

#### 12 SECTION 14. EFFECT ON ORDINANCE NO. 2

13 The Ordinance is not intended to modify, repeal or alter the provisions of Ordinance  
14 No. 2, and shall not be read to supersede Ordinance No. 2. The provisions of the  
15 Ordinance shall apply solely to the transactions and use tax adopted herein. If the  
16 Ordinance is not approved by the electors of the County, the provisions of Ordinance No. 2  
17 and all powers, duties, and actions taken thereunder shall remain in full force and effect.

#### 18 SECTION 15. SEVERABILITY

19 If any section, subsection, part, clause or phrase of the Ordinance is for any reason  
20 held invalid, unenforceable or unconstitutional by a court of competent jurisdiction, that  
21 holding shall not affect the validity or enforceability of the remaining funds or provisions of  
22 the Ordinance, and the Authority declares that it would have passed each part of the

23 ///

24 ///

25 ///

26 ///

27 ///

28 ///

1 Ordinance irrespective of the validity of any other part.

2 APPROVED AND ADOPTED by the Orange County Local Transportation Authority

3 on the 24 day of July, 2006.

4  
5 By: Arthur C. Brown  
6 Arthur C. Brown, Chairman  
7 Orange County Local Transportation  
8 Authority

7 ATTEST:

8  
9 By: Wendy Knowles  
10 Wendy Knowles, Clerk of the Board  
11 Orange County Local Transportation Authority  
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# **RENEWED MEASURE M**

## **Transportation Investment Plan**



ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584

(714) 560-5066  
[www.octa.net](http://www.octa.net)



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## Introduction

### Measure M Promises Fulfilled

On November 6, 1990, Orange County voters approved Measure M, a half-cent local transportation sales tax for twenty years. All of the major projects promised to and approved by the voters are underway or complete. Funds that go to cities and the County of Orange to maintain and improve local street and roads, along with transit fare reductions for seniors and persons with disabilities, will continue until Measure M ends in 2011. The promises made in Measure M have been fulfilled.

### Continued Investment Needed

Orange County continues to grow. By the year 2030, Orange County's population will increase by 24 percent from 2.9 million in 2000 to 3.6 million in 2030; jobs will increase by 27 percent; and travel on our roads and highways by 39 percent. Without continued investment average morning rush hour speeds on Orange County freeways will fall by 31 percent and on major streets by 32 percent.

Responding to this continued growth and broad support for investment in Orange County's transportation system, the Orange County Transportation Authority considered the transportation projects and programs that would be possible if Measure M were renewed. The Authority, together with the 34 cities of Orange County, the Orange County Board of Supervisors and thousands of Orange County citizens, participated during the last eighteen months in developing a Transportation Investment Plan for consideration by the voters.

### A Plan for New Transportation Investments

The Plan that follows is a result of those efforts. It reflects the varied interests and priorities inherent in the diverse communities of Orange County. It includes continued investment to expand and

improve Orange County's freeway system; commitment to maintaining and improving the network of streets and roads in every community; an expansion of Metrolink rail service through the core of Orange County with future extensions to connect with nearby communities and regional rail systems; more transit service for seniors and disabled persons; and funds to clean up runoff from roads that leads to beach closures.

### Strong Safeguards

These commitments are underscored by a set of strong taxpayer safeguards to ensure that promises made in the Plan are kept. They include an annual independent audit and report to the taxpayers; ongoing monitoring and review of spending by an independent Taxpayer Oversight Committee; requirement for full public review and update of the Plan every ten years; voter approval for any major changes to the Plan; strong penalties for any misuse of funds and a strict limit of no more than one percent for administrative expenses.

### No Increase in Taxes

The traffic improvements detailed in this plan do not require an increase in taxes. Renewal of the existing Measure M one-half cent transportation sales tax will enable all of the projects and programs to be implemented. And by using good planning and sensible financing, projects that are ready to go could begin as early as 2007.

### Renewing Measure M

The projects and programs that follow constitute the Transportation Investment Plan for the renewal of the Measure M transportation sales tax approved by Orange County voters in November of 1990. These improvements are necessary to address current and future transportation needs in Orange County and reflect the best efforts to achieve consensus among varied interests and communities throughout the County.





## Overview

The Renewed Measure M Transportation Investment Plan is a 30-year, \$11.8 billion program designed to reduce traffic congestion, strengthen our economy and improve our quality of life by upgrading key freeways, fixing major freeway interchanges, maintaining streets and roads, synchronizing traffic signals countywide, building a visionary rail transit system, and protecting our environment from the oily street runoff that pollutes Orange County beaches. The Transportation Investment Plan is focused solely on improving the transportation system and includes tough taxpayer safeguards, including a Taxpayer Oversight Committee, required annual audits, and regular, public reports on project progress.

The Renewed Measure M Transportation Investment Plan must be reviewed annually, in public session, and every ten years a detailed review of the Plan must take place. If changing circumstances require the voter-approved plan to be changed, those changes must be taken to the voters for approval.

### Freeways

Relieving congestion on the Riverside/Artesia Freeway (SR-91) is the centerpiece of the freeway program, and will include new lanes, new interchanges, and new bridges. Other major projects will make substantial improvements on Interstate 5 (I-5) in southern Orange County and the San Diego Freeway (I-405) in western Orange County. The notorious Orange Crush—the intersection of the I-5, the Garden Grove Freeway (SR-22) and the Orange Freeway (SR-57) near Angel Stadium—will be improved and upgraded. Under the Plan, major traffic chokepoints on almost every Orange County freeway will be remedied. Improving Orange County freeways will be the greatest investment in the Renewed Measure M program: Forty-three percent of net revenues, or \$4.871 billion, will be invested in new freeway construction.

### Streets and Roads

More than 6,500 lane miles of aging streets and roads will need repair, rejuvenation and improvement. City streets and county roads need to be maintained regularly and potholes have to be filled quickly. Thirty-two percent of net revenue from the Renewed Measure M Transportation Investment Plan, or \$3.625 billion, will be devoted to fixing potholes, improving intersections, synchronizing traffic signals countywide, and making the existing countywide network of streets and roads safer and more efficient.





### **Public Transit**

As Orange County continues to grow, building a visionary rail transportation system that is safe, clean and convenient, uses and preserves existing rights-of-way, and, over time, provides high-speed connections both inside and outside of Orange County, is a long term goal. Twenty-five percent of the net revenue from Renewed Measure M, or \$2.83 billion, will be dedicated to transit programs countywide. About twenty percent, or \$2.24 billion, will be dedicated to creating a new countywide high capacity transit system anchored on the existing, successful Metrolink and Amtrak rail line, and about five percent, or \$591 million, will be used to enhance senior transportation programs and provide targeted, safe localized bus service.

### **Environmental Cleanup**

Every day, more than 70 million gallons of oily pollution, litter, and dirty contaminants wash off streets, roads, and freeways and pour onto Orange County waterways and beaches. When it rains, the transportation-generated beach and ocean pollution increases tenfold. Under the plan, two percent of the gross Renewed Measure M Transportation Investment Plan, or \$237 million, will be dedicated to protecting Orange County beaches from this transportation-generated pollution (sometimes called "urban runoff") while improving ocean water quality.

### **Taxpayer Safeguards and Audits**

When new transportation dollars are approved, they should go for transportation and transportation purposes alone. No bait-and-switch. No using transportation dollars for other purposes. The original Measure M went solely for transportation purposes. The Renewed Measure M must be just as airtight. One percent of the gross Measure M

program, or \$118.6 million over 30 years, will pay for annual, independent audits, taxpayer safeguards, an independent Taxpayer Oversight Committee assigned to watchdog government spending, and a full, public disclosure of all Renewed Measure M expenditures. A detailed review of the program must be conducted every ten years and, if needed, major changes in the investment plan must be brought before Orange County voters for approval. Taxpayers will receive an annual report detailing the Renewed Measure M expenditures. Additionally, as required by law, an estimated one and a half percent of the sales taxes generated, or \$178 million over 30 years, must be paid to the California State Board of Equalization for collecting the one-half cent sales tax that funds the Renewed Measure M Transportation Investment Plan.

In this pamphlet, every specific project, program, and safeguard included in the Renewed Measure M Transportation Investment Plan is explained. Similar details will be provided to every Orange County voter if the measure is placed on the ballot.





## Freeway Projects Overview

Every day, traffic backs up somewhere on the Orange County freeway system. And, every day, freeway traffic seems to get a little worse.

In the past decade, Orange County has made major strides in re-building our aging freeway system. But there is still an enormous amount of work that needs to be done to make the freeway system work well. You see the need for improvement every time you drive on an Orange County freeway.

Forty-three percent of net revenues from the Renewed Measure M Transportation Investment Plan is dedicated to improving Orange County freeways, the largest portion of the 30-year transportation plan.

### **SR-91 is the Centerpiece**

Making the troubled Riverside/Artesia Freeway (SR-91) work again is the centerpiece of the Renewed Measure M Freeway program. The fix on the SR-91 will require new lanes, new bridges, new overpasses, and, in the Santa Ana Canyon portion of the freeway, a diversion of drivers to the Foothill Corridor (SR-241) so the rest of the Orange County freeway system can work more effectively.

And there's more to the freeway program than the fix of SR-91—much more. More than \$1 billion is earmarked for Interstate 5 in South County. More than \$800 million is slated to upgrade the San Diego Freeway (I-405) between Irvine and the Los Angeles County line. Another significant investment is planned on the congested Costa Mesa Freeway (SR-55). And needed projects designed to relieve traffic chokepoints are planned for almost every Orange County freeway.

To make any freeway system work, bottlenecks at interchanges also have to be fixed. The notorious Orange Crush Interchange—where the Santa Ana Freeway (I-5) meets the Orange Freeway (SR-57) and

the Garden Grove Freeway (SR-22) in a traffic tangle near Angel Stadium—is in need of a major face lift. And the intersection of Interstate 5 and the Costa Mesa Freeway (SR-55) is also slated for major repair.

### **Pays Big Dividends**

Local investment in freeways also pays big dividends in the search for other needed freeway dollars. Because of state and federal matching rules, Orange County's local investment in freeway projects acts as a magnet for state and federal transportation dollars—pulling more freeway construction dollars into the county and allowing more traffic-reducing freeway projects to be built sooner.

### **Innovative Environmental Mitigation**

A minimum of \$243.5 million 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 Orange County Local Transportation Authority 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.

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.



# Orange County Freeway Projects



<b>A</b>	<b>B</b> Santa Ana Freeway (I-5)	page 7	<b>H</b>	<b>I</b> Riverside Freeway (SR-91)	page 11
<b>C</b>	Santa Ana Freeway/San Diego Freeway (I-5)	page 8	<b>J</b>	Riverside Freeway (SR-91)	page 12
<b>D</b>	Santa Ana Freeway/San Diego Freeway (I-5)	page 8	<b>K</b>	<b>L</b> San Diego Freeway (I-405)	page 13-14
<b>E</b>	Garden Grove Freeway (SR-22)	page 9	<b>M</b>	Freeway Access Improvements (I-605)	page 15
<b>F</b>	Costa Mesa Freeway (SR-55)	page 9		(not mapped)	
<b>G</b>	Orange Freeway (SR-57)	page 10	<b>N</b>	Freeway Service Patrol (not mapped)	page 15





## Freeway Projects

### Santa Ana Freeway (I-5) Interchange Improvements

#### Project **A**

##### **Santa Ana Freeway (I-5) Improvements between Costa Mesa Freeway (SR-55) and "Orange Crush" Area (SR-57)**

###### **Description:**

Reduce freeway congestion through improvements at the SR-55/I-5 interchange area between the 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". The project will generally be constructed within the existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The project will increase freeway capacity and reduce congestion. The current daily traffic volume on this segment of the I-5 between SR-55 and SR-57 is about 389,000. The demand is expected to grow by more than 19 percent by 2030, bringing the daily usage to 464,000 vehicles per day. Regional plans also include additional improvements on I-5 from the "Orange Crush" to SR-91 using federal and state funds.

###### **Cost:**

The estimated cost to improve this section of the I-5 is \$470.0 million.



#### Project **B**

##### **Santa Ana Freeway (I-5) Improvements from the Costa Mesa Freeway (SR-55) to El Toro "Y" Area**

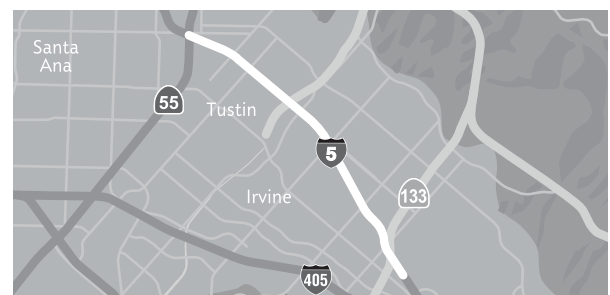
###### **Description:**

Build new lanes and improve the interchanges in the area between SR-55 and the SR-133 (near the El Toro "Y"). This segment of I-5 is the major route serving activity areas in the cities of Irvine, Tustin, Santa Ana and north Orange County. The project will also make improvements at local interchanges, such as Jamboree Road. The project will generally be constructed within the existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The project will increase freeway capacity and reduce congestion. The current traffic volume on this segment of I-5 is about 356,000 vehicles per day and is expected to increase by nearly 24 percent, bringing it up to 440,000 vehicles per day. In addition to the projects described above, regional plans include additional improvements to this freeway at local interchanges, such as Culver Drive, using federal and state funds.

###### **Cost:**

The estimated cost to improve this section of I-5 is \$300.2 million.





## Freeway Projects

### Santa Ana Freeway/San Diego Freeway (I-5)

#### Project C

##### San Diego Freeway (I-5) Improvements South of the El Toro "Y"

###### Description:

Add new lanes to I-5 from the vicinity of the El Toro Interchange in Lake Forest to the vicinity of SR-73 in Mission Viejo. Also add new lanes on I-5 between 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. The project will generally be constructed within the existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The project will increase freeway capacity and reduce congestion. Current traffic volume on I-5 near the El Toro "Y" is about 342,000 vehicles per day. This volume will increase in the future by 35 percent, bringing it up to 460,000 vehicles per day. Regional plans also include construction of a new freeway access point between Crown Valley Parkway and Avery Parkway as well as new off ramps at Stonehill Drive using federal and state funds.

###### Cost:

The estimated cost to improve these segments of I-5 is \$627.0 million.



#### Project D

##### Santa Ana Freeway / San Diego Freeway (I-5) Local Interchange Upgrades

###### Description:

Update and improve key I-5 interchanges such as Avenida Pico, Ortega Highway, Avery Parkway, La Paz Road, El Toro 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.

In addition to the project described above, regional plans also include improvements to the local interchanges at Camino Capistrano, Oso Parkway, Alicia Parkway and Barranca Parkway using federal and state funds.

###### Cost:

The estimated cost for the I-5 local interchange upgrades is \$258.0 million.







## Freeway Projects

Garden Grove Freeway (SR-22)

Costa Mesa Freeway (SR-55)

### Project E

#### Garden Grove Freeway (SR-22) Access Improvements

##### Description:

Construct interchange improvements at Euclid Street, Brookhurst Street and Harbor Boulevard to reduce freeway and street congestion near these interchanges. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Regional plans also include the construction of new freeway-to-freeway carpool ramps to the SR-22/I-405 interchange, and improvements to the local interchange at Magnolia Avenue using federal and state funds.

##### Cost:

The estimated cost to improve the SR-22 interchanges is \$120.0 million.



