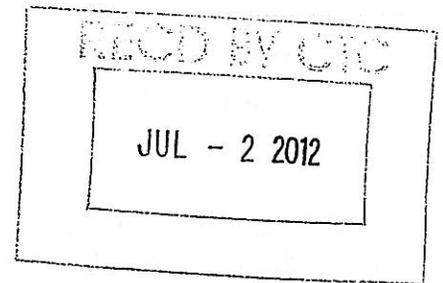


3630 Sunflower Circle
 Seal Beach, CA 90740
 June 27, 2012



Mitchell Weiss
 California Transportation Commission
 1120 N Street, Room 2221 (MS-52)
 Sacramento, CA 95814

Re: Renewed Measure M (or Measure M2) approved by voters on November 7, 2006
 San Diego Freeway (I-405) Improvement Project proposed by the OCTA

I feel that you must be made aware of the gross miscarriage of the will of the voters. I raise these issues as they specifically relate to Orange County's Renewed Measure M (or Measure M2) approved by voters on November 7, 2006 and the San Diego Freeway (I-405) Improvement Project currently in the Environmental Impact Report (EIR) public comment period proposed by the Orange County Transportation Authority (OCTA).

I have outlined a succinct version of the voter issue below:

- The OCTA completed a study whose results suggested that the best and only way to improve the 405 freeway in North Orange County was to add a single lane in each direction.
- The OCTA and Orange County placed Measure M2 on the ballot specifically stating that additional funds were needed to add one lane to the 405 freeway in each direction. Measure M2 was supported by over 69% of the voters. Orange County residents voted to pay an additional half-cent sales tax to fund this project (and many others outlined in Measure M2).
- Following the passage of Measure M2, the OCTA reaffirmed their commitment to use the funds from Measure M2 to add one lane to the 405 freeway in each direction.
- Six years pass. Now the OCTA is proposing THREE build options—only one of which is the original voter-approved and voter-funded option adding a single lane to the 405 in each direction.

Based on my observations at four public meetings that I have attended concerning the three-build-option proposal, *I believe that OCTA is planning to take the tax payer's money to build something other than the voter-supported and voter-paid option outlined in Measure M2!*

I have taken the time to hunt through various documents and websites to obtain facts that support my contentions.

The OCTA completed a study whose results suggested that the best and only way to improve the 405 freeway in North Orange County was to add a single lane in each direction: Prior to voter-approval of Measure M2, the OCTA completed the "Interstate 405 Major Investment Study." The "Interstate 405 Major Investment Study"

"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."²

Following the passage of Measure M2, the OCTA reaffirmed their commitment to use the funds from Measure M2 to add one lane to the 405 freeway in each direction: Following the passage of Measure M2, The OCTA 2006 Annual Report lauds itself and the voters of Orange county stating:

"On November 7, 2006, Orange County voters made history by approving the Renewed Measure M Transportation Investment Plan. This is the first time since 1912 that a transportation measure has received a greater than two-thirds majority in Orange County. Orange County voters passed the renewal its first time on the ballot, a testament to OCTA's success in keeping the promises of the original Measure M."³

Two pages later in the annual report, the OCTA reaffirms its commitment to adding a single general purpose lane in each direction to the 405 freeway (the minimal widening option).

"Work began on the Project Study Report for the San Diego Freeway (I-405) MIS after the OCTA Board selected Alternative 4 (the minimal widening option) as the Locally Preferred Strategy."⁴

Six years pass. Now the OCTA is proposing THREE build options—only one of which is the original voter-approved and voter-funded option adding a single lane to the 405 in each direction: The OCTA has prepared its Environmental Impact Report (EIR) and is in the public comment phase of the report. *Three build options are outlined. The proposed "Build Alternative 1" is the option that was presented to the voters in 2006, approved by the voters in 2006, and funded by Orange County tax payers.*

"Build Alternative 1: Add One General Purpose Lane in Each Direction

- o Adds a single general purpose lane in each direction of the I-405 freeway from Euclid Street to the I-605 interchange
- o Interchange improvements within the project limits

Build Alternative 2: Add Two General Purpose Lanes in Each Direction

- o Alternative 2 would add one general purpose freeway lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus add a second general purpose lane in the northbound direction from Brookhurst Street to the SR-

² "San Diego Freeway (I-405) Improvements between the I-605 Freeway in Los Alamitos area and Costa Mesa Freeway (SR-55)", Renewed Measure M Transportation Investment Plan, by Orange County Local Transportation Authority, Page 13, taken directly from the full text of Measure M.

<http://www.octa.net/MeasureM2/REST/ContentStream.ashx?entryId=1346&mode=Download>

³ "Renewed Measure M", OCTA 2006 Annual Report, by Orange County Local Transportation Authority, Page 7. http://www.octa.net/uploadedfiles/Files/pdf/octa_annual_2006.pdf

⁴ "Freeways", OCTA 2006 Annual Report, by Orange County Local Transportation Authority, Page 9. http://www.octa.net/uploadedfiles/Files/pdf/octa_annual_2006.pdf