



Measure M
Taxpayers Oversight Committee
at the Orange County Transportation Authority
600 S. Main Street, Orange CA
Room 103/4
December 9, 2008
6:00 p.m.



AGENDA

1. Welcome
2. Pledge of Allegiance
3. Approval of Minutes/Attendance Report for October 14, 2008
4. Chairman's Report
5. Action Items
 - A. Quarterly Measure M Revenue and Expenditure Report – September 2008
 - a. Receive and File
6. Presentation Items
 - A. Sales Tax Update
Presentation – Ken Phipps, Director of Finance and Administration
 - B. Freeway Program Update
Presentation – Tom Bogard, Director of Highway Project Delivery
 - C. Economic Recovery Strategies and Actions
Presentation – Kia Mortazavi, Executive Director, Development
 - D. Freeway Mitigation Outreach Program
Presentation – Marissa Espino, Senior Community Relations Specialist
 - E. Measure M Annual Hearing Planning
Presentation – Alice Rogan, Community Relations Officer
7. Growth Management Subcommittee Report
8. Audit Subcommittee Report
9. Committee Member Reports
10. OCTA Staff Update
11. Public Comments*
12. Next Meeting Date – February 10, 2009
13. Adjournment

*Public Comments: At this time, members of the public may address the Taxpayers Oversight Committee (TOC.) regarding any items within the subject matter jurisdiction of the TOC. provided that no action may be taken on off-agenda items unless authorized by law. Comments all be limited to five (5) minutes per person and 20 minutes for all comments, unless different time limits are set by the Chairman, subject to the approval of the TOC.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.



MEASURE M

Taxpayers Oversight Committee Fiscal Year 2008-2009 Attendance Record



X = Present E = Excused Absence * = Absence Pending Approval U = Unexcused Absence -- = Resigned

Meeting Date	8-Jul	12-Aug	9-Sep	14-Oct	11-Nov	9-Dec	13-Jan	10-Feb	10-Mar	14-Apr	12-May	9-Jun
Hamid Bahdori		E		X								
Rose Coffin		X		X								
C. James Hillquist		X		*								
Gilbert Ishizu		X		X								
James Kelly		X		X								
Narinder Mahal		X		X								
Howard Mirowitz		X		X								
Chuck Smith		X		X								
David Sundstrom		X		X								
Edgar Wylie		X		X								
Frederick von Coelin		X		X								

Absences Pending Approval

Meeting Date	Name	Reason
October 14, 2008	James Hillquist	Personal

Measure M Taxpayers Oversight Committee

October 14, 2008

Meeting Minutes

Committee Members Present:

David Sundstrom, County Auditor-Controller, Chairman
Narinder Mahal, First District Representative
Charles Smith, First District Representative
Gilbert Ishizu, Second District Representative
Howard Mirowitz, Second District Representative
Edgar Wylie, Third District Representative
Frederick Von Coelin, Fourth District Representative
Rose Coffin, Fourth District Representative
James Kelly, Fifth District Representative
Hamid Bahadori, Fifth District Representative

Committee Members Absent:

C. James Hillquist, Third District Representative

Orange County Transportation Authority Staff Present:

Ellen Burton
Darrell Johnson
Ken Phipps
Alice Rogan
Monte Ward
Janice Kadlec

Members of the Public

None

1. Welcome

Chair David Sundstrom welcomed the committee and started the meeting at 6:20 p.m.

2. Pledge of Allegiance

Chair David Sundstrom led the Committee in the Pledge of Allegiance.

3. Approval of Minutes for August 12, 2008

A motion was made by Gilbert Ishizu and seconded by Edgar Wylie to approve the August 12, 2008 TOC meeting minutes. The motion passed unanimously.

4. Chairman's Report

New 5th District member Hamid Bahadori, introduced himself and gave a brief background report.