### Project F

#### Costa Mesa Freeway (SR-55) Improvements

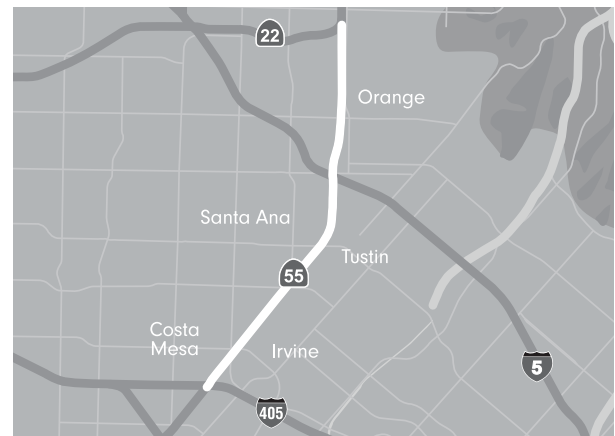
##### Description:

Add new lanes to SR-55 between Garden Grove Freeway (SR-22) and the San Diego Freeway (I-405), generally within existing right-of-way, including merging lanes between interchanges to smooth traffic flow. This project also provides for freeway operational improvements for the portion of SR-55 between SR-91 and SR-22. The project will generally be constructed within the existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

The project will increase freeway capacity and reduce congestion. This freeway carries about 295,000 vehicles on a daily basis. This volume is expected to increase by nearly 13 percent, bringing it up to 332,000 vehicles per day in the future. In addition to the projects described above, regional plans also include a new street overcrossing and carpool ramps at Alton Avenue using federal and state funds.

##### Cost:

The estimated cost for these SR-55 improvements is \$366.0 million.





## Freeway Projects

### Orange Freeway (SR-57)

#### Project

#### Orange Freeway (SR-57) Improvements

##### Description:

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 Canyon Road. The improvements will be designed and coordinated specifically to reduce congestion at SR-57/SR-91 interchange. These 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.

The project will increase freeway capacity and reduce congestion. The daily traffic volume on this freeway is about 315,000 vehicles. By 2030, this volume will increase by 15 percent, bringing it up to 363,000 vehicles per day. In addition to the project described above, regional plans include new carpool ramps at Cerritos Avenue using federal and state funds.

##### Cost:

The estimated cost to implement SR-57 improvements is \$258.7 million.





## Freeway Projects

### Riverside Freeway (SR-91)

#### Project **H**

##### **Riverside Freeway (SR-91) Improvements from the Santa Ana Freeway (I-5) to the Orange Freeway (SR-57)**

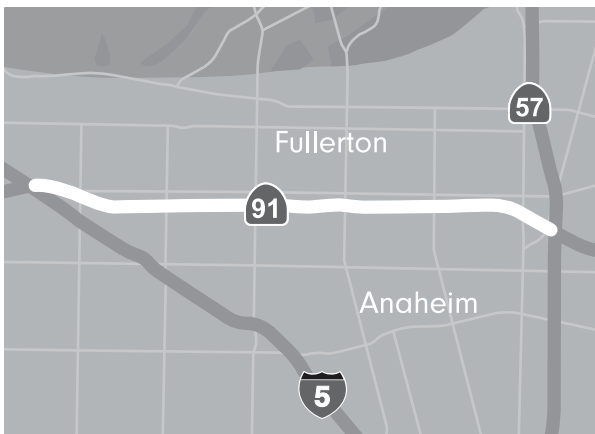
###### **Description:**

Add capacity in the westbound direction and provide operational improvements at on and off ramps to the SR-91 between I-5 and the Orange Freeway (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.

The current daily freeway volume along this segment of SR-91 is about 256,000. By 2030, this volume is expected to increase by nearly 13 percent, bringing it up to 289,900 vehicles per day.

###### **Cost:**

The estimated cost for improvements in this segment of SR-91 is \$140.0 million.



#### Project **I**

##### **Riverside Freeway (SR-91) Improvements from Orange Freeway (SR-57) to the Costa Mesa Freeway (SR-55) Interchange Area**

###### **Description:**

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. The project will generally be constructed within the existing right-of-way. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Current freeway volume on this segment of the SR-91 is about 245,000 vehicles per day. This vehicular demand is expected to increase by 22 percent, bringing it up to 300,000 vehicles per day in the future.

###### **Cost:**

The estimated cost for these improvements to the SR-91 is \$416.5 million.





## Freeway Projects

### Riverside Freeway (SR-91)

#### Project **J**

#### **Riverside Freeway (SR-91) Improvements from Costa Mesa Freeway (SR-55) to the Orange/ Riverside County Line**

##### **Description:**

This project adds capacity on SR-91 beginning at SR-55 and extending to I-15 in Riverside County.

The first priority will be to improve the segment of SR-91 east of SR-241. The goal is to provide up to four new lanes of capacity between SR-241 and Riverside County Line by making best use of available freeway property, adding reversible lanes, building elevated sections and improving connections to SR-241. These projects would be constructed in conjunction with similar coordinated improvements in Riverside County 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.

This project also includes improvements to the segment of SR-91 between SR-241 and SR-55. The concept is to generally add one new lane in each direction and improve the interchanges.

Today, this freeway carries about 314,000 vehicles every day. This volume is expected to increase by 36 percent, bringing it up to 426,000 vehicles by 2030.

##### **Cost:**

The estimated cost for these improvements to the SR-91 is \$925.0 million.





## Freeway Projects

### San Diego Freeway (I-405)

#### Project **K**

#### **San Diego Freeway (I-405) Improvements between the I-605 Freeway in Los Alamitos area and Costa Mesa Freeway (SR-55)**

##### **Description:**

Add new lanes to the San Diego Freeway between 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. The improvements will be coordinated with other planned I-405 improvements in the I-405/SR-22/I-605 interchange area to the north and I-405/SR-73 improvements to the south. The improvements will adhere to recommendations of the Interstate 405 Major Investment Study

(as adopted by the Orange County Transportation Authority Board of Directors on October 14, 2005) and will be developed in cooperation with local jurisdictions and affected communities.

Today, I-405 carries about 430,000 vehicles daily. The volume is expected to increase by nearly 23 percent, bringing it up to 528,000 vehicles daily by 2030. The project will increase freeway capacity and reduce congestion. Near-term regional plans also include the improvements to the I-405/SR-73 interchange as well as a new carpool interchange at Bear Street using federal and state funds.

##### **Cost:**

The estimated cost for these improvements to the I-405 is \$500.0 million.





## Freeway Projects

### San Diego Freeway (I-405)

#### Project **L**

#### **San Diego Freeway (I-405) Improvements between Costa Mesa Freeway (SR-55) and Santa Ana Freeway (I-5)**

##### **Description:**

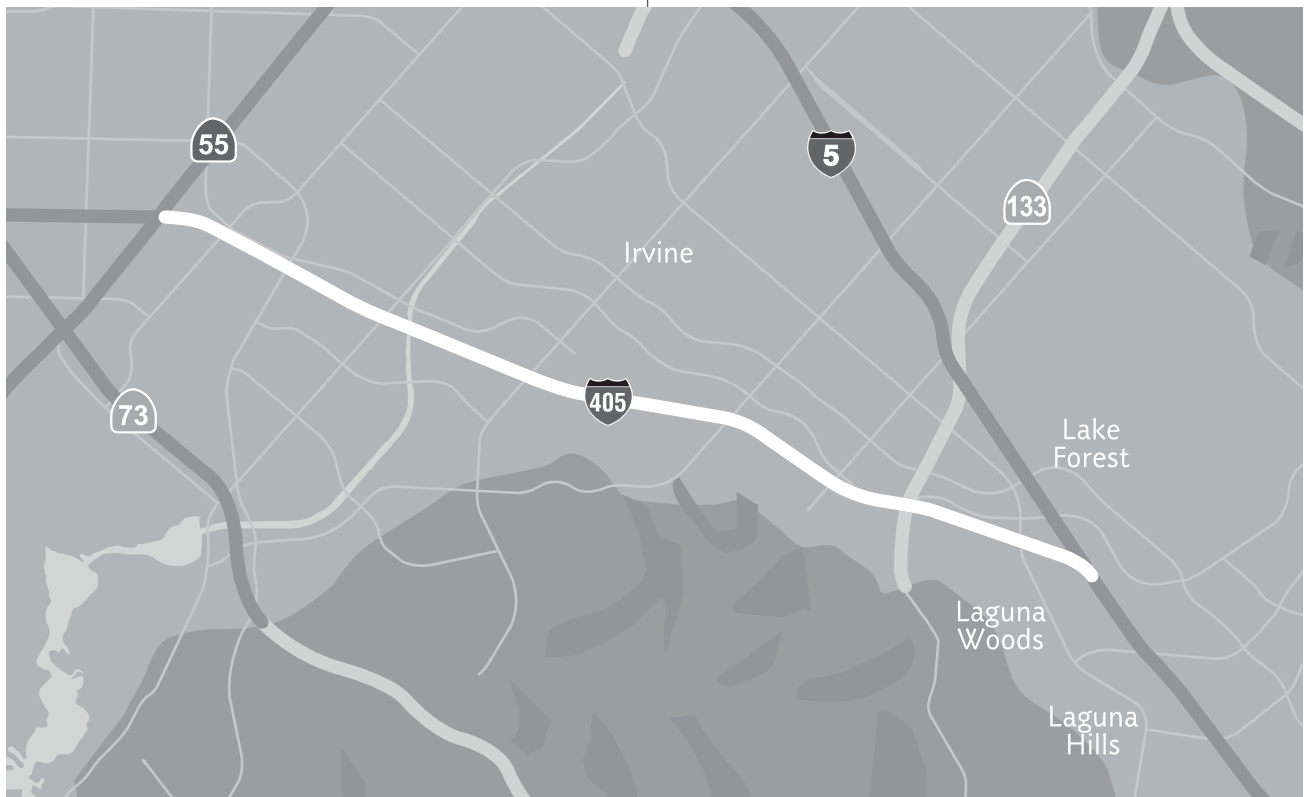
Add new lanes to the freeway from SR-55 to the I-5. The project will also improve chokepoints at interchanges and add merging lanes near on/off ramps such as Lake Forest Drive, Irvine Center Drive and SR-133 to improve the overall freeway operations in the I-405/I-5 El Toro "Y" area. The projects will generally be constructed within the existing right-of-way. Specific improvements will be

subject to approved plans developed in cooperation with local jurisdictions and affected communities.

This segment of the freeway carries 354,000 vehicles a day. This number will increase by nearly 13 percent, bringing it up to 401,000 vehicles per day by 2030. The project will increase freeway capacity and reduce congestion. In addition to the projects described above, regional plans include a new carpool interchange at Von Karman Avenue using federal and state funds.

##### **Cost:**

The estimated cost for these improvements to the I-405 is \$319.7 million.







## Freeways Projects

### I-605 Freeway Access Improvements Freeway Service Patrol

#### Project **M**

##### I-605 Freeway Access Improvements

###### Description:

Improve freeway access and arterial connection to I-605 serving the communities of Los Alamitos and Cypress. 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.

Regional plans also include the addition of new freeway-to-freeway carpool ramps to the I-405/I-605 interchange using federal and state funds. This improvement will connect to interchange improvements at I-405 and SR-22 as well as new freeway lanes between I-405 and I-605.

###### Cost:

The estimated cost to make these I-605 interchange improvements is \$20.0 million.

#### Project **N**

##### Freeway Service Patrol

###### Description:

The Freeway Service Patrol (FSP) provides competitively bid, privately contracted tow truck service for motorists with disabled vehicles on the freeway system. This service helps stranded motorists and quickly clears disabled vehicles out of the freeway lanes to minimize congestion caused by vehicles blocking traffic and passing motorists rubbernecking.

Currently Freeway Service Patrol is available on Orange County freeways Monday through Friday during peak commuting hours. This project would assure that this basic level of service could be continued through 2041. As demand and congestion levels increase, this project would also permit service hours to be extended throughout the day and into the weekend.

###### Cost:

The estimated cost to support the Freeway Service Patrol Program for thirty years beyond 2011 is \$150.0 million.





## Streets and Roads Projects Overview

Orange County has more than 6,500 lane miles of aging streets and roads, many of which are in need of repair, rejuvenation and improvement. Intersections need to be widened, traffic lights need to be synchronized, and potholes need to be filled. And, in many cases, to make Orange County's transportation system work smoothly, we need to add additional lanes to existing streets.

Thirty-two percent of net revenues from the Renewed Measure M Transportation Investment Plan is dedicated to maintaining streets, fixing potholes, improving intersections and widening city streets and county roads.

### **Making the System Work**

Making the existing system of streets and roads work better—by identifying spot intersection improvements, filling potholes, repaving worn-out streets—is the basis of making a countywide transportation system work. That basis has to be the first priority. But to operate a successful, countywide system of streets and roads, we need more: street widenings and traffic signals synchronized countywide. And there's more. Pedestrian safety near local schools needs to be improved. Traffic flow must be smoothed. Street repairs must be made sooner. And, perhaps most importantly, cities and the county must work together—collaboratively—to find simple, low-cost traffic solutions.

Renewed Measure M provides financial incentives for traffic improvements that cross city and county lines, providing a seamless, county-wide transportation system that's friendly to regional commuters and fair to local residents.

### **Better Cooperation**

To place a higher priority on cooperative, collaborative regional decision-making, Renewed Measure M creates incentives that encourage traffic lights to be coordinated across jurisdictional lines, major street improvements to be better coordinated on a regional basis, and street repair programs to be a high priority countywide. To receive Measure M funding, cities and the county have to cooperate.

The Streets and Roads program in Renewed Measure M involves shared responsibilities—local cities and the county set their local priorities within a competitive, regional framework that rewards cooperation, honors best practices, and encourages government agencies to work together.





## Orange County Streets and Roads Projects



**○ Regional Capacity Program**  
(not mapped)  
Nearly 1,000 miles of new lanes

page 18

**○ Local Fair Share Program**  
(not mapped)  
Street maintenance and improvements

page 20

**P Regional Traffic Signal Synchronization Program** page 19  
(see grid above)  
Over 750 miles of roadway  
Over 2,000 coordinated signals



## Streets and Roads Projects

### Regional Capacity Program

#### Project

#### Regional Capacity Program

##### Description:

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.

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.

Roughly 1,000 miles of new street lanes remain to be completed, mostly in the form of widening existing streets to their ultimate planned width. Completion of the system will result in a more even traffic flow and efficient system.

Another element of this program is funding for construction of railroad over or underpass grade separations where high volume streets are impacted by freight trains along the Burlington Northern Santa Fe railroad in northern Orange County.

##### Cost:

The estimated cost for these street improvement projects is \$1,132.8 million.





## Streets and Roads Projects

### Regional Traffic Signal Synchronization Program

#### Project **P**

#### Regional Traffic Signal Synchronization Program

##### Description:

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.

Most traffic signal synchronization programs today are limited to segments of roads or individual cities and agencies. For example, signals at intersections of freeways with arterial streets are controlled by Caltrans, while nearby signals at local street intersections are under the control of cities. This results in the street system operating at less than maximum efficiency. When completed, this project can increase the capacity of the street grid and reduce the delay by over six million hours annually.

To ensure that this program is successful, cities, 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. Signal equipment to give emergency vehicles priority at intersections will be an eligible expense for projects implemented as part of this program.

##### Cost:

The estimated cost of developing and maintaining a regional traffic signal synchronization program for Orange County is \$453.1 million.





## Streets and Roads Projects

### Local Fair Share Program

#### Project

##### Local Fair Share Program

##### Description:

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.

This program is intended to augment, rather than replace, existing transportation expenditures and therefore cities must meet the following requirements to receive the funds.

1. Continue to invest General Fund monies (or other local discretionary monies) for transportation and annually increase this commitment to keep pace with inflation.
2. Agree to use Measure M funds for transportation purposes only, subject to full repayment and a loss of funding eligibility for five years for any misuse.
3. Agree to separate accounting for Measure M funds and annual reporting on actual Measure M expenditures.
4. Develop and maintain a Pavement Management Program to ensure timely street maintenance and submit regular public reports on the condition of streets.

5. Annually submit a six-year Capital Improvement Program and commit to spend Measure M funds within three years of receipt.
6. Agree to assess traffic impacts of new development and require that new development pay a fair share of any necessary transportation improvements.
7. Agree to plan, build and operate major streets consistent with the countywide Master Plan of Arterial Highways to ensure efficient traffic flow across city boundaries.
8. Participate in Traffic Forums with neighboring jurisdictions to facilitate the implementation and maintenance of traffic signal synchronization programs and projects. This requires cities to balance local traffic policies with neighboring cities—for selected streets—to promote more efficient traffic circulation overall.
9. Agree to consider land use planning strategies that are transit-friendly, support alternative transportation modes including bike and pedestrian access and reduce reliance on the automobile.

