

# **Measure M 2 Environmental Cleanup Allocation Committee**

**May 10, 2012**

## **Meeting Minutes**

### **Committee Members Present:**

Chair Mary Anne Skorpanich, O. C. Watersheds  
Vice Chair Garry Brown, Orange County Coastkeeper  
Scott Carroll, Costa Mesa Sanitary District  
William Cooper, UCI  
Sat Tamaribuchi, Environmental Consultant  
Dick Wilson, City of Anaheim

### **Committee Members Absent:**

Mark Adelson, Santa Ana Regional Water Quality Control Board  
John Bahorski, City of Cypress  
Tim Casey, City of Laguna Niguel  
Gene Estrada, City of Orange  
Chad Loflen, San Diego Water Quality Control Board  
Tom Rosales, General Manager, South Orange County Wastewater Authority  
Hector B. Salas, Caltrans

### **Orange County Transportation Authority Staff Present:**

Alison Army, Senior Transportation Analyst  
Marissa Espino, Senior Community Relations Specialist  
Janice Kadlec, Public Reporter  
Charlie Larwood, Manager of Planning and Analysis  
Dan Phu, Project Development Section Manager  
Tami Warren, Measure M Program Manager

### **Guests**

Wallace Walrod, OCBC

#### **1. Welcome**

Chair Mary Anne Skorpanich welcomed everyone and began the meeting at 10:10 a.m.

#### **2. Approval of the April 12, Meeting Minutes**

Approval of the April 12, 2012 Environmental Cleanup Allocation Committee (ECAC) Meeting Minutes was tabled until the next meeting due to a lack of a quorum.

**3. Recruitment of City Member (1<sup>st</sup> District)**

Marissa Espino reported on the progress to recruit a new ECAC member from the 1<sup>st</sup> District. The City of Westminster has submitted a letter of interest and the Cities of Fountain Valley, Garden Grove, and Santa Ana have indicated interest. There should be a new member to the ECAC by the next meeting.

**4. Tier 1 Status Update**

Alison Army gave a status update on Tier 1. A total of 50 project applications were received from the 26 cities and the County. Eight new cities have applied. The Evaluation Committee will review the projects and a list of recommended projects should be presented at the June ECAC meeting. The approved list of projects will be taken to the Executive Committee meeting on July 2 and the OCTA Board on July 9.

Chair Mary Anne Skorpanich asked if projects which were not funded at the last call were receiving funds at this call for projects. Alison Army said it was too early to know this.

**5. Tier 2 Status Update**

Dan Phu gave a status update on Tier 2. The Tier 2 information package was presented to the Executive Committee on May 7 and will be presented to the OCTA Board on May 14. Pending approval by the Board the call for projects should be released on June 4.

Chair Mary Anne Skorpanich asked if additional cities will be partnering with the City of Aliso Viejo Project. Dan Phu said Aliso Viejo is taking the lead on the project but several other cities will be partnering with them.

Charlie Larwood congratulated the External Affairs group on the outstanding outreach for the Tier 2 Program. There was concern about the smaller cities being left out of the programs but through outreach efforts and meetings with the small cities they were informed of the programs and shown the benefits.

**6. M2020 Workshop**

Tami Warren presented the M2020 presentation. This presentation described how, despite the economic downturn and the decline in sales tax revenue, the Measure M2 program could still be delivered. The presentation covered the proposals for each mode on what could be accomplished by the year 2020 and went into some additional detail on the I-405 and the alternatives currently being considered.

Chair Mary Anne Skorpanich asked with regard to the I-405 alternative 3, what was involved in obtaining tolling authority. Tami Warren said in order to build toll lanes OCTA would need legislative authorization. There is legislation in place and, depending on how the toll lanes are structured; this existing legislation could be used – if not new legislation will be needed.

Chair Mary Anne Skorpanich asked if the legislation required a joint powers agreement. Tami said it does not.

Garry Brown asked if the decision to create the express lanes is approved would it involve the Transportation Corridor Agencies (TCA). Tami Warren said no, OCTA and the TCA are separate entities; the new lanes would be modeled after the 91 Express Lanes which OCTA currently owns and operates.

Scott Carroll asked if staff is making a recommendation of which alternative to use. Tami Warren said the I-405 is currently in the environmental review process. After this, public input will be received and the final recommendation will be presented to the OCTA Board in July.