5. Action Items

A. Quarterly Measure M Revenue and Expenditure Report – June 2008

Chair David Sundstrom said the report was reviewed in the Audit Subcommittee and they had no comments or issues on the report. A motion was made by Charles Smith to receive and file the Quarterly Measure M Revenue and Expenditure Report. The motion was approved unanimously.

B. Growth Management Subcommittee 2008/09 Eligibility Report

As Co-Chairs of the Growth Management Subcommittee, Charles Smith and Gilbert Ishizu gave the 2008-09 Eligibility Report. Charles Smith reported the Measure M Ordinance requires all local jurisdictions in Orange County to annually satisfy the requirements of the Measure M Growth Management Program (GMP) to the Orange County Transportation Authority (OCTA) in order to remain eligible for receiving Measure M turnback and competitive funds. The Taxpayers Oversight Committee through the work of the Growth Management Program Subcommittee is responsible for reviewing and approving the local agencies Capital Improvement Programs (CIP) to ensure the projects are eligible transportation projects. The GMP Subcommittee met with OCTA staff and reviewed more than 500 proposed projects, submitted questions for further clarification when needed, and determined the projects reviewed are eligible based on responses submitted by the cities.

Gilbert Ishizu reported no significant issue regarding eligibility remains. However, the GMP Subcommittee highlighted an area of future attention of the Audit Subcommittee regarding a repayment arrangement reported by City of Laguna Beach. In conclusion, the GMP Subcommittee has completed its responsibilities and recommends the Taxpayers Oversight Committee (TOC) approve the recommendations.

- A) Approve the Measure M Growth Management Program Eligibility Review and find all local jurisdictions eligible to receive Measure M funds for turnback and competitive funds for fiscal year 2008-09.
- B) Continue the notification to the Audit Subcommittee of the City of Laguna Beach's self-finance plan for street rehabilitation for future monitoring.

Gilbert continued to say the TOC recommendation will be combined with the Technical Advisory Committee recommendation(s) and staff will present the eligibility report to the OCTA Board of Directors. He thanked the members of the Subcommittee for their time and effort they put in to review all the plans and the support of the OCTA staff, particularly Theresa Oliveri and Paul Rodriguez.

Chair David Sundstrom asked staff to include a discussion of the City of Laguna Beach's self-finance plan on the agenda for the next Audit Subcommittee meeting.

A motion to approve the GMP Subcommittee recommendations was made, seconded, and approved unanimously.

6. Presentation Items

A. Quarterly Measure M Revenue and Expenditure Report – June 2008

Ken Phipps, Director of Finance, Administration and Human Resources, provided a Revenue Forecast Update for Measure M1 and Measure M2. The forecast reflected information from three Universities: Chapman University, UCLA, and CSUF. The update compared forecast figures from 2005 with forecast figures in 2008. Ken said that the forecast showed expected revenues from M2 had been reduced to \$18.7 billion (forecasting \$4.3 billion less), but noted that financial forecasts tended to be conservative. He provided a chart that compared the forecast to actual levels recorded in 2005 through 2008, which indicated how the forecasts were conservative.

B. Metrolink Update

Darrell Johnson, Director of Transit Project Delivery presented a Metrolink Update. Darrell provided committee members with a Metrolink Service Expansion Program Summary, which included: Track Infrastructure Projects, Station/Parking Projects, Grade Crossing Enhancements and Quiet Zones, Rolling Stock, and Fiber Optics Communications Backbone. He informed the Committee what phase the projects were in, the status of the projects, and the expected completion dates.

Darrell also provided the Committee with an information packet on the September 12, 2008 Chatsworth train collision. This packet included information on the recent accident from OCTA, Metrolink, Federal Railroad Administration, and Public Utilities Commission of the State of California. Darrell outlined some of the proposed changes to the rail system as a result of the accident.

Narinder Mahal asked if the proposed second engineer was actually going to sit in the cab of the engine with the primary engineer. This appeared to lead to more distraction. Darrell said yes, there have been a number of accidents or near accidents in recent years where this new regulation would have helped, although, this seemed like a reaction to the accident and hopefully will not be a long-term solution.