The funds under this program are distributed to cities and the County of Orange by formula once the cities have fulfilled the above requirements. The formula will account for population, street mileage and amount of sales tax collected in each jurisdiction.

##### Cost:

The estimated cost for this program for thirty years is \$2,039.1 million.





## Transit Overview

Building streets, roads and freeways helps fix today's traffic problems. Building a visionary transit system that is safe, clean and convenient focuses on Orange County's transportation future.

Twenty-five percent of net revenues from the Renewed Measure M Transportation Investment Plan is allocated towards building and improving rail and bus transportation in Orange County. Approximately twenty percent of the Renewed Measure M funds is allocated to developing a creative countywide transit program and five percent of the revenues will be used to enhance programs for senior citizens and for targeted, localized bus service. All transit expenditures must be consistent with the safeguards and audit provisions of the Plan.

### A New Transit Vision

The key element of the Renewed Measure M transit program is improving the 100-year old Santa Fe rail line, known today as the Los Angeles/San Diego (LOSSAN) rail corridor, through the heart of the county. Then, by using this well-established, operational commuter rail system as a platform for future growth, existing rail stations will be developed into regional transportation hubs that can serve as regional transportation gateways or the centerpiece of local transportation services. A series of new, well-coordinated, flexible transportation systems, each one customized to the unique transportation vision the station serves, will be developed. Creativity and good financial sense will be encouraged. Partnerships will be promoted. Transportation solutions for each transportation hub can range from monorails to local mini-bus systems to new technologies. Fresh thinking will be rewarded.

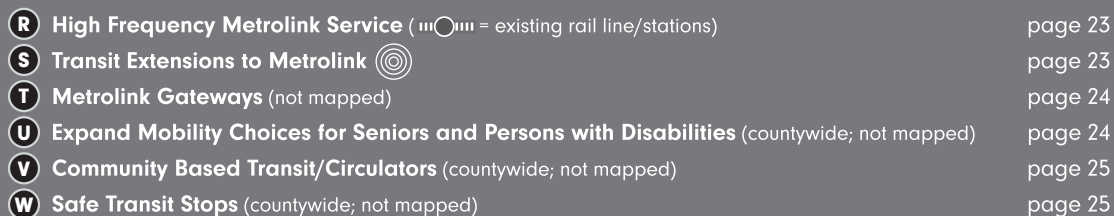
The new, localized transit programs will bring competition to local transportation planning, creating a marketplace of transportation ideas where the best ideas emerge and compete for funding. The plan is to encourage civic entrepreneurship and stimulate private involvement and investment.

### Transit Investment Criteria

The guiding principles for all transit investments are value, safety, convenience and reliability. Each local transit vision will be evaluated against clear criteria, such as congestion relief, cost-effectiveness, readiness, connectivity, and a sound operating plan.

In terms of bus services, more specialized transit services, including improved van services and reduced fares for senior citizens and people with disabilities, will be provided. Safety at key bus stops will be improved. And a network of community-based, mini-bus services will be developed in areas outside of the central county rail corridor.









## Transit Projects

### High Frequency Metrolink Service Transit Extensions to Metrolink

#### Project **R**

##### High Frequency Metrolink Service

###### Description:

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.

This 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; and frequent shuttle service and other means, to move arriving passengers to nearby destinations.

The project also includes funding for improving grade crossings and constructing over or underpasses at high volume arterial streets that cross the Metrolink tracks.

###### Cost:

The estimated cost of capital and operations is \$1,014.1 million.

#### Project **S**

##### Transit Extensions to Metrolink

###### Description:

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 as follows:

- Traffic congestion relief
- Project readiness, with priority given to projects that can be implemented within the first five years of the Plan
- Local funding commitments and the availability of right-of-way
- Proven ability to attract other financial partners, both public and private
- Cost-effectiveness
- Proximity to jobs and population centers
- Regional as well as local benefits
- Ease and simplicity of connections
- Compatible, approved land uses
- Safe and modern technology
- A sound, long-term operating plan

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





## Transit Projects

### Metrolink Gateways

#### Expand Mobility Choices for Seniors and Persons with Disabilities

a competitive process and no single project may be awarded all of the funds under this program.

These connections may include a variety of transit technologies such as conventional bus, bus rapid transit or high capacity rail transit systems as long as they can be fully integrated and provide seamless transition for the users.

#### Cost:

The estimated cost to implement this program over thirty years is \$1,000.0 million.

### Project **T**

#### Convert Metrolink Station(s) to Regional Gateways that Connect Orange County with High-Speed Rail Systems

#### Description:

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.

The State of California is currently planning a high-speed rail system linking northern and southern California. One line is planned to terminate in Orange County. In addition, several magnetic levitation (MAGLEV) systems that would connect Orange County to Los Angeles and San Bernardino Counties, including a link from Anaheim to Ontario airport, are also being planned or proposed by other agencies.

#### Cost:

The estimated Measure M share of the cost for these regional centers and connections is \$226.6 million.



### Project **U**

#### Expand Mobility Choices for Seniors and Persons with Disabilities

#### Description:

This project will provide services and programs to meet the growing transportation needs of seniors and persons with disabilities as follows:

- 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

Over the next 30 years, the population age 65 and over is projected to increase by 93 percent. Demand for transit and specialized transportation services for seniors and persons with disabilities is expected to increase proportionately.

#### Cost:

The estimated cost to provide these programs over 30 years is \$339.8 million.





## Transit Projects

### Community Based Transit/Circulators Safe Transit Stops

#### Project **V**

##### Community Based Transit/Circulators

###### Description:

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.

###### Cost:

The estimated cost of this project is \$226.5 million.

#### Project **W**

##### Safe Transit Stops

###### Description:

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.

###### Cost:

The estimated cost of this project is \$25.0 million.





## Environmental Cleanup Overview

Every day, more than 70 million gallons of oily pollution, litter, and dirty contamination washes off streets, roads and freeways and pours onto Orange County waterways and beaches. When it rains, the transportation-generated pollution increases tenfold, contributing to the increasing number of beach closures and environmental hazards along the Orange County coast.

Prior to allocation of funds for freeway, street and transit projects, two percent of gross revenues from the Renewed Measure M Transportation Investment Plan is set aside to protect Orange County beaches from transportation-generated pollution (sometimes called “urban runoff”) and improving ocean water quality.

### **Countywide Competitive Program**

Measure M Environmental Cleanup funds will be used on a countywide, competitive basis to meet federal Clean Water Act standards for controlling transportation-generated pollution by funding nationally recognized Best Management Practices, such as catch basins with state-of-the-art biofiltration systems; or special roadside landscaping systems called bioswales that filter oil runoff from streets, roads and freeways.

The environmental cleanup program is designed to supplement, not supplant, existing transportation-related water quality programs. This clean-up program must improve, and not replace, existing pollution reduction efforts by cities, the county, and special districts. Funds will be awarded to the highest priority programs that improve water quality, keep our beaches and streets clean, and reduce transportation-generated pollution along Orange County’s scenic coastline.





## Environmental Cleanup

### Project **X**

#### Environmental Cleanup

##### Description:

Implement street and highway related water quality improvement programs and projects that will assist Orange County cities, the County of Orange and special districts to meet federal Clean Water Act standards for urban runoff.

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:

- Catch basin screens, filters and inserts
- Roadside bioswales and biofiltration channels
- Wetlands protection and restoration
- Continuous Deflective Separation (CDS) units
- Maintenance of catch basins and bioswales
- Other street-related “Best Management Practices” for capturing and treating urban runoff

This 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.

The Environmental Cleanup program is subject to the following requirements:

- Development of a comprehensive countywide capital improvement program for transportation related water quality improvements
- A competitive grant process to award funds to the highest priority, most cost-effective projects
- A matching requirement to leverage other federal, state and local funds for water quality improvements
- A maintenance of effort requirement to ensure that funds augment, not replace existing water quality programs
- Annual reporting on actual expenditures and an assessment of the water quality benefits provided
- A strict limit on administrative costs and a requirement to spend funds within three years of receipt
- Penalties for misuse of any of the Environmental Cleanup funds

##### Cost:

The estimated cost for the Environmental Cleanup program is \$237.2 million. In addition it is estimated that new freeway, road and transit projects funded by the Renewed Measure M Transportation Investment Plan will include more than \$165 million for mitigating water quality impacts.





## Taxpayer Safeguards and Audits Overview

When new transportation dollars are approved, they should go for transportation and transportation alone. No bait-and-switch. No using transportation dollars for other purposes. The original Measure M went solely for transportation. The Renewed Measure M will be just as airtight.

And there will be no hidden costs in the program.

Prior to allocation of funds for freeway, street and transit projects, one percent of gross revenues from the Renewed Measure M Transportation Investment Plans is set aside for audits, safeguards, and taxpayer protection. By state law, one and one half percent of the gross sales taxes generated by Measure M must be paid to the California State Board of Equalization for collecting the countywide one-half percent sales tax that funds the Transportation Investment Program.

### Special Trust Fund

To guarantee transportation dollars are used for transportation purposes, all funds must be kept in a special trust fund. An independent, outside audit of this fund will protect against cheaters who try to use the transportation funds for purposes other than specified transportation uses. A severe punishment will disqualify any agency that cheats from receiving Measure M funds for a five-year period.

The annual audits, and annual reports detailing project progress, will be sent to Orange County taxpayers every year and will be reviewed in public session by a special Taxpayer Oversight Committee that can raise fiscal issues, ask tough questions, and must independently certify, on an annual basis, that transportation dollars have been spent strictly according to the Renewed Measure M Investment Plan.

### Back to the Voters

Of course, over the next 30 years, things will change. Minor adjustments can be made by a 2/3 vote of the Taxpayer Oversight Committee and a 2/3 vote of the Orange County Local Transportation Authority Board of Directors. Major changes must be taken back to voters for authorization. And, every ten years, and more frequently if necessary, the Orange County Local Transportation Authority must conduct a thorough examination of the Renewed Measure M Investment Plan and determine if major changes should be submitted to the voters.

There are other important taxpayer safeguards, all designed to insure the integrity of the voter-authorized plans. But each is focused on one goal: guaranteeing that new transportation dollars are devoted to solving Orange County's traffic problems and that no transportation dollars are diverted to anything else.





## Taxpayer Safeguards and Audits

### Taxpayer Safeguards and Audits

#### Description:

Implement and maintain strict taxpayer safeguards to ensure that the Renewed Measure M Transportation Investment Plan is delivered as promised. Restrict administrative costs to one percent (1%) of total tax revenues and state collection of the tax as prescribed in state law [currently one-and-one-half (1.5%) percent].

Administration of the Transportation Investment Plan and all spending is subject to the following specific safeguards and requirements:

#### Oversight

- All spending is subject to an annual independent audit
- Spending decisions must be annually reviewed and certified by an independent Taxpayer Oversight Committee
- An annual report on spending and progress in implementing the Plan must be submitted to taxpayers

#### Integrity of the Plan

- No changes to the Plan can be made without review and approval by 2/3 vote of the Taxpayer Oversight Committee
- Major changes to the Plan such as deleting a project or shifting projects among major spending categories (Freeways, Streets & Roads, Transit, Environmental Cleanup) must be ratified by a majority of voters
- The Plan must be subject at least every ten years to public review and assessment of progress in delivery, public support and changed circumstances. Any significant proposed changes to the Plan must be approved by the Taxpayer Oversight Committee and ratified by a majority of voters.

### Fund Accounting

- All tax revenues and interest earned must be deposited and maintained in a separate trust fund. Local jurisdictions that receive allocations must also maintain them in a separate fund.
- All entities receiving tax funds must report annually on expenditures and progress in implementing projects
- At any time, at its discretion, the Taxpayer Oversight Committee may conduct independent reviews or audits of the spending of tax funds
- The elected Auditor/Controller of Orange County must annually certify that spending is in accordance with the Plan

### Spending Requirements

- Local jurisdictions receiving funds must abide by specific eligibility and spending requirements detailed in the Streets & Roads and Environmental Cleanup components of the Plan
- Funds must be used only for transportation purposes described in the Plan. The penalty for misspending is full repayment and loss of funding eligibility for a period of five years.
- No funds may be used to replace private developer funding committed to any project or improvement
- Funds shall augment, not replace existing funds
- Every effort shall be made to maximize matching state and federal transportation dollars





## Taxpayer Safeguards and Audits

### Taxpayer Oversight Committee

- The committee shall consist of eleven members—two members from each of the five Board of Supervisor's districts, who shall not be elected or appointed officials—along with the elected Auditor/Controller of Orange County
- Members shall be recruited and screened for expertise and experience by the Orange County Grand Jurors Association. Members shall be selected from the qualified pool by lottery.
- The committee shall be provided with sufficient resources to conduct independent reviews and audits of spending and implementation of the Plan

### Collecting the Tax

- The State Board of Equalization shall be paid one-and-one-half (1.5) percent of gross revenues each fiscal year for its services in collecting sales tax revenue as prescribed in Section 7273 of the State's Revenue and Taxation Code

### Cost:

The estimated cost for Safeguards and Audits over thirty years is \$296.6 million.





## Measure M Investment Summary

LOCATION		PROJECTS	COSTS 2005 estimates in millions	
<b>Freeway Projects (in millions)</b>				<b>\$4,871.1</b>
I-5	Santa Ana Freeway Interchange Improvements	A	\$470.0	
I-5	Santa Ana/San Diego Freeway Improvements	B C D	1,185.2	
SR-22	Garden Grove Freeway Access Improvements	E	120.0	
SR-55	Costa Mesa Freeway Improvements	F	366.0	
SR-57	Orange Freeway Improvements	G	258.7	
SR-91	Riverside Freeway Improvements	H I J	1,481.5	
I-405	San Diego Freeway Improvements	K L	819.7	
I-605	Freeway Access Improvements	M	20.0	
All	Freeway Service Patrol	N	150.0	
<b>Streets &amp; Roads Projects (in millions)</b>				<b>\$3,625.0</b>
	Regional Capacity Program	O	\$1,132.8	
	Regional Traffic Signal Synchronization Program	P	453.1	
	Local Fair Share Program	Q	2,039.1	
<b>Transit Projects (in millions)</b>				<b>\$2,832.0</b>
	High Frequency Metrolink Service	R	\$1,014.1	
	Transit Extensions to Metrolink	S	1,000.0	
	Metrolink Gateways	T	226.6	
	Expand Mobility Choices for Seniors and Persons with Disabilities	U	339.8	
	Community Based Transit/Circulators	V	226.5	
	Safe Transit Stops	W	25.0	
<b>Environmental Cleanup (in millions)</b>				<b>\$237.2</b>
	Clean Up Highway and Street Runoff that Pollutes Beaches	X	\$237.2	
<b>Taxpayer Safeguards and Audits (in millions)</b>				<b>\$296.6</b>
	Collect Sales Taxes (State charges required by law)		\$178.0	
	Oversight and Annual Audits		118.6	
<b>Total (2005 dollars in millions)</b>				<b>\$11,861.9</b>



**ATTACHMENT B**  
**ALLOCATION OF NET REVENUES**

**I. DEFINITIONS.**

For purposes of the Ordinance the following words shall mean as stated.

A. "Capital Improvement Program": a multi-year-year funding plan to implement capital transportation projects and/or programs, including but not limited to capacity, safety, operations, maintenance, and rehabilitation projects.

B. "Circulation Element": an element of an Eligible Jurisdiction's General Plan depicting planned roadways and related policies, including consistency with the MPAH.

C. "Congestion Management Program": a program established in 1990 (California Government Code 65089), for effective use of transportation funds to alleviate traffic congestion and related impacts through a balanced transportation and land use planning process.

D. "Eligible Jurisdiction": a city in Orange County or the County of Orange, which satisfies the requirements of Section III A.

E. "Encumbrance": the execution of a contract or other action to be funded by Net Revenues.

F. "Environmental Cleanup": street, highway, freeway and transit related water quality improvement programs and projects as described in the Plan.