Scott Carroll asked what staff's position was currently. Tami Warren, speaking only for herself, said she saw the Express Lane alternative as an incredible opportunity. This alternative provides a congestion free option/choice to provide mobility for the future. It also offers an opportunity for increased transit use in the Express Lanes by providing an incentive through time and cost savings. . With alternative one or two, only one or two general purpose lanes are built and modeling shows they will become full quickly because of the demand. In most cases, we have widened our freeways as much as possible within the existing right of way. We cannot build our way out of congestion. There is too much demand today and in the future. Future widenings would require taking businesses and homes. This is not acceptable to the community.

Scott Carroll asked assuming the OCTA Board selects the express lane option, how long before construction is complete. Tami Warren said they are looking at completion in early 2019.

Charlie Larwood asked Tami Warren to explain the different ways the TCAs collect the tolls. Tami Warren said the TCAs have a flat rate that is not managed by congestion. They manage it by their debt – they price it to make sure they are paying off their debt. When the debt is paid off they will revert to free lanes. The 91 Express lanes were managed originally for profit by a private contractor. They were taken over by OCTA who manage the lanes to be congestion free. Prices vary depending on time of day to manage congestion.

Wallace Walrod said the coordination with Los Angeles County is better with the I-405 than it was with the I-5. Tami Warren said Los Angeles is looking at converting their I-405 High Occupancy Vehicle (HOV) lane into a High Occupancy Toll (HOT) lane.

Chair Mary Anne Skorpanich asked if either of the choices would have HOV direct connectors to the I-605 or SR-22. Tami Warren said yes.

Garry Brown asked about the need for the \$1 billion allocation for Street and Roads improvements. Charlie Larwood said this money was dedicated to build out the Master Plan of Arterial Highways (MPAH) and this also includes the turnback money the cities receive each year for things such as the pothole program, reconstruction, restriping, etc. Tami added it also includes funding for rail and road grade separations.

Garry Brown asked if there would be any surplus money from M1. Tami Warren said yes; on March 20, 2011 the OCTA Board took action to transfer excess M1 funds to M2 within the designated modes. It will take another couple of years until M1 is officially closed out.

Chair Mary Anne Skorpanich asked if OCTA will be a long term owner of the Freeway Environmental Mitigation Program properties acquired. Dan Phu said OCTA is not looking to maintain title to these properties. The thought is to transition the properties to long term managers and transfer the titles with the appropriate deed restrictions.

Dick Wilson said he was all for the accelerated program but he just questioned if there will be a shortage of revenues in the outer years. Tami Warren said that there are programs within M2 that operate on a pay as you go basis and would continue through the life of M2 (2041). However, what is being proposed is to complete the freeway program faster utilizing bonding bringing mobility sooner. This was done in M1 and by moving projects forward sooner resulted in cost savings and allowed OCTA to add a project (SR-22) which wasn't originally in the plan.

Chair Mary Anne Skorpanich asked what is planned for the Traffic Signal Synchronization Program. Tami Warren said she did not have the information available to give an update on the program but could send it to Chair Skorpanich but shared that several corridor have already been synchronized through capturing external funding (Prop 1B and Measure M) and several more are underway. Charlie Larwood said one of the toughest parts is getting the cooperative agreements with the different jurisdictions along with the added problems when they cross over the freeway and Caltrans is thrown into the mix. Tami also shared that M2 provides the added benefit of long term maintenance of the corridors to ensure the investment is maintained through the years.

Chair Mary Anne Skorpanich asked if the Traffic Signal Synchronization Program was a competitive program. Charlie Larwood said it is a competitive program that focuses on areas that need it most. Chair Mary Anne Skorpanich asked if all streets are eligible for funding. Charlie Larwood said yes, as long as they are on the MPAH system.

Garry Brown asked if the M2 financing based on the economic forecast was a conservative expenditure. Tami Warren said M2 bonding would occur in the freeway

component only. They are looking at maximized bonding but following OCTA financing protocol which ensures the appropriateness of the financing.

Garry Brown asked if they have done any job projections for M2. Tami Warren said they have not done this yet, but once the final plan is put together job creation information will be determined and shared.

**7. Public Comments**

There were no public comments.

**8. Committee Member Reports**

Sat Tamaribuchi asked if he could get a list of Tier 1 projects – all the projects applied for and all the projects funded. Garry Brown said they should have all the information at the next ECAC meeting.

William Cooper said he will be going on a nine month sabbatical starting April 2013 and wondered if he should resign. Marissa Espino suggested a replacement at UCI could attend in his stead.

**9. Next Meeting – June 14, 2012**

The next meeting of the ECAC will be June 14, 2012 in the OCTA offices.

**10. Adjournment**

The meeting adjourned at 10:55 a.m.