Howard Mirowitz asked what the cost of the new positive train control technology was to Metrolink. Darrell responded \$2.3 billion systemwide.

Gilbert Ishizu asked if there had been any discussions to eliminate single-track lines and add double track lines. Darrell said there are a number of plans in place to add another track to the single-track lines, but there are also some ecologically sensitive areas where this cannot be done.

A. Environmental Programs Overview

Monte Ward presented an overview of two environmental programs authorized by renewed Measure M. One program provides mitigation for the 13 freeway projects and the second program involves water quality improvement projects related to the water runoff from roads and freeways. There is approximately \$240 - \$250 million available for each program. Monte described each of the programs and outlined what progress has been reached in developing plans for project selection and approval. He said he expected to have a master agreement for freeway mitigation projects available in early 2009 and a water quality call for project plan in place in late 2009 or early 2010.

Monte Ward said the Environmental Clean-up Allocation Committee (ECAC) needed a member from the TOC to sit on the Committee. David Sundstrom asked when and where the Committee met. Monte said the Committee met the second Thursday of the month from 10:00 a.m. to noon in the OCTA first floor conference room. Rose Coffin volunteered to sit on this committee. David said if Rose took on the new assignment, he would excuse her from the Audit Subcommittee.

Narinder Mahal said he was under the impression the water drainage was a closed system; the first fifteen minutes of rainwater was captured in catch basins. Monte said this was true for water supply, but the run off from roads goes into drains that drain into the ocean. We are under Federal mandates to clean up this water before it gets to the ocean.

Charles Smith asked if the Orange County Water District was involved in the process? Monte said yes, the Orange County Water District has a member on the ECAC.

7. Growth Management Subcommittee Report

There was nothing further to report. Chair David Sundstrom thanked the subcommittee for all their hard work.

8. Audit Subcommittee Report

Chair David Sundstrom said the Audit Subcommittee met earlier and reviewed the Measure M Quarterly Report. Ken Phipps also presented the Audit Subcommittee members with a report on the one percent limit on administrative salaries. The report indicated OCTA was within the policy guidelines by \$4.5 million.

In addition, Monte Ward presented a report on committee responsibilities as outlined in the Ordinance. A major charge of the TOC was to ensure OCTA conducts a triennial performance review of Measure M. The Audit Subcommittee will be working with OCTA to help build the audit.

The Audit Subcommittee agreed to submit a letter to the OCTA Board of Directors regarding concerns about the use of rubberized asphalt on Trask Avenue in Garden

Grove as part of the SR-22 Project. The letter will convey the TOC's concerns of whether this is a valid use of Measure M funds.

Hamid Bahadori asked what the cost difference was in using rubberized asphalt. Monte Ward said he did not have the figures available, but will get them to him. Frederick von Coelin said durability of rubberized asphalt was also an issue. Chair Sundstrom agreed, but price was the primary issue.

9. Committee Member Reports

There were no further reports

10. OCTA Staff Update

Alice Rogan gave a staff update.

11. Public Comments

No one from the public spoke.

12. Next Meeting Date – December 9, 2008

13. Adjournment

The meeting adjourned at 7:35 p.m.

Action

Items

Measure M
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of September 30, 2008