G. "Environmental Cleanup Revenues": Two percent (2%) of the Revenues allocated annually plus interest and other earnings on the allocated revenues, which shall be maintained in a separate account.

H. "Expenditure Report": a detailed financial report to account for receipt, interest earned and use of Measure M and other funds consistent with requirements of the Ordinance.

I. "Freeway Project": the planning, design, construction, improvement,



1 operation or maintenance necessary for, incidental to, or convenient for a state or interstate  
2 freeway.

3 J. "Local Fair Share Program": a formula-based allocation to Eligible  
4 Jurisdictions for Street and Road Projects as described in the Plan.

5 K. "Local Traffic Signal Synchronization Plan": identification of traffic  
6 signal synchronization street routes and traffic signals within a jurisdiction.

7 L. "Master Plan of Arterial Highways (MPAH)": a countywide  
8 transportation plan administered by the Authority defining the ultimate number of through  
9 lanes for arterial streets, and designating the traffic signal synchronization street routes in  
10 Orange County.

11 M. "Net Revenues": The remaining Revenues after the deduction for: (i)  
12 amounts payable to the State Board of Equalization for the performance of functions  
13 incidental to the administration and operation of the Ordinance, (ii) costs for the  
14 administration of the Ordinance, (iii) two percent (2%) of the Revenues annually allocated  
15 for Environmental Cleanup, and (iv) satisfaction of debt service requirements of all bonds  
16 issued pursuant to the Ordinance that are not satisfied out of separate allocations.

17 N. "Pavement Management Plan": a plan to manage the preservation,  
18 rehabilitation, and maintenance of paved roads by analyzing pavement life cycles,  
19 assessing overall system performance and costs, and determining alternative strategies  
20 and costs necessary to improve paved roads.

21 O. "Permit Streamlining": commitments by state and federal agencies to  
22 reduce project delays associated with permitting of freeway projects through development  
23 of a comprehensive conservation strategy early in the planning process and the permitting  
24 of multiple projects with a single comprehensive conservation strategy.

25 P. "Programmatic Mitigation": permanent protection of areas of high  
26 ecological value, and associated restoration, management and monitoring, to  
27 comprehensively compensate for numerous, smaller impacts associated with individual  
28 transportation projects. Continued function of existing mitigation features, such as wildlife

1 passages, is not included.

2 Q. "Project Final Report": certification of completion of a project funded  
3 with Net Revenues, description of work performed, and accounting of Net Revenues  
4 expended and interest earned on Net Revenues allocated for the project.

5 R. "Regional Capacity Program": capital improvement projects to  
6 increase roadway capacity and improve roadway operation as described in the Plan.

7 S. "Regional Traffic Signal Synchronization Program": competitive capital  
8 and operations funding for the coordination of traffic signals across jurisdictional boundaries  
9 as included in the Traffic Signal Synchronization Master Plan and as described in the Plan.

10 T. "Revenues": All gross revenues generated from the transactions and  
11 use tax of one-half of one percent (1/2%) plus any interest or other earnings thereon.

12 U. "State Board of Equalization": agency of the State of California  
13 responsible for the administration of sales and use taxes.

14 V. "Street and Road Project": the planning, design, construction,  
15 improvement, operation or maintenance necessary for, incidental to, or convenient for a  
16 street or road, or for any transportation purpose, including, but not limited to, purposes  
17 authorized by Article XIX of the California Constitution.

18 W. "Traffic Forums": a group of Eligible Jurisdictions working together to  
19 facilitate the planning of traffic signal synchronization among the respective jurisdictions.

20 X. "Traffic Signal Synchronization Master Plan": an element of the  
21 MPAH to promote smooth traffic flow through synchronization of traffic signals along  
22 designated street routes in the County.

23 Y. "Transit": the transportation of passengers by bus, rail, fixed guideway  
24 or other vehicle.

25 Z. "Transit Project": the planning, design, construction, improvement,  
26 equipment, operation or maintenance necessary for, or incidental to, or convenient for  
27 transit facilities or transit services.

28 AA. "Watershed Management Areas": areas to be established by the

1 County of Orange, in cooperation with local jurisdictions, or by another public entity with  
2 appropriate legal authority, for the management of water run-off related to existing or new  
3 transportation projects.

4 II. REQUIREMENTS.

5 The Authority may allocate Net Revenues to the State of California, an Eligible  
6 Jurisdiction, or the Authority for any project, program or purpose as authorized by the  
7 Ordinance, and the allocation of Net Revenues by the Authority shall be subject to the  
8 following requirements:

9 A. Freeway Projects

10 1. The Authority shall make every effort to maximize state and  
11 federal funding for Freeway Projects. No Net Revenues shall be allocated in any year to  
12 any Freeway Project if the Authority has made findings at a public meeting that the state or  
13 the federal government has reduced any allocations of state funds or federal funds to the  
14 Authority as the result of the addition of any Net Revenues.

15 2. All Freeway Projects funded with Net Revenues, including  
16 project development and overall project management, shall be a joint responsibility of  
17 Caltrans, the Authority, and the affected jurisdiction(s). All major approval actions,  
18 including the project concept, the project location, and any subsequent change in project  
19 scope shall be jointly agreed upon by Caltrans, the Authority, and the project sponsors, and  
20 where appropriate, by the Federal Highway Administration and/or the California  
21 Transportation Commission.

22 3. Prior to the allocation of Net Revenues for a Freeway Project,  
23 the Authority shall obtain written assurances from the appropriate state agency that after  
24 the Freeway Project is constructed to at least minimum acceptable state standards, the  
25 state shall be responsible for the maintenance and operation of such Freeway Project.

26 4. Freeway Projects will be built largely within existing rights of  
27 way using the latest highway design and safety requirements. However, to the greatest  
28 extent possible within the available budget, Freeway Projects shall be implemented using

1 Context Sensitive Design, as described in the nationally recognized Federal Highway  
2 Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway  
3 Projects will be planned, designed and constructed using a flexible community-responsive  
4 and collaborative approach to balance aesthetic, historic and environmental values with  
5 transportation safety, mobility, maintenance and performance goals. Context Sensitive  
6 Design features include: parkway-style designs; environmentally friendly, locally native  
7 landscaping; sound reduction; improved wildlife passage and aesthetic treatments, designs  
8 and themes that are in harmony with the surrounding communities.

9                   5. At least five percent (5%) of the Net Revenues allocated for  
10 Freeway Projects shall fund Programmatic Mitigation for Freeway Projects. These funds  
11 shall be derived by pooling funds from the mitigation budgets of individual Freeway  
12 Projects, and shall only be allocated subject to the following:

13                   a. Development of a Master Environmental Mitigation and  
14 Resource Protection Plan and Agreement (Master Agreement) between the Authority and  
15 state and federal resource agencies that includes:

16                               (i) commitments by the Authority to provide for  
17 programmatic environmental mitigation of the Freeway Projects,

18                               (ii) commitments by state and federal resource  
19 agencies to reduce project delays associated with permitting and streamline the permit  
20 process for Freeway Projects,

21                               (iii) an accounting process for mitigation obligations  
22 and credits that will document net environmental benefit from regional, programmatic  
23 mitigation in exchange for net benefit in the delivery of transportation improvements  
24 through streamlined and timely approvals and permitting, and

25                               (iv) a description of the specific mitigation actions and  
26 expenditures to be undertaken and a phasing, implementation and maintenance plan.

27                               (v) appointment by the Authority of a Mitigation and  
28 Resource Protection Program Oversight Committee ("Environmental Oversight

Committee") to make recommendations to the Authority on the allocation of the Net Revenues for programmatic mitigation, and to monitor implementation of the Master Agreement. The Environmental Oversight Committee shall consist of no more than twelve members and be comprised of representatives of the Authority, Caltrans, state and federal resource agencies, non-governmental environmental organizations, the public and the Taxpayers Oversight Committee.

b. A Master Agreement shall be developed as soon as practicable following the approval of the ballot proposition by the electors. It is the intent of the Authority and state and federal resource agencies to develop a Master Agreement prior to the implementation of Freeway Projects.

c. Expenditures of Net Revenues made subject to a Master Agreement shall be considered a Freeway Project and may be funded from the proceeds of bonds issued subject to Section 5 of the Ordinance.

#### B. Transit Projects

1. The Authority shall make every effort to maximize state and federal funding for Transit Projects. No Net Revenues shall be allocated in any year for any Transit Project if the Authority has made findings at a public meeting that the state or the federal government has reduced any allocations of state funds or federal funds to the Authority as the result of the addition of any Revenues.

2. Prior to the allocation of Net Revenues for a Transit Project, the Authority shall obtain a written agreement from the appropriate jurisdiction that the Transit Project will be constructed, operated and maintained to minimum standards acceptable to the Authority.

#### C. Street and Road Projects

Prior to the allocation of Net Revenues for any Street and Road Project, the Authority, in cooperation with affected agencies, shall determine the entity(ies) to be responsible for the maintenance and operation thereof.

///



1           III.    REQUIREMENTS FOR ELIGIBLE JURISDICTIONS.

2           A.    In order to be eligible to receive Net Revenues, a jurisdiction shall  
3 satisfy and continue to satisfy the following requirements.

4                   1.    Congestion Management Program. Comply with the conditions  
5 and requirements of the Orange County Congestion Management Program (CMP)  
6 pursuant to the provisions of Government Code Section 65089.

7                   2.    Mitigation Fee Program. Assess traffic impacts of new  
8 development and require new development to pay a fair share of necessary transportation  
9 improvements attributable to the new development.

10                  3.    Circulation Element. Adopt and maintain a Circulation Element  
11 of the jurisdiction's General Plan consistent with the MPAH.

12                  4.    Capital Improvement Program. Adopt and update biennially a  
13 six-year Capital Improvement Program (CIP). The CIP shall include all capital  
14 transportation projects, including projects funded by Net Revenues, and shall include  
15 transportation projects required to demonstrate compliance with signal synchronization and  
16 pavement management requirements.

17                  5.    Traffic Forums.

18                         Participate in Traffic Forums to facilitate the planning of traffic  
19 signal synchronization programs and projects. Eligible Jurisdictions and Caltrans, in  
20 participation with the County of Orange and the Orange County Division of League of  
21 Cities, will establish the boundaries for Traffic Forums. The following will be considered  
22 when establishing boundaries:

23                                 a.    Regional traffic routes and traffic patterns;

24                                 b.    Inter-jurisdictional coordination efforts; and

25                                 c.    Total number of Traffic Forums.

26                  6.    Local Traffic Signal Synchronization Plan. Adopt and maintain a  
27 Local Traffic Signal Synchronization Plan which shall identify traffic signal synchronization  
28 street routes and traffic signals; include a three-year plan showing costs, available funding

1 and phasing of capital, operations and maintenance of the street routes and traffic signals;  
2 and include information on how the street routes and traffic signals may be synchronized  
3 with traffic signals on the street routes in adjoining jurisdictions. The Local Traffic Signal  
4 Synchronization Plan shall be consistent with the Traffic Signal Synchronization Master  
5 Plan.

6                   7.     Pavement Management Plan. Adopt and update biennially a  
7 Pavement Management Plan, and issue, using a common format approved by the  
8 Authority, a report every two years regarding the status of road pavement conditions and  
9 implementation of the Pavement Management Plan.

10                   a.     Authority, in consultation with the Eligible Jurisdictions,  
11 shall define a countywide management method to inventory, analyze and evaluate road  
12 pavement conditions, and a common method to measure improvement of road pavement  
13 conditions.

14                   b.     The Pavement Management Plan shall be based on:  
15 either the Authority's countywide pavement management method or a comparable  
16 management method approved by the Authority, and the Authority's method to measure  
17 improvement of road pavement conditions.

18                   c.     The Pavement Management Plan shall include:  
19                   (i)     Current status of pavement on roads;  
20                   (ii)    A six-year plan for road maintenance and  
21 rehabilitation, including projects and funding;  
22                   (iii)   The projected road pavement conditions resulting  
23 from the maintenance and rehabilitation plan; and  
24                   (iv)    Alternative strategies and costs necessary to  
25 improve road pavement conditions.

26                   8.     Expenditure Report. Adopt an annual Expenditure Report to  
27 account for Net Revenues, developer/traffic impact fees, and funds expended by the  
28 Eligible Jurisdiction which satisfy the Maintenance of Effort requirements. The Expenditure

1 Report shall be submitted by the end of six (6) months following the end of the jurisdiction's  
2 fiscal year and include the following:

- 3 a. All Net Revenue fund balances and interest earned.
- 4 b. Expenditures identified by type (i.e., capital, operations,  
5 administration, etc.), and program or project .

6 9. Project Final Report. Provide Authority with a Project Final  
7 Report within six months following completion of a project funded with Net Revenues.

8 10. Time Limits for Use of Net Revenues.

9 a. Agree that Net Revenues for Regional Capacity Program  
10 projects and Regional Traffic Signal Synchronization Program projects shall be expended  
11 or encumbered no later than the end of the fiscal year for which the Net Revenues are  
12 programmed. A request for extension of the encumbrance deadline for no more than  
13 twenty-four months may be submitted to the Authority no less than ninety days prior to the  
14 deadline. The Authority may approve one or more requests for extension of the  
15 encumbrance deadline.

16 b. Agree that Net Revenues allocated for any program or  
17 project, other than a Regional Capacity Program project or a Regional Traffic Signal  
18 Synchronization Program project, shall be expended or encumbered within three years of  
19 receipt. The Authority may grant an extension to the three-year limit, but extensions shall  
20 not be granted beyond a total of five years from the date of the initial funding allocation.

21 c. In the event the time limits for use of Net Revenues are  
22 not satisfied then any retained Net Revenues that were allocated to an Eligible Jurisdiction  
23 and interest earned thereon shall be returned to the Authority and these Net Revenues and  
24 interest earned thereon shall be available for allocation to any project within the same  
25 source program.

26 11. Maintenance of Effort. Annual certification that the Maintenance  
27 of Effort requirements of Section 6 of the Ordinance have been satisfied.

28 12. No Supplanting of Funds. Agree that Net Revenues shall not be



1 used to supplant developer funding which has been or will be committed for any  
2 transportation project.

3 13. Consider, as part of the Eligible Jurisdiction's General Plan, land  
4 use planning strategies that accommodate transit and non-motorized transportation.

5 B. Determination of Non-Eligibility

6 A determination of non-eligibility of a jurisdiction shall be made only  
7 after a hearing has been conducted and a determination has been made by the Authority's  
8 Board of Directors that the jurisdiction is not an Eligible Jurisdiction as provided  
9 hereinabove.

10 IV. ALLOCATION OF NET REVENUES; GENERAL PROVISIONS.

11 A. Subject to the provisions of the Ordinance, including Section II above,  
12 use of the Revenues shall be as follows:

13 1. First, the Authority shall pay the State Board of Equalization for  
14 the services and functions;

15 2. Second, the Authority shall pay the administration expenses of  
16 the Authority;

17 3. Third, the Authority shall satisfy the annual allocation  
18 requirement of two percent (2%) of Revenues for Environmental Cleanup; and

19 4. Fourth, the Authority shall satisfy the debt service requirements  
20 of all bonds issued pursuant to the Ordinance that are not satisfied out of separate  
21 allocations.

22 B. After providing for the use of Revenues described in Section A above,  
23 and subject to the averaging provisions of Section D below, the Authority shall allocate the  
24 Net Revenues as follows:

25 1. Forty-three percent (43%) for Freeway Projects;

26 2. Thirty-two percent (32%) for Street and Road Projects; and

27 3. Twenty-five percent (25%) for Transit Projects.

28 C. The allocation of thirty-two percent (32%) of the Net Revenues for

1 Street and Road Projects pursuant to Section B 2 above shall be made as follows:

2 1. Ten percent (10%) of the Net Revenues shall be allocated for  
3 Regional Capacity Program projects;

4 2. Four percent (4%) of the Net Revenues shall be allocated for  
5 Regional Traffic Signal Synchronization Program projects; and

6 3. Eighteen percent (18%) of the Net Revenues shall be allocated  
7 for Local Fair Share Program projects.

8 D. In any given year, except for the allocations for Local Fair Share  
9 Program projects, the Authority may allocate Net Revenues on a different percentage basis  
10 than required by Sections B and C above in order to meet short-term needs and to  
11 maximize efforts to capture state, federal, or private transportation dollars, provided the  
12 percentage allocations set forth in Sections B and C above shall be achieved during the  
13 duration of the Ordinance.

14 E. The Authority shall allocate Net Revenues for programs and projects  
15 as necessary to meet contractual, program or project obligations, and the Authority may  
16 withhold allocations until needed to meet contractual, program or project obligations, except  
17 that Net Revenues allocated for the Local Fair Share Program pursuant to Section C above  
18 shall be paid to Eligible Jurisdictions within sixty days of receipt by the Authority.

19 F. The Authority may exchange Net Revenues from a Plan funding  
20 category for federal, state or other local funds allocated to any public agency within or  
21 outside the area of jurisdiction to maximize the effectiveness of the Plan. The Authority and  
22 the exchanging public agency must use the exchanged funds for the same program or  
23 project authorized for the use of the funds prior to the exchange. Such federal, state or  
24 local funds received by the Authority shall be allocated by the Authority to the same Plan  
25 funding category that was the source of the exchanged Net Revenues, provided, however,  
26 in no event shall an exchange reduce the Net Revenues allocated for Programmatic  
27 Mitigation of Freeway Projects.

28 G. If additional funds become available for a specific project or program

1 described in the Plan, the Authority may allocate the Net Revenues replaced by the receipt  
2 of those additional funds, in the following order of priority: first, to Plan projects and  
3 programs which provide congestion relief in the geographic region which received the  
4 additional funds; second, to other projects and programs within the affected geographic  
5 region which may be placed in the Plan through an amendment to the Ordinance; and third,  
6 to all other Plan projects and programs.

7 H. Upon review and acceptance of the Project Final Report, the Authority  
8 shall allocate the balance of Net Revenues for the project, less the interest earned on the  
9 Net Revenues allocated for the project.

10 V. ALLOCATION OF NET REVENUES: STREETS AND ROADS PROGRAMS/  
11 PROJECTS

12 A. Regional Capacity Program.

13 1. Matching Funds. An Eligible Jurisdiction shall contribute local  
14 matching funds equal to fifty percent (50%) of the project or program cost. This local match  
15 requirement may be reduced as follows:

16 a. A local match reduction of ten percent (10%) of the  
17 eligible cost if the Eligible Jurisdiction implements, maintains and operates in conformance  
18 with the Traffic Signal Synchronization Master Plan.

19 b. A local match reduction of ten percent (10%) of the  
20 eligible cost if the Eligible Jurisdiction either:

21 (i) has measurable improvement of paved road  
22 conditions during the previous reporting period as determined pursuant to the Authority's  
23 method of measuring improvement of road pavement conditions, or

24 (ii) has road pavement conditions during the previous  
25 reporting period which are within the highest twenty percent of the scale for road pavement  
26 conditions as determined pursuant to the Authority's method of measuring improvement of  
27 road pavement conditions.

28 c. A local match reduction of five percent (5%) of the

1 eligible cost if the Eligible Jurisdiction does not use any Net Revenues as part of the funds  
2 for the local match.

3                   2.       Allocations shall be determined pursuant to a countywide  
4 competitive procedure adopted by the Authority. Eligible Jurisdictions shall be consulted by  
5 the Authority in establishing criteria for determining priority for allocations.

6                   B.       Regional Traffic Signal Synchronization Program.

7                   1.       Traffic Signal Synchronization Master Plan.

8                   The Authority shall adopt and maintain a Traffic Signal  
9 Synchronization Master Plan, which shall be a part of the Master Plan of Arterial Highways.  
10 The Traffic Signal Synchronization Master Plan shall include traffic signal synchronization  
11 street routes and traffic signals within and across jurisdictional boundaries, and the means  
12 of implementing, operating and maintaining the programs and projects, including necessary  
13 governance and legal arrangements.

14                   2.       Allocations.

15                   a.       Allocations shall be determined pursuant to a countywide  
16 competitive procedure adopted by the Authority. Eligible Jurisdictions shall be consulted by  
17 the Authority in establishing criteria for determining priority for allocations.

18                   b.       The Authority shall give priority to programs and projects  
19 which include two or more jurisdictions.

20                   c.       The Authority shall encourage the State to participate in  
21 the Regional Traffic Signal Synchronization Program and Authority shall give priority to use  
22 of transportation funds as match for the State's discretionary funds used for implementing  
23 the Regional Traffic Signal Synchronization Program.

24                   3.       An Eligible Jurisdiction shall contribute matching local funds  
25 equal to twenty percent (20%) of the project or program cost. The requirement for  
26 matching local funds may be satisfied all or in part with in-kind services provided by the  
27 Eligible Jurisdiction for the program or project, including salaries and benefits for  
28 employees of the Eligible Jurisdiction who perform work on the project or programs.

1                   4.     An Eligible Jurisdiction shall issue a report once every three  
2 years regarding the status and performance of its traffic signal synchronization activities.

3                   5.     Not less than once every three years an Eligible Jurisdiction  
4 shall review and revise, as may be necessary, the timing of traffic signals included as part  
5 of the Traffic Signal Synchronization Master Plan.

6                   6.     An Eligible Jurisdiction withdrawing from a signal  
7 synchronization project shall be required to return Net Revenues allocated for the project.

8                   C.     Local Fair Share Program.

9                   The allocation of eighteen percent (18%) of the Net Revenues for  
10 Local Fair Share Program projects shall be made to Eligible Jurisdictions in amounts  
11 determined as follows:

12                   1.     Fifty percent (50%) divided between Eligible Jurisdictions based  
13 on the ratio of each Eligible Jurisdiction's population for the immediately preceding calendar  
14 year to the total County population (including incorporated and unincorporated areas) for  
15 the immediately preceding calendar year, both as determined by the State Department of  
16 Finance;

17                   2.     Twenty-five percent (25%) divided between Eligible Jurisdictions  
18 based on the ratio of each Eligible Jurisdiction's existing Master Plan of Arterial Highways  
19 ("MPAH") centerline miles to the total existing MPAH centerline miles within the County as  
20 determined annually by the Authority; and

21                   3.     Twenty-five percent (25%) divided between Eligible Jurisdictions  
22 based on the ratio of each Eligible Jurisdiction's total taxable sales to the total taxable sales  
23 of the County for the immediately preceding calendar year as determined by the State  
24 Board of Equalization.

25                   VI.    ALLOCATION OF NET REVENUES; TRANSIT PROGRAMS/PROJECTS.

26                   A.     Transit Extensions to Metrolink.

27                   1.     The Authority may provide technical assistance, transportation  
28 planning and engineering resources for an Eligible Jurisdiction to assist in designing Transit



1 Extensions to Metrolink projects to provide effective and user-friendly connections to  
2 Metrolink services and bus transit systems.

3                   2. To be eligible to receive Net Revenues for Transit Extension to  
4 Metrolink projects, an Eligible Jurisdiction must execute a written agreement with the  
5 Authority regarding the respective roles and responsibilities pertaining to construction,  
6 ownership, operation and maintenance of the Transit Extension to Metrolink project.

7                   3. Allocations of Net Revenues shall be determined pursuant to a  
8 countywide competitive procedure adopted by the Authority. This procedure shall include  
9 an evaluation process and methodology applied equally to all candidate Transit Extension  
10 to Metrolink projects. Eligible Jurisdictions shall be consulted by the Authority in the  
11 development of the evaluation process and methodology.

12                   B. Metrolink Gateways.

13                   1. The Authority may provide technical assistance, transportation  
14 planning and engineering resources for an Eligible Jurisdiction to assist in designing  
15 Regional Transit Gateway facilities to provide for effective and user-friendly connections to  
16 the Metrolink system and other transit services.

17                   2. To be eligible to receive Net Revenues for Regional Gateway  
18 projects, an Eligible Jurisdiction must execute a written agreement with the Authority  
19 regarding the respective roles and responsibilities pertaining to construction, ownership,  
20 operation and maintenance of the Regional Gateway facility.

21                   3. Allocations of Net Revenues shall be determined pursuant to a  
22 countywide competitive procedure adopted by the Authority. This procedure shall include  
23 an evaluation process and methodology applied equally to all candidate Regional Gateway  
24 projects. Eligible Jurisdictions shall be consulted by the Authority in the development of the  
25 evaluation process and methodology.

26                   C. Mobility Choices for Seniors and Persons with Disabilities.

27                   1. An Eligible Jurisdiction may contract with another entity to  
28 perform all or part of a Mobility Choices for Seniors and Persons with Disabilities project.

1                   2.     A senior is a person age sixty years or older.

2                   3.     Allocations.

3                   a.     One percent (1%) of the Net Revenues shall be allocated  
4 to the County to augment existing senior non-emergency medical transportation services  
5 funded with Tobacco Settlement funds as of the effective date of the Ordinance. The  
6 County shall continue to fund these services in an annual amount equal to the same  
7 percentage of the total annual Tobacco Settlement funds received by the County. The Net  
8 Revenues shall be annually allocated to the County in an amount no less than the Tobacco  
9 Settlement funds annually expended by the County for these services and no greater than  
10 one percent of net revenues plus any accrued interest.

11                  b.     One percent (1%) of the Net Revenues shall be allocated  
12 to continue and expand the existing Senior Mobility Program provided by the Authority.  
13 The allocations shall be determined pursuant to criteria and requirements for the Senior  
14 Mobility Program adopted by the Authority.

15                  c.     One percent (1%) of the Net Revenues shall be allocated  
16 to partially fund bus and ACCESS fares for seniors and persons with disabilities in an  
17 amount equal to the percentage of partial funding of fares for seniors and persons with  
18 disabilities as of the effective date of the Ordinance, and to partially fund train and other  
19 transit service fares for seniors and persons with disabilities in amounts as determined by  
20 the Authority.

21                  d.     In the event any Net Revenues to be allocated for seniors  
22 and persons with disabilities pursuant to the requirements of subsections a, b and c above  
23 remain after the requirements are satisfied then the remaining Net Revenues shall be  
24 allocated for other transit programs or projects for seniors and persons with disabilities as  
25 determined by the Authority.

26                  D.     Community Based Transit/Circulators.

27                  1.     The Authority may provide technical assistance, transportation  
28 planning, procurement and operations resources for an Eligible Jurisdiction to assist in

1 designing Community Based Transit/Circulators projects to provide effective and user-  
2 friendly transit connections to countywide bus transit and Metrolink services.

3                   2. To be eligible to receive Net Revenues for Community Based  
4 Transit/Circulators projects, an Eligible Jurisdiction must execute a written agreement with  
5 the Authority regarding the respective roles and responsibilities pertaining to construction,  
6 ownership, operation and maintenance of the Community Based Transit/Circulators project.

7                   3. Allocations of Net Revenues shall be determined pursuant to a  
8 countywide competitive procedure adopted by the Authority. This procedure shall include  
9 an evaluation process and methodology applied equally to all candidate Community Based  
10 Transit/Circulator projects. Eligible Jurisdictions shall be consulted by the Authority in the  
11 development of the evaluation process and methodology.

12                   4. An Eligible Jurisdiction may contract with another entity to  
13 perform all or part of a Community Based Transit/Circulators project.

14                   VII. ALLOCATION OF NET REVENUES; ENVIRONMENTAL CLEANUP  
15 PROGRAMS/PROJECTS.

16                   A. An Eligible Jurisdiction may contract with any other public entity to  
17 perform all or any part of an Environmental Cleanup project.

18                   B. Allocation Committee.

19                   1. The Allocation Committee shall not include any elected public  
20 officer and shall include the following twelve (12) voting members:

- 21                                   (i) one (1) representative of the County of Orange;  
22                                   (ii) five (5) representatives of cities, subject to the  
23 requirement for one (1) representative for the cities in each supervisorial district;  
24                                   (iii) one (1) representative of the California Department of  
25 Transportation;  
26                                   (iv) two (2) representatives of water or wastewater public  
27 entities;  
28                                   (v) one (1) representative of the development industry;



1 (vi) one (1) representative of the scientific or academic  
2 community;

3 (vii) one (1) representative of private or non-profit  
4 organizations involved in environmental and water quality protection/enforcement matters;

5 In addition, one (1) representative of the Santa Ana Regional Water  
6 Quality Control Board and one (1) representative of the San Diego Regional Water Quality  
7 Control Board shall be non-voting members of the Allocation Committee.

8 2. The Allocation Committee shall recommend to the Authority for  
9 adoption by the Authority the following:

10 a. A competitive grant process for the allocation of  
11 Environmental Cleanup Revenues, including the highest priority to capital improvement  
12 projects included in a Watershed Management Area. The process shall give priority to  
13 cost-effective projects and programs that offer opportunities to leverage other funds for  
14 maximum benefit.

15 b. A process requiring that Environmental Cleanup  
16 Revenues allocated for projects and programs shall supplement and not supplant funding  
17 from other sources for transportation related water quality projects and programs.

18 c. Allocation of Environmental Cleanup Revenues for  
19 proposed projects and programs.

20 d. An annual reporting procedure and a method to assess  
21 the water quality benefits provided by completed projects and programs.

ATTACHMENT C  
TAXPAYER OVERSIGHT COMMITTEE

I. PURPOSE AND ORGANIZATION. A Taxpayer Oversight Committee ("Committee") is hereby established for the purpose of overseeing compliance with the Ordinance as specified in Section IV hereof. The Committee shall be organized and convened before any Revenues are collected or spent pursuant to the Ordinance.

II. COMMITTEE MEMBERSHIP. The Committee shall be governed by eleven members ("Member"). The composition of the Committee membership shall be subject to the following provisions.

A. Geographic Balance. The membership of the Committee shall be geographically balanced at all times as follows:

1. There shall be two Members appointed from each of the County's supervisorial districts (individually, "District"); and

2. The Auditor-Controller shall be a Member and chairman ("Chair") of the Committee.

B. Member Term. Each Member, except the Auditor-Controller and as provided in Section III B 2 below, shall be appointed for a term of three years; provided, however, that any Member appointed to replace a Member who has resigned or been removed shall serve only the balance of such Member's unexpired term, and no person shall serve as a Member for a period in excess of six consecutive years.

C. Resignation. Any Member may, at any time, resign from the Committee upon written notice delivered to the Auditor-Controller. Acceptance of any public office, the filing of an intent to seek public office, including a filing under California Government Code Section 85200, or change of residence to outside the District shall constitute a Member's automatic resignation.

D. Removal. Any Member who has three consecutive unexcused absences from meetings of the Committee shall be removed as a Member. An absence

1 from a Committee meeting shall be considered unexcused unless, prior to or after such  
2 absence (i) the Member submits to each of the other Members a written request to excuse  
3 such absence, which request shall state the reason for such absence and any special  
4 circumstances existing with respect to such absence; and (ii) a majority of the other  
5 Members agree to excuse such absence.

6 E. Reappointment. Any former Member may be reappointed.

7 III. APPOINTMENT OF MEMBERS.

8 A. Membership Recommendation Panel.

9 1. The Authority shall contract with the Orange County Grand  
10 Jurors' Association for the formation of a committee membership recommendation panel  
11 ("Panel") to perform the duties set forth in this subsection III A. If the Orange County Grand  
12 Jurors' Association refuses or fails to act in such capacity, the Authority shall contract with  
13 another independent organization selected by the Authority for the formation of the Panel.

14 2. The Panel shall have five members who shall screen and  
15 recommend potential candidates for Committee membership.

16 3. The Panel shall solicit, collect and review applications from  
17 potential candidates for membership on the Committee. No currently elected or appointed  
18 officer of any public entity will be eligible to serve as a Member, except the Auditor-  
19 Controller. A Member shall reside within the District the Member is appointed to represent.  
20 Subject to the foregoing restrictions, the Panel shall evaluate each potential candidate on  
21 the basis of the following criteria:

22 a. Commitment and ability to participate in Committee  
23 meetings;

24 b. Demonstrated interest and history of participation in  
25 community activities, with special emphasis on transportation-related activities; and

26 c. Lack of conflicts of interest with respect to the allocation  
27 of Revenues.