Schedule 1

(\$ in thousands)	Quarter Ended Sept 30, 2008	Year to Date Sept 30, 2008	Period from Inception to Sept 30, 2008
	(A)	(B)	
Revenues:			
Sales taxes	\$ 54,427	\$ 54,427	\$ 3,396,220
Other agencies share of Measure M costs			
Project related	-	-	380,172
Non-project related	-	-	614
Interest:			
Operating:			
Project related	-	-	923
Non-project related	5,767	5,767	229,657
Bond proceeds	-	-	136,067
Debt service	804	804	78,617
Commercial paper	21	21	6,067
Orange County bankruptcy recovery	-	-	42,268
Capital grants	933	933	145,945
Right-of-way leases	97	97	4,456
Proceeds on sale of land held for resale	537	537	20,281
Miscellaneous	-	-	801
Total revenues	62,586	62,586	4,442,088
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	735	735	49,705
Professional services:			
Project related	1,778	1,778	163,193
Non-project related	57	57	27,455
Administration costs:			
Project related	582	582	16,295
Non-project related	1,247	1,247	73,806
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	21	21	1,159
Non-project related	68	68	15,347
Payments to local agencies:			
Turnback	6,383	6,383	500,777
Competitive projects	1,588	1,588	494,110
Capital outlay	621	621	1,895,997
Debt service:			
Principal payments on long-term debt	-	-	767,400
Interest on long-term debt and commercial paper	6,682	6,682	541,224
Total expenditures	19,762	19,762	4,625,086
Excess (deficiency) of revenues over (under) expenditures	42,824	42,824	(182,998)
Other financing sources (uses):			
Transfers out:			
Project related	(1,000)	(1,000)	(252,369)
Non-project related	-	-	(5,116)
Transfers in project related	34	34	1,863
Bond proceeds	-	-	1,169,999
Advance refunding escrow	-	-	(931)
Payment to refunded bond escrow agent	-	-	(152,930)
Total other financing sources (uses)	(966)	(966)	760,516
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$ 41,858	\$ 41,858	\$ 577,518

See accompanying notes to Measure M Schedules

Measure M
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of September 30, 2008

(\$ in thousands)	Quarter Ended Sept 30, 2008 (actual)	Year Ended Sept 30, 2008 (actual)	Period from Inception through Sept 30, 2008 (actual)	Period from October 1, 2008 through March 31, 2011 (forecast)	Total
	(C.1)	(D.1)	(D.1)	(E.1)	(F.1)
Tax revenues:					
Sales taxes	\$ 54,427	\$ 54,427	\$ 3,396,220	\$ 705,007	\$ 4,101,227
Other agencies share of Measure M costs	-	-	614	-	614
Operating interest	5,767	5,767	229,657	23,821	253,478
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous	-	-	801	-	801
Total tax revenues	60,194	60,194	3,647,975	728,828	4,376,803
Administrative expenditures:					
SBOE fees	735	735	49,705	6,557	56,262
Professional services, non-project related	57	57	18,650	4,153	22,803
Administration costs, non-project related	1,247	1,247	73,806	13,776	87,582
Operating transfer out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	68	68	6,248	3,247	9,495
	2,107	2,107	183,317	27,732	211,049
Net tax revenues	\$ 58,087	\$ 58,087	\$ 3,464,658	\$ 701,095	\$ 4,165,753
	(C.2)	(D.2)	(E.2)	(F.2)	
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 1,169,999	\$ -	\$ 1,169,999
Interest revenue from bond proceeds	-	-	136,067	-	136,067
Interest revenue from debt service funds	804	804	78,617	9,881	88,498
Interest revenue from commercial paper	21	21	6,067	-	6,067
Orange County bankruptcy recovery	-	-	21,585	-	21,585
Total bond revenues	825	825	1,412,335	9,881	1,422,216
Financing expenditures and uses:					
Professional services, non-project related	-	-	8,805	-	8,805
Payment to refunded bond escrow	-	-	153,861	-	153,861
Bond debt principal	-	-	767,400	236,555	1,003,955
Bond debt interest expense	6,682	6,682	541,224	21,725	562,949
Orange County bankruptcy loss	-	-	48,826	-	48,826
Other, non-project related	-	-	9,099	-	9,099
Total financing expenditures and uses	6,682	6,682	1,529,215	258,280	1,787,495
Net bond revenues (debt service)	\$ (5,857)	\$ (5,857)	\$ (116,880)	\$ (248,399)	\$ (365,279)