28 4. For initial membership on the Committee, the Panel shall

1 recommend to the Authority at least five candidates from each of the two Districts that are  
2 represented by one member on the Ordinance No. 2, Citizens Oversight Committee  
3 ("COC") as of the date the Authority appoints the initial Members. Thereafter, the Panel  
4 shall recommend to the Authority at least five candidates for filling each vacancy on the  
5 Committee.

6 B. Initial Members.

7 1. The COC members, as of the date the Authority appoints the  
8 initial Members of the Committee, shall be appointed as initial Members of the Committee.  
9 These Members shall each serve until each of their respective terms as a member of the  
10 COC expires.

11 2. Two additional initial Members shall be appointed. The  
12 Authority shall place the names of the candidates recommended by the Panel on equally-  
13 sized cards which shall be deposited randomly in a container. In public session, the  
14 Chairman of the Authority will draw a sufficient number of names from said container to  
15 allocate Committee membership in accordance with the membership requirements and  
16 restrictions set forth in Section II hereof. The first person whose name is drawn shall be  
17 appointed to serve a term of three years. Thereafter, the person whose name is drawn  
18 who is not from the same District as the first person whose name is drawn shall be  
19 appointed to serve a term of two years.

20 C. Member Vacancy. A member vacancy, however caused, shall be  
21 filled by the Authority. A Member shall be appointed on or about July 1 to replace a  
22 Member whose term has expired. A Member may be appointed at any time as necessary  
23 to replace a Member who has resigned or been removed. The Authority shall place the  
24 names of the candidates recommended by the Panel for the appointment on equally-sized  
25 cards which shall be deposited randomly in a container. In a public session, the Chairman  
26 of the Authority will draw one name from said container for each vacancy on the  
27 Committee. The person whose name is so drawn shall be appointed by the Authority to fill  
28 the vacancy.

1           IV.   DUTIES AND RESPONSIBILITIES.       The Committee is hereby charged  
2 with the following duties and responsibilities:

3           A.    The initial Members shall convene to adopt such procedural rules and  
4 regulations as are necessary to govern the conduct of Committee meetings, including, but  
5 not limited to, those governing the calling, noticing and location of Committee meetings, as  
6 well as Committee quorum requirements and voting procedures. The Committee may  
7 select its own officers, including, but not limited to, a Committee co-chair who will be the  
8 primary spokesperson for the Committee.

9           B.    The Committee shall approve, by a vote of not less than two thirds of  
10 all Committee members, any amendment to the Plan proposed by the Authority which  
11 changes the funding categories, programs or projects identified on page 31 of the Plan.

12           C.    The Committee shall receive and review the following documents  
13 submitted by each Eligible Jurisdiction:

- 14                   1.    Congestion Management Program;
- 15                   2.    Mitigation Fee Program;
- 16                   3.    Expenditure Report;
- 17                   4.    Local Traffic Signal Synchronization Plan; and
- 18                   5.    Pavement Management Plan.

19           D.    The Committee shall review yearly audits and hold an annual public  
20 hearing to determine whether the Authority is proceeding in accordance with the Plan. The  
21 Chair shall annually certify whether the Revenues have been spent in compliance with the  
22 Plan. In addition, the Committee may issue reports, from time to time, on the progress of  
23 the transportation projects described in the Plan.

24           E.    The Committee shall receive and review the performance assessment  
25 conducted by the Authority at least once every three years to review the performance of the  
26 Authority in carrying out the purposes of the Ordinance.

27           F.    Except as otherwise provided by the Ordinance, the Committee may  
28 contract, through the Authority, for independent analysis or examination of issues within the

1 Committee's purview or for other assistance as it determines to be necessary.

2 G. The Committee may submit a written request to the Authority to explain  
3 any perceived deviations from the Plan. The Authority's Chair must respond to such  
4 request, in writing, within sixty days after receipt of the same.

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# **APPENDIX B**

## **ELIGIBILITY FOR NEW CITIES**

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## **Eligibility for New Cities**

### **Eligibility for Fair Share Funds - New Cities**

At the time of incorporation, a new city may adopt current practices previously established by the County of Orange which have already established eligibility under the current Measure M. As new cities mature, they will adopt their own general plan and growth strategies. To provide for this transition period, the OCTA Board of Directors has previously adopted the following new city eligibility process for Fair Share funds:

- A new city may, at its discretion, adopt the approved PMP of the predecessor governing body as its own, providing these policies are fully enforced
- Prior to incorporation, the proposed new city must work with OCTA and the Local Agency Formation Commission (LAFCO) to identify the variables used in the Measure M Fair Share funds calculation (population, taxable sales, and MPAH mileage). Preliminary data must be identified prior to the date of incorporation
- The new city will begin accruing Measure M Fair Share funds as of the date of incorporation
- The OCTA will reserve the accrued funds for the new city, pending the determination of eligibility by the OCTA Board within one year of the date of incorporation
- In order for the new city to receive the reserved accrued funds, OCTA must receive all necessary elements of the Measure M eligibility package, complete the necessary review and approval of the package, and the OCTA Board determine the new city eligible to receive Measure M funds within one year of the date of incorporation. OCTA recommends the city submit its eligibility package within six months of incorporation to allow sufficient time for OCTA review and approval processes
- Upon determination of eligibility by the OCTA Board within one year of incorporation, the new city will receive its first Fair Share payment including the reserved accrued funds, on the first regular payment cycle following the eligibility determination
- The first fair share payment will be adjusted to reflect final Fair Share calculation (population, taxable sales, and MPAH miles) as determined through the new city eligibility process
- In the event a new city is determined to be ineligible to receive Fair Share funds by the OCTA Board, the reserved accrued funds and interest on the funds, shall be distributed to the eligible jurisdictions on a pro-rata basis, until such time that the new city attains eligibility

- Such new city will begin to accrue funds as of the first day of the first regular accrual period following its determination of eligibility by the OCTA Board and receive its first Fair Share payment on the corresponding regular payment cycle

### **Eligibility for Competitive Funds-New Cities**

In addition to the new city eligibility process for Fair Share funds, the OCTA Board has adopted the following process for eligibility for competitive funds:

- A new city may apply for competitive funding upon the date of incorporation, however, may not be awarded competitive funding until the new city has been determined eligible to receive Fair Share funds by OCTA Board, as described above
- A new city must include an adopted PMP that is consistent with countywide pavement condition assessment standards (Arterial Highway Rehabilitation Program), a General Plan Circulation Element consistent with the MPAH, and a City Council resolution attesting that no unilateral reduction in lanes have been made on any MPAH arterials in its Measure M eligibility package for review and approval by the OCTA Board
- Applications for competitive funding by new cities will be considered until such time in the process of the competitive funding program that projects are ranked for award. If the new city has not been determined eligible by the OCTA Board by the time projects are ranked for award, any application by the new city for competitive funding will be withdrawn from further consideration. OCTA staff will work with the new city to revise the schedule specific to its time of incorporation in relation to the current competitive funding program process

# **APPENDIX C**

## **Congestion Management Program (CMP) CHECKLIST**

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CMP MONITORING CHECKLIST LEVEL OF SERVICE			
Jurisdiction:			
<b>CMP CHECKLIST</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
1. Check "Yes" if either of the following apply: <ul style="list-style-type: none"> <li>• There are no CMP intersections in your jurisdiction.</li> <li>• Factoring out statutorily-exempt activities<sup>1</sup>, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.</b>			
2. If any, please list those intersections that are not operating at the CMP LOS standards. <ul style="list-style-type: none"> <li>• _____</li> <li>• _____</li> <li>• _____</li> </ul>			<input type="checkbox"/>
3. Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:			
I certify that the information contained in this checklist is true.  Signature: _____ Title: _____			

<sup>1</sup> The following activities are statutorily-exempt from deficiency determinations: interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, traffic signal coordination by the state or multi-jurisdictional agencies, traffic generated by high-density residential development within ¼ mile of a fixed-rail passenger station, traffic generated by mixed-use residential development within ¼ mile of a fixed-rail passenger station.



CMP MONITORING CHECKLIST DEFICIENCY PLANS			
Jurisdiction:			
<b>CMP CHECKLIST</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
1. Check "Yes" if either of the following apply: <ul style="list-style-type: none"> <li>• There are no CMP intersections in your jurisdiction.</li> <li>• Factoring out statutorily-exempt activities<sup>2</sup>, all CMPHS intersections are operating at LOS E (or baseline, if worse than E) or better.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.</b>			
2. If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> <li>• _____</li> <li>• _____</li> <li>• _____</li> </ul>			<input type="checkbox"/>
3. Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.</b>			
4. Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Does the deficiency plan fulfill the following statutory requirements:			
a. include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>2</sup> The following activities are statutorily-exempt from deficiency determinations: interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, traffic signal coordination by the state or multi-jurisdictional agencies, traffic generated by high-density residential development within ¼ mile of a fixed-rail passenger station, traffic generated by mixed-use residential development within ¼ mile of a fixed-rail passenger station.

c. include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Please describe any innovative programs, if any, included in the deficiency plan:  _____			<input type="checkbox"/>
Additional Comments:			
I certify that the information contained in this checklist is true. Signature: _____ Title: _____			

<b>CMP MONITORING CHECKLIST LAND USE COORDINATION</b>			
Jurisdiction:			
<b>CMP CHECKLIST</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
1. Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	<input type="checkbox"/>	<input type="checkbox"/>	
a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>NOTE: ONLY THOSE AGENCIES THAT ANSWERED “YES” FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.</b>			
3. If so, how many?			
4. Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction). • • •			<input type="checkbox"/>
a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>3</sup> Exemptions include:

- any development generating less than 2,400 daily trips
- any development generating less than 1,600 daily trips (if it directly accesses a CMP highway)
- final tract and parcel maps,
- issuance of building permits,
- issuance of certificate of use and occupancy,
- minor modifications to approved developments where the location and intensity of project uses have been approved through previous and separate local government actions prior to January 1, 1992.

5. If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at <a href="http://www.octa.net">http://www.octa.net</a> )?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:			
<p>I certify that the information contained in this checklist is true.</p> <p>Signature: _____</p> <p>Title: _____</p>			

<b>CMP MONITORING CHECKLIST CAPITAL IMPROVEMENT PROGRAM</b>			
Jurisdiction:			
<b>CMP CHECKLIST</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
1. Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input type="checkbox"/>	<input type="checkbox"/>	
2. Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input type="checkbox"/>	<input type="checkbox"/>	
3. Is it consistent with air quality mitigation measures for transportation-related vehicle emissions?	<input type="checkbox"/>	<input type="checkbox"/>	
4. Was the CIP database computer application provided by OCTA used to prepare the CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:			
<p>I certify that the information contained in this checklist is true.</p> <p>Signature: _____</p> <p>Title: _____</p>			

# **APPENDIX D**

## **ELIGIBILITY CHECKLIST**

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<b>MEASURE M</b> <b>ELIGIBILITY CHECKLIST</b>
--------------------------------------------------

Responsibility: Cities, County

**MEASURE M CHECKLIST**

**YES NO**

Capital Improvement Program

- |    |                                                                                                                                    |                          |                          |
|----|------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| 1. | Did you submit your draft Measure M seven-year Capital Improvement Program (CIP) to OCTA by June 30?                               | <input type="checkbox"/> | <input type="checkbox"/> |
| a. | Did you utilize the required CIP development software?                                                                             | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Have you indicated what percentage of funding will come from each source for each of the projects?                                 | <input type="checkbox"/> | <input type="checkbox"/> |
| c. | Have you listed projects in current year dollars?                                                                                  | <input type="checkbox"/> | <input type="checkbox"/> |
| d. | Did you include all projects that are partially, fully or potentially funded by Measure M?                                         | <input type="checkbox"/> | <input type="checkbox"/> |
| e. | Have you established an estimated target date prior to August for submitting your final, adopted Measure M seven-year CIP to OCTA? | <input type="checkbox"/> | <input type="checkbox"/> |

Maintenance of Effort

- |    |                                                                                                                 |                          |                          |
|----|-----------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| 2. | Did you submit your Maintenance of Effort certification and supporting budget documentation to OCTA by June 30? | <input type="checkbox"/> | <input type="checkbox"/> |
| a. | Did you use the Maintenance of Effort Reporting Form included in the GMP Preparation Manual?                    | <input type="checkbox"/> | <input type="checkbox"/> |

Pavement Management Program

- |    |                                                                                                                             |                          |                          |
|----|-----------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| 3. | Did you submit a Pavement Management Program (PMP) Update to OCTA for this eligibility cycle?                               | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. | If you answered "no" to question #3, did you submit a PMP Update to OCTA through the previous eligibility cycle by June 30? | <input type="checkbox"/> | <input type="checkbox"/> |
| a. | Did you use the current PMP Certification form?                                                                             | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Is the PMP consistent with the OCTA Countywide Pavement Management Program?                                                 | <input type="checkbox"/> | <input type="checkbox"/> |

Resolution of Master Plan of Arterial Highways (MPAH) Consistency

- |    |                                                                                           |                          |                          |
|----|-------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| 5. | Did you submit a resolution demonstrating consistency with the MPAH? (odd year)           | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. | Have you enclosed a figure representing your most current circulation element? (odd year) | <input type="checkbox"/> | <input type="checkbox"/> |

7. Do you have a current Local Signal Synchronization Plan that is consistent to the Regional Traffic Signal Synchronization Master Plan? ☐ ☐

Mitigation Fee Program

8. Does your jurisdiction currently have a defined development impact mitigation fee program in place? ☐ ☐
- a. If you answered yes to #8, have you included a copy of your current impact fee schedule; or ☐ ☐
- b. If you answered yes to #8, have you provided OCTA with a copy of your mitigation fee nexus study; or ☐ ☐
- c. If you answered yes to #8, have you included a copy of your council approved policy; or ☐ ☐
- d. If you answered yes to #8, have you provided OCTA with a copy of your council resolution approving the mitigation fee program? ☐ ☐

Time Limits For Use of Net Revenues

9. Has your jurisdiction observed the time limits for the use of net revenues over the last year per the requirements outlined in the ordinance? ☐ ☐

Supplanting of Developer Commitments

10. Has your jurisdiction insured they have not supplanted developer commitments for transportation projects and funding with Measure M funds? ☐ ☐

Planning Strategies

11. Does your jurisdiction consider as part of its General Plan, land use planning strategies that accommodate transit and non-motorized transportation? ☐ ☐
12. Have you provided a letter identifying land use planning strategies that accommodate transit and non-motorized transportation consideration in the general plan? ☐ ☐

Traffic Forums

13. Did representatives of your jurisdiction participate in the regional traffic forum(s)? ☐ ☐

Congestion Management Program

14. Has your jurisdiction completed the required CMP checklist? ☐ ☐

**Submitted By:**

Name (Print)	Signature	Title
Jurisdiction	Phone Number	Date

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# **APPENDIX E**

## **SAMPLE RESOLUTION**

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**[SAMPLE RESOLUTION FOR MPAH CONSISTENCY, LSSP AND MITIGATION  
FEE PROGRAM]**

A RESOLUTION OF THE CITY COUNCIL/BOARD OF SUPERVISORS OF THE CITY/COUNTY OF \_\_\_\_\_ CONCERNING THE STATUS OF THE CIRCULATION ELEMENT, MITIGATION FEE PROGRAM AND ADOPTION OF A LOCAL SYNCHRONIZATION PLAN FOR THE RENEWED MEASURE M (M2) PROGRAM

WHEREAS, the City/County of \_\_\_\_\_ desired to maintain and improve the streets within its jurisdiction, including those arterials contained in the Master Plan of Arterial Highways (MPAH) and

WHEREAS, the City/County of \_\_\_\_\_ had endorsed a definition of and process for, determining consistency of the City's/County's Traffic Circulation Plan with the MPAH, and

WHEREAS, the City/County has adopted a General Plan Circulation Element which does not preclude implementation of the MPAH within its jurisdiction, and