See accompanying notes to Measure M Schedules

Measure M
Schedule of Revenues and Expenditures Summary
as of September 30, 2008

Project Description (C)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Sept 30, 2008 (N)	Reimbursements through Sept 30, 2008 (O)	Project Cost (P)	Percent of Budget Expended (Q)
Freeways (43%)										
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 817,424	\$ 982,834	\$ 810,010	\$ 804,897	\$ 177,937	\$ 5,113	\$ 777,011	\$ 80,987	\$ 696,074	85.9%
I-5 between I-5/A-405 Interchange and San Clemente	58,468	70,299	57,836	59,935	10,364	(2,099)	70,294	10,358	59,936	103.6%
I-5/A-405 Interchange	74,209	89,226	72,802	73,075	16,151	(273)	98,157	25,082	73,075	100.4%
S.R. 55 (Costa Mesa Fwy) between I-5 and S.R. 91 (Riverside Fwy)	49,473	59,484	44,511	50,196	9,288	(5,685)	55,511	6,172	49,339	110.8%
S.R. 57 (Orange Fwy) between I-5 and Lambert Road	42,726	51,372	46,128	44,596	6,776	1,532	25,617	2,859	22,758	49.3%
S.R. 91 (Riverside Fwy) between Riverside Co. Inc & Los Angeles Co. line	106,816	128,431	116,136	105,666	22,765	10,470	123,995	18,606	105,389	90.7%
S.R. 22 (Garden Grove Fwy) between S.R. 55 and Valley View St.	340,687	409,627	295,050	299,490	110,137	(4,440)	590,619	298,395	292,224	99.0%
Subtotal Projects	1,489,803	1,791,273	1,442,473	1,437,855	353,418	4,618	1,741,204	442,459	1,298,745	
Net (Bond Revenue)/Debt Service			307,382	307,382	(307,382)	-	307,668		307,668	
Total Freeways	\$ 1,489,803	\$ 1,791,273	\$ 1,749,855	\$ 1,745,237	\$ 46,036	\$ 4,618	\$ 2,048,872	\$ 442,459	\$ 1,606,413	51.2%
Regional Street and Road Projects (11%)										
Smart Streets	\$ 130,667	\$ 157,108	\$ 154,734	\$ 154,734	\$ 2,374	\$ -	\$ 145,229	\$ 3,489	\$ 141,740	91.6%
Regionally Significant Interchanges	76,222	91,647	91,647	91,647	-	-	58,455	146	58,309	63.6%
Intersection Improvement Program	108,889	130,924	130,924	130,924	-	-	67,375	214	67,161	51.3%
Traffic Signal Coordination	54,445	65,462	65,462	65,462	-	-	45,938	132	45,806	70.0%
Transportation Systems Management and Transportation Demand Management	10,889	13,092	13,092	13,092	-	-	7,782	149	7,633	58.3%
Subtotal Projects	381,112	458,233	455,859	455,859	2,374	-	324,779	4,130	320,649	
Net (Bond Revenue)/Debt Service			2,374	2,374	(2,374)	-	2,377		2,377	
Total Regional Street and Road Projects	\$ 381,112	\$ 458,233	\$ 458,233	\$ 458,233	\$ -	\$ -	\$ 327,156	\$ 4,130	\$ 323,026	10.3%
%				11.1%						

Measure M
Schedule of Revenues and Expenditures Summary
as of September 30, 2008

Project Description (G)	Net Tax Revenues Program to date (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Sept 30, 2008 (N)	Reimbursements through Sept 30, 2008 (O)	Project Cost (P)	Percent of Budget Expended (Q)
Local Street and Road Projects (21%)										
Master Plan of Arterial Highway Improvements	\$ 123,870	\$ 169,172	\$ 169,172	\$ 169,172	\$ -	\$ -	\$ 75,349	\$ 99	\$ 75,250	44.5%
Streets and Roads Maintenance and Road Improvements	503,708	605,636	605,636	605,636	-	-	500,793	-	500,793	82.7%
Growth Management Area Improvements	100,000	100,000	100,000	100,000	-	-	68,731	431	68,300	68.3%
Subtotal