WHEREAS, the City/County is required to adopt a resolution biennially informing the Orange County Transportation Authority (OCTA) that the City/County's Circulation Element is in conformance with the MPAH and whether any changes to any arterial highways of said Circulation Element have been adopted by the City/County during Fiscal Years 20XX-XX, and

WHEREAS, the City/County is required to send biennially to the OCTA all recommended changes to the City/County Circulation Element and the MPAH for the purposes of re-qualifying for participation in the Combined Transportation Funding Programs, and

WHEREAS, the City/County is required to adopt a resolution biennially to adopt a Mitigation Fee Program, and

WHEREAS, the regional Traffic Signal Synchronization Program targets over 2000 signalized intersections across Orange County to maintain traffic signal synchronization, improve traffic flow, and reduce congestion across jurisdictions; and

WHEREAS, the Orange County Transportation Authority has developed the Regional Traffic Signal Synchronization Master Plan to identify traffic signal synchronization street routes and traffic signals within and across jurisdictional boundaries, and defines the means of implementing the Regional Traffic Signal Synchronization Program (LSSP); and

WHEREAS, the Regional Traffic Signal Synchronization Program requires that local agencies adopt a Local Signal Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local agencies' effort to synchronize traffic signals across local agencies' boundaries; and



WHEREAS, the Local Signal Synchronization Plan must be adopted to be eligible to received Net Revenues as part of Measure M2 and thereafter updated every three years starting June 30, 2011; and

NOW, THEREFORE, BE IT RESOLVED that the City/Board of Supervisors for County of \_\_\_\_\_, does hereby inform OCTA that:

- a) The arterial highway portion of the City/County Circulation Element of the City/County is in conformance with the MPAH.
- b) The City/County attests that no unilateral reduction in through lanes has been made on any MPAH arterials during the Fiscal Years 20XX-XX.
- c) The City/County has adopted a uniform setback ordinance providing for the preservation of rights-of-way consistent with the MPAH arterial highway classification.
- d) The City/County has adopted provisions for the limitation of access to arterial highways in order to protect the integrity of the system.
- e) The City/County reaffirms that Council concurs with the existing Mitigation Fee Program; and
- f) The City/County of \_\_\_\_\_ Local Signal Synchronization Plan includes goals that are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan, including signal synchronization across local agencies' jurisdictions.
- g) The City/County of \_\_\_\_\_ Local Signal Synchronization Plan identifies traffic signal synchronization street routes, including all elements of the Regional Traffic Signal Synchronization Network located within the City/County.
- h) The City/County of \_\_\_\_\_ Local Signal Synchronization Plan includes the traffic signal inventory for all traffic signal synchronization street routes.
- i) The City/County of \_\_\_\_\_ Local Signal Synchronization Plan includes a three-year plan showing capital improvements, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals.
- j) The City Council/Board of Supervisors of the City/County of \_\_\_\_\_ does hereby resolve and order that the City/County of \_\_\_\_\_ Local Signal Synchronization Plan shall be and is adopted.

**APPENDIX F**

**PAVEMENT MANAGEMENT PROGRAM  
(PMP) CERTIFICATION**

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Date \_\_\_\_\_

## RENEWED MEASURE M LOCAL PAVEMENT MANAGEMENT PLAN CERTIFICATION

The City/County of \_\_\_\_\_ certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Local Transportation Authority Ordinance No. 3. This resolution requires that a Local Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from Measure M.

The system was developed by \_\_\_\_\_ \* using the MicroPaver pavement management system, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed \_\_\_\_\_, \_\_\_\_\_ for Arterial (MPAH) streets and \_\_\_\_\_, \_\_\_\_\_ for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed \_\_\_\_\_, \_\_\_\_\_.
- Percentage of all sections of pavement needing: Preventative Maintenance \_\_\_\_\_, Rehabilitation \_\_\_\_\_, Reconstruction \_\_\_\_\_.
- Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:  
Current biennial period \$ \_\_\_\_\_, Following biennial period \$ \_\_\_\_\_.
- Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.  
Current Biennial Period \$ \_\_\_\_\_, Following Biennial Period \$ \_\_\_\_\_.
- The Local Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Program Guidelines adopted by the OCTA Board of Directors on May 24, 2010.

\* An electronic copy of the Local Pavement Management Plan with Micro Paver compatible files must be submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

**Submitted by:**

\_\_\_\_\_  
Local Jurisdiction

\_\_\_\_\_  
Name (Print)

\_\_\_\_\_  
Title

\_\_\_\_\_  
Signed

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# **APPENDIX G**

## **SAMPLE EXPENDITURE REPORT TEMPLATE**

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## Measure M2 Expenditure Report Template

### Schedule 1: Summary Statement of Beginning and Ending Balances

#### **Lines 1 – 7: Balances at Beginning of Fiscal Year**

Report all fund balances intended for transportation purposes at the beginning of the fiscal year. These balances should be classified by funding source (e.g. Measure M2 {M2} fairshare, M2 competitive, and transit). To provide for continuity of reporting, the beginning balances of any restricted funds must be in agreement with the ending balances of such funds as shown in the prior year's report.

#### **Line 8: Balances at Beginning of Fiscal Year - TOTAL**

Sum Lines 1 – 7

#### **Line 9: Monies Made Available During Fiscal Year**

Report total available monies (revenues) from Schedule 2, Line 8

#### **Line 10: Total Monies Available**

Sum Lines 8-9

#### **Line 11: Expenditures During Fiscal Year**

Report total available monies (revenues) from Schedule 2, Line 16

#### **Lines 12-18: Balances at End of Fiscal Year**

Report by funding source all fund balances for transportation purposes at the end of the fiscal year. To provide for continuity of reporting, the beginning balances of the fund sources in next year's report must be in agreement with the ending balances of such funds as shown in this year's report (or otherwise reconciled).



## Measure M2 Expenditure Report

### Schedule 2: Summary Statement of Sources and Uses

#### Lines 1-7: Report the Following Revenue Sources on the Appropriate Line

- **M2 Fairshare**
- **M2 Fairshare Interest**
- **M2 CTFP** – Comprehensive Transportation Funding Program
- **M2 CTFP Interest** - Comprehensive Transportation Funding Program
- **Other M2** – Includes Go Local, Senior Mobility Program, Transit, Water Quality, Grade Separations, Regional Gateways to High-Speed Rail
- **Other M2 Interest** - Includes Go Local, Senior Mobility Program, Transit, Water Quality, Grade Separation, Regional Gateways to High-Speed Rail
- **Other** – Please provide description for other categories

#### Line 8: Total Revenues

Sum Lines 1-7 (Should match Total in Schedule 1, Line 9)

#### Lines 9-15: Report the Following Expenditures on the Appropriate Line

- **M2 Fairshare**
- **M2 Fairshare Interest**
- **M2 CTFP** – Comprehensive Transportation Funding Program
- **M2 CTFP Interest** - Comprehensive Transportation Funding Program
- **Other M2** – Includes Go Local, Senior Mobility Program, Transit, Water Quality, Grade Separation, Regional Gateways to High-Speed Rail
- **Other M2 Interest** - Includes Go Local, Senior Mobility Program, Transit, Water Quality, Grade Separation, Regional Gateways to High-Speed Rail
- **Other** – Please provide description for other categories

#### Line 16: Total Expenditures

Sum Lines 9-15 (Should match Total in Schedule 1, Line 11)

#### Line 17: Total Balance

Subtract Line 16 from Line 8

## Measure M2 Expenditure Report

### Schedule 3: Summary Statement of Detailed Use of Funds

#### **Line 1: Local Agency Staff and Administration**

This line covers transportation-purpose local agency staff and administration costs that are not included as direct charges.

- Administration – An equitable share of expenditures for the supervision and management of streets and roads activities not allocated to right-of-way, construction, or other categories listed below. This includes, but is not limited to, salaries of project management and support staff.

#### **Lines 2-7: Construction**

Construction expenditures include the following:

- Projects developing new streets, bridges, lighting facilities, storm drains, etc., in locations that formerly had no such facilities, or projects departing to such an extent from existing alignment and grade that no material salvage value is realized from the old facilities.
- Additions and betterments to the street system and its rights-of-way, including grade separations and urban extensions.
- Any work that materially increases the service life of the original project.
- Resurfacing to a thickness greater than one inch.
- Resurfacing to a thickness less than one inch if the project has been certified by a lead agency as construction.
- Construction of traffic islands and other traffic safety devices.
- Transit facilities including, but not limited to, bus stops, shelters, and maintenance facilities.
- Streetscape including original landscaping, tree planting, and similar work.
- Acquisition and installation of street lighting facilities, traffic signals, and/or street signs (only when such signs are installed in connection with developing new streets).
- Planning, environmental, or design related to construction.
- Salaries and expenses of employees in connection with construction.

#### **Line 8: Total Construction**

Sum Lines 2-7

#### **Line 9: Right-of-Way Acquisition**

Right-of-way expenditures include the following:

- The acquisition of land or interest for use as a right-of-way in connection with the city's street system; the amount reported should include the cost of acquisition of any improvements situated on the real property at the date of its acquisition by the city.

- The cost of removing, demolishing, moving, resetting, and altering buildings or other structures that obstruct the right-of-way.
- The court costs of condemnation proceedings.
- Title searches and reports.
- Salaries and expenses of employees and right-of-way agents in connection with the acquisition of rights-of-way.
- Severance damage to property sustained by reason of the city's street projects.
- All other costs of acquiring rights-of-way free and clear of all physical obstructions and legal encumbrances.

**Line 10: Total Construction and Right-of-Way**

Sum Lines 8-9

**Line 11-15: Maintenance / Operations**

Maintenance expenditures include the following:

- The preservation and keeping of rights-of-way, street structures, and facilities in the safe and usable condition, to which they have been improved or constructed, but not reconstruction or other improvements.
- General utility services such as roadside planting, tree trimming, street cleaning, snow removal, and general weed control.
- Repairs or other work necessitated by damage to street structures or facilities resulting from storms, slides, settlements, or other causes unless it has been determined by the city engineer that such work is properly classified as construction.
- Maintenance of traffic signal equipment, coordination and timing on the city streets, as well as the city's share of such expenditures covering traffic signals situated at intersections of city streets and state highways within the incorporated area of the city.
- Salaries and expenses of employees in connection with maintenance and/or operations.

**Line 16: Total Maintenance**

Sum Lines 11-15

**Line 17: Other**

Please provide description for other categories. Example: transit, Senior Mobility Program, water quality, transit operations such as vehicle leases and other related operating expenses, etc.

**Line 18: Grand Totals**

Sum Lines 1, 10, 16, and 17

## Measure M2 Expenditure Report

### Schedule 4: Summary Statement of Fairshare Project List

List the project titles and brief description (maximum of two sentences) for all projects that utilized any portion of Measure M (M2) local fairshare funding. Please include the total amount of fairshare funds only that were expended.

## Measure M2 Expenditure Report

I certify that all the information attached herein is true and accurate to the best of my knowledge:

---

Director of Finance

**M2 Expenditure Report**  
**Fiscal Year Ended June 30, 20\_\_**  
**Beginning and Ending Balances**

Description	Line No.	Amount
<b>Balances at Beginning of Fiscal Year</b>		
M2 Fairshare	1	
M2 Fairshare Interest	2	
M2 CTFP	3	
M2 CTFP Interest	4	
Other M2 Funding	5	
Other M2 Interest	6	
Other*	7	
<b>Balances at Beginning of Fiscal Year (Sum Lines 1 to 7)</b>	8	\$ -
Monies Made Available During Fiscal Year	9	
<b>Total Monies Available (Sum Lines 8 &amp; 9)</b>	10	\$ -
Expenditures During Fiscal Year	11	
<b>Balances at End of Fiscal Year</b>		
M2 Fairshare	12	
M2 Fairshare Interest	13	
M2 CTFP	14	
M2 CTFP Interest	15	
Other M2 Funding	16	
Other M2 Interest	17	
Other*	18	

\* Please provide a specific description

CTFP - Combined Transportation Funding Program

**M2 Expenditure Report**  
**Fiscal Year Ended June 30, 20\_\_**  
**Sources and Uses**

Description	Line No.	Amount
<b>Revenues:</b>		
M2 Fairshare	1	
M2 Fairshare Interest	2	
M2 CTFP	3	
M2 CTFP Interest	4	
Other M2 Funding	5	
Other M2 Interest	6	
Other*	7	
<b>TOTAL REVENUES (Sum lines 1 to 7)</b>	8	\$ -
<b>Expenditures:</b>		
M2 Fairshare	9	
M2 Fairshare Interest	10	
M2 CTFP	11	
M2 CTFP Interest	12	
Other M2 Funding	13	
Other M2 Interest	14	
Other*	15	
<b>TOTAL EXPENDITURES (Sum lines 9 to 15)</b>	16	\$ -
<b>TOTAL BALANCE (Subtract line 16 from 8)</b>	17	\$ -

\* Please provide a specific description

**M2 Expenditure Report**  
Fiscal Year Ended June 30, 20\_\_\_\_  
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	*MOE	+ Developer / Impact Fees	M2 Fairshare	M2 Fairshare Interest	M2 CTFP	M2 CTFP Interest	Other M2	Other M2 Interest	Other	TOTAL
Agency Staff & Administration Construction & Right-of-Way	1										\$ -
New Street Construction	2										\$ -
Street Reconstruction	3										\$ -
Signals, Safety Devices, & Street Lights	4										\$ -
Pedestrian Ways & Bikepaths	5										\$ -
Storm Drains	6										\$ -
Storm Damage	7										\$ -
Total Construction	8										\$ -
Right of Way Acquisition	9										\$ -
Total Construction & Right-of-Way Maintenance	10										\$ -
Patching	11										\$ -
Overlay & Sealing	12										\$ -
Street Lights & Traffic Signals	13										\$ -
Storm Damage	14										\$ -
Other Street Purpose Maintenance	15										\$ -
Total Maintenance	16										\$ -
Other	17										\$ -
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -

\* Local funds used to satisfy maintenance of effort (MOE) requirements

+ Transportation related only



[illegible]

# **APPENDIX H**

## **PROJECT FINAL REPORT TEMPLATE FOR “NET REVENUE” PROJECTS**

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Revised  
**Comprehensive Transportation Funding Program**

**Form 10-5A**

Engineering & Construction Phase Final Report

Date:

<b>1</b>	Project Number	Lead Agency				
	Project Title					
	<div style="display: flex; justify-content: space-between;"><div style="width: 45%;">Grant Request:      <input checked="" type="checkbox"/> Final</div><div style="width: 50%; text-align: right;"><u>Select Phase</u> <input type="checkbox"/> Engineering      <input type="checkbox"/> Construction</div></div>					
<b>2</b>	Agency Contact		Contact Title		Contact Phone	Contact E-mail
	Public Works Director		Contractor			
<b>3</b>	<u>Project Schedule</u>					<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">Phase Completion Date</div> <div style="border: 1px solid black; padding: 5px;">Length of Improvements (mi):</div>
		Start Date		Completion Date		
		Month	Year	Month	Year	
	Engineering	Jul	2013	Jun	2014	
	Right-of-Way	Jun	2014	Dec	2014	
	Construction	Jan	2015	Jun	2015	
<div><b>Document Checklist</b> <u>All Phases</u><div style="display: flex; justify-content: space-between;"><div style="width: 45%;"><div style="margin-bottom: 5px;"><b>4</b> <input type="checkbox"/> Project Certification Letter (Form 10-2)</div><div style="margin-bottom: 5px;"><b>5</b> <input type="checkbox"/> Revised Cost Estimate (Form 10-3)</div><div style="margin-bottom: 5px;"><b>6</b> <input type="checkbox"/> PS&amp;E Certification (Form 10-4)</div><div style="margin-bottom: 5px;"><b>7</b> <input type="checkbox"/> Final Report Form (Form 10-5A)</div><div style="margin-bottom: 5px;"><b>8</b> <input type="checkbox"/> Division of Costs Schedule (Form 10-6)</div><div style="margin-bottom: 5px;"><b>9</b> <input type="checkbox"/> Certification of Phase Completion (Form 10-7)</div></div><div style="width: 45%;"><div style="margin-bottom: 5px;"><b>10</b> <input type="checkbox"/> Invoice</div><div style="margin-bottom: 5px;"><b>11</b> <input type="checkbox"/> Contract Authorization</div><div style="margin-bottom: 5px;"><b>12</b> <input type="checkbox"/> Proof of Project Payment</div><div style="margin-bottom: 5px;"><b>13</b> <input type="checkbox"/> Project Expenditure Certification</div><div style="margin-bottom: 5px;"><b>14</b> <input type="checkbox"/> Work Schedule</div><div style="margin-bottom: 5px;"><u>Final Construction</u></div><div style="margin-bottom: 5px;"><b>15</b> <input type="checkbox"/> Layout Plans (Half Size)</div></div></div></div>						
<b>16</b>	<b>Project Expenditures Certification</b>					
	I hereby certify that the information contained in this report is a true and correct statement of the work performed and costs incurred on the above project.  <div style="display: flex; justify-content: space-between; margin-top: 20px;"><div style="width: 45%;"><div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div><div>Signed</div><div style="margin-top: 10px;">Insert Name</div><div style="margin-top: 5px;">Director of Public Works</div></div><div style="width: 45%; text-align: right;"><div style="border-bottom: 1px solid black; margin-bottom: 5px;"></div><div>Date</div></div></div>					

Project Number

Payment Type ☒ Final

☐ Engineering

☐ Construction

17 Division of Costs		a Phase Allocation				
		CTFP Funds	Matching Funds	Local Fairshare	Other Funds	Total Amount
Match Rate	b					
Contract Costs						c
Extra Work/ Change Orders						d
Agency Expenses						e
TOTAL		g	f			
18 Scope of Work/Description of Improvements:						
19 Remarks: <span style="float: right;">Engineer in Charge:</span>						



Right-of-Way Phase Final Report

Date:

<b>1</b>	Project Number	Lead Agency				
	Project Title					
	<div style="display: flex; justify-content: space-between;"><div>Grant Request: <input type="checkbox"/> Final</div><div><u>Select Payment Type</u> <input type="checkbox"/> Right-of-Way</div><div><u>Select Phase</u> <input type="checkbox"/> Right-of-Way</div></div>					
<b>2</b>	Agency Contact		Contact Title		Contact Phone	Contact E-mail
	Public Works Director		Contractor			
<b>3</b>	<u>Project Schedule</u>					<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">Phase Completion Date</div> <div style="border: 1px solid black; padding: 5px;">Length of Improvements (mi):</div>
		Start Date		Completion Date		
		Month	Year	Month	Year	
	Engineering	Jul	2013	Jun	2014	
	Right-of-Way	Jun	2014	Dec	2014	
	Construction	Jan	2015	Jun	2015	
<b>4</b>	<b>Document Checklist</b>					
	<b>4</b> <input type="checkbox"/> Project Certification Letter (Form 10-2)			<b>12</b> <input type="checkbox"/> Written Offer Letters		
	<b>5</b> <input type="checkbox"/> Revised Cost Estimate (Form 10-3)			<b>13</b> <input type="checkbox"/> Parcel Plat Maps		
	<b>6</b> <input type="checkbox"/> Final Report Form (Forms 10-5B)			<b>14</b> <input type="checkbox"/> Legal Descriptions		
	<b>7</b> <input type="checkbox"/> Division of Costs Schedule (Form 10-6)			<b>15</b> <input type="checkbox"/> ROW Parcel Location Map		
	<b>8</b> <input type="checkbox"/> Certification of Phase Completion (Form 10-7)			<b>16</b> <input type="checkbox"/> Project Expenditure Certification		
	<b>9</b> <input type="checkbox"/> Invoice			<b>17</b> <input type="checkbox"/> Work Schedule		
	<b>10</b> <input type="checkbox"/> Contract Authorization			<u>As Applicable</u>		
	<b>11</b> <input type="checkbox"/> Proof of Phase Payments			<b>18</b> <input type="checkbox"/> Orders of Immediate Possession		
<b>19</b>	<b>Project Expenditures Certification</b>					
	I hereby certify that the information contained in this report is a true and correct statement of the work performed and costs incurred on the above project.					
	<div style="display: flex; justify-content: space-between;"><div style="width: 45%;">Signed _____ Insert Name Director of Public Works</div><div style="width: 45%;">Date _____</div></div>					

Revised  
**Comprehensive Transportation Funding Program**

Right-of-Way Final Report  
 Form 10-5B  
 Page 2

Project Number

Payment Type ☐ Final

☐ Right-of-Way

20	Division of Costs	a Phase Allocation				Total Amount
		CTFP Funds	Matching Funds	Local Fairshare	Other Funds	
	Match Rate <b>b</b>					
	Contract Costs				<b>c</b>	
	Extra Work/ Change Orders				<b>d</b>	
	Agency Expenses				<b>e</b>	
	<b>TOTAL g</b>			<b>f</b>		
21	Scope of Work/Description of Improvement					
22	Remarks:			Engineer in Charge:		

## Project Number

Form 10-5B

Payment Type	Final
1	
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☐ Right-of-WayPage 149



Revised  
**Comprehensive Transportation Funding Program**

Right-of-Way Final Report  
Form 10-5B  
Page 4

Project Number

<b>A</b>	ASSESSOR'S PARCEL NUMBER
	Grantor(s) Director of Public Works
	Address Insert Name
	DEBITS
<b>B</b>	Amount for Land:
<b>C</b>	Relocation Costs:
<b>D</b>	Operation Expenses:
<b>E</b>	Moving or Restoring Improvements:
<b>F</b>	CREDITS:
	TOTAL:
<b>G</b>	Appraised Value
<b>H</b>	Remarks:

<b>A</b>	ASSESSOR'S PARCEL NUMBER
	Grantor(s)
	Address
	DEBITS
<b>B</b>	Amount for Land:
<b>C</b>	Relocation Costs:
<b>D</b>	Operation Expenses:
<b>E</b>	Moving or Restoring Improvements:
<b>F</b>	CREDITS:
	TOTAL:
<b>G</b>	Appraised Value
<b>H</b>	Remarks:



# Final Report Division of Costs Schedule Form 10-6

☒ Final  
☐ Engineering  
☐ Right-of-Way  
☐ Construction

5 Page

**6** Amount from previous page . . . . . ► Sub-total Eligible Contract Expenses

[illegible]

Revised  
**Comprehensive Transportation Funding Program** Payment Type Project Number

Final Report Division of Costs Schedule  
 Form 10-6

- ☒ Final  
☐ Engineering  
☐ Right-of-Way  
☐ Construction

10 Page

<b>Total Contract Costs</b>						
11	Add all lines 3 & 8, Column C . . . . .	▶	Total Contract Expenses			
12	Add all lines 4 & 9, Column D . . . . .	▶	Total Ineligible Contract Expenses			
13	Line 4 or line 9 from preceding page . . . . .	▶	Total Eligible Contract Expenses			
14	<b>Change Orders &amp; Extra Work</b>					
	CO No.	Item of Work	A Quantity	B Unit Price	C Total Amt.	D Ineligible Amt.
			x	=	-	
			x	=	-	
			x	=	-	
			x	=	-	
			x	=	-	
			x	=	-	
			x	=	-	
			x	=	-	
15	. . . . .			▶	Column Totals	-
16	. . . . .			▶	Total Change Orders & Extra Work Expenses =	
<b>Total Change Orders &amp; Extra Work</b>						
17	Line 15, Column C . . . . .	▶	Total Contract Expenses			
18	Line 15, Column D . . . . .	▶	Total Ineligible Contract Expenses			
19	Line 16 . . . . .	▶	Total Eligible Contract Expenses			
20	<b>Labor</b>					
	Position Title	A Hours	B Rate	C Overhead	D Total Amt.	E Ineligible Amt.
		x	+	=	-	
		x	+	=	-	
		x	+	=	-	
		x	+	=	-	
		x	+	=	-	
		x	+	=	-	
		x	+	=	-	
		x	+	=	-	
		x	+	=	-	
21	. . . . .			▶	Column Totals	-
22	. . . . .			▶	Total Labor Expenses =	

Final Report Division of Costs Schedule  
 Form 10-6

- ☒ Final  
☐ Engineering  
☐ Right-of-Way  
☐ Construction

23 Page

24	Materials		<b>A</b>	<b>B</b>
	Company	Item	Total Amt.	Ineligible Amt.
			-	
			-	
			-	
			-	
			-	
			-	
			-	
			-	
			-	
			-	
25	..... ► Column Totals		-	
26	..... ► Total Material Expenses		=	
27	Equipment		<b>A</b>	<b>B</b>
	Company	Item	Total Amt.	Ineligible Amt.
			-	
			-	
			-	
			-	
			-	
			-	
			-	
			-	
			-	
			-	
28	..... ► Column Totals		-	
29	..... ► Total Equipment Expenses		=	
Total Agency Expenses				
30	Add Line 21, Column D and Lines 25 & 28, Column A . . . ►		Total Agency Expenses	
31	Add Line 21, Column E and Lines 25 & 28, Column B . . . ►		Total Ineligible Agency Expenses	
32	Add together Lines 22, 26, & 29 . . . . . ►		Total Eligible Agency Expenses	



Revised  
**Comprehensive Transportation Funding Program**

**Form 10-7**

Certification of Phase Completion

Date:

Project Number

Lead Agency

Project Title

Select Payment Type

Select Phase

Grant Request: ☐ Final

☐ Engineering

☐ Right-of-Way

☐ Construction

I, \_\_\_\_\_,  
for the \_\_\_\_\_, do hereby certify that:

- 1 The date of completion of the work hereinafter described is \_\_\_\_\_.
- 2 The owner of the work of improvements is \_\_\_\_\_.
- 3 The nature of the owner's interest or estate is Fee title of the herein described real property and improvements.
- 4 The work of improvements and limits are as follows:
- 5 The name of the contractor for the work of improvements is: \_\_\_\_\_
- 6 A general statement of the kind of work done or material furnished by the aforesaid contractor is as follows:

Signed \_\_\_\_\_

Date \_\_\_\_\_

Insert Name

Director of Public Works

Please include a Certification of Phase Completion for each project phase.

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**APPENDIX I**

**MAINTENANCE OF EFFORT (MOE)**

**REPORTING FORM**



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**APPENDIX J**

**LOCAL FAIR SHARE REVENUE  
PROJECTIONS**

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# Measure M2 Local Fair Share Program

FY 2011-12 through FY 2018-19

City	FY 2011-12 City Apportionment	FY 2012-13 City Apportionment	FY 2013-14 City Apportionment	FY 2014-15 City Apportionment	FY 2015-16 City Apportionment	FY 2016-17 City Apportionment	FY 2017-18 City Apportionment	FY 2018-19 City Apportionment
Aliso Viejo	551,066	585,824	623,778	662,055	699,528	730,584	761,807	793,033
Anaheim	4,349,548	4,623,891	4,923,464	5,225,584	5,521,360	5,766,481	6,012,921	6,259,386
Brea	740,552	787,261	838,267	889,705	940,064	981,798	1,023,757	1,065,720
Buena Park	1,259,212	1,338,635	1,425,363	1,512,828	1,598,457	1,669,420	1,740,765	1,812,118
Costa Mesa	1,993,754	2,119,508	2,256,827	2,395,313	2,530,891	2,643,250	2,756,214	2,869,189
Cypress	725,545	771,308	821,279	871,676	921,014	961,902	1,003,011	1,044,123
Dana Point	440,737	468,536	498,892	529,505	559,476	584,314	609,285	634,260
Fountain Valley	893,512	949,869	1,011,409	1,073,473	1,134,233	1,184,587	1,235,212	1,285,843
Fullerton	1,782,359	1,894,779	2,017,538	2,141,341	2,262,544	2,362,990	2,463,976	2,564,973
Garden Grove	2,075,686	2,206,608	2,349,570	2,493,747	2,634,897	2,751,873	2,869,479	2,987,097
Huntington Beach	2,598,494	2,762,392	2,941,362	3,121,854	3,298,555	3,444,994	3,592,222	3,739,464
Invine	3,245,206	3,449,893	3,673,406	3,898,818	4,119,497	4,302,382	4,486,251	4,670,139
Laguna Beach	347,720	369,652	393,601	417,754	441,399	460,995	480,696	500,400
Laguna Hills	485,743	516,381	549,837	583,576	616,608	643,982	671,504	699,028
Laguna Niguel	958,459	1,018,913	1,084,926	1,151,501	1,216,677	1,270,692	1,324,997	1,379,307
Laguna Woods	184,891	196,553	209,287	222,130	234,702	245,122	255,598	266,075
La Habra	754,624	802,221	854,195	906,611	957,927	1,000,454	1,043,210	1,085,970
Lake Forest	1,056,508	1,123,146	1,195,913	1,269,298	1,341,142	1,400,682	1,460,543	1,520,409
La Palma	241,955	257,217	273,881	290,687	307,141	320,776	334,485	348,195
Los Alamitos	173,133	184,053	195,978	208,003	219,777	229,534	239,343	249,154
Mission Viejo	1,325,655	1,409,269	1,500,573	1,592,653	1,682,800	1,757,508	1,832,618	1,907,735
Newport Beach	1,468,580	1,561,209	1,662,357	1,764,364	1,864,230	1,946,992	2,030,200	2,113,416
Orange	2,146,662	2,282,060	2,429,911	2,579,018	2,724,995	2,845,971	2,967,598	3,089,237
Placentia	635,180	675,243	718,991	763,111	806,304	842,100	878,089	914,081
Rancho Santa Margarita	589,157	626,318	666,896	707,818	747,882	781,084	814,465	847,849
San Clemente	774,185	823,016	876,337	930,112	982,758	1,026,387	1,070,252	1,114,120
San Juan Capistrano	532,874	566,484	603,186	640,199	676,436	706,466	736,658	766,853
Santa Ana	3,762,175	3,999,470	4,258,588	4,519,909	4,775,743	4,987,762	5,200,922	5,414,104
Seal Beach	348,633	370,623	394,634	418,851	442,558	462,205	481,959	501,714
Stanton	413,330	439,400	467,868	496,578	524,685	547,978	571,397	594,818
Tustin	1,217,783	1,294,593	1,378,468	1,463,055	1,545,866	1,614,495	1,683,493	1,752,498
Villa Park	72,427	76,995	81,983	87,014	91,939	96,021	100,124	104,229
Westminster	1,241,528	1,319,836	1,405,346	1,491,582	1,576,008	1,645,975	1,716,318	1,786,669
Yorba Linda	819,727	871,430	927,889	984,827	1,040,570	1,086,766	1,133,210	1,179,660
County Unincorporated	3,052,756	3,245,305	3,455,563	3,667,608	3,875,200	4,047,239	4,220,204	4,393,187
Total County	43,259,353	45,987,890	48,967,363	51,972,161	54,913,863	57,351,761	59,802,783	62,254,051

\* The Population, MPAH Mileage, and Taxable Sales Criteria used in the Turnback allocation model are updated annually

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# **APPENDIX K**

## **ARTERIAL HIGHWAY MILEAGE CHANGE REPORT**



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## Date

COUNTY/CITY OF \_\_\_\_\_

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# **APPENDIX L**

## **ACRONYMS**

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## **Acronyms**

AHRP	– Arterial Highway Rehabilitation Program
CEQA	– California Environmental Quality Act
CIP	– Capital Improvement Program
CMP	– Congestion Management Program
COC	– Citizen’s Oversight Committee
CTFP	– Combined Transportation Funding Program
GMA	– Growth Management Area
GME	– Growth Management Element
GMP	– Growth Management Program
LAFCO	– Local Agency Formation Commission
LOS	– Level of Service
LTA	– Local Transportation Authority
MOE	– Maintenance of Effort
MPAH	– Master Plan of Arterial Highways
OCCOG	– Orange County Council of Governments
TAC	– Technical Advisory Committee
TDM	– Traffic Demand Model
TOC	– Taxpayers Oversight Committee
TSC	– Technical Steering Committee
SCAQMD	– South Coast Air Quality Management District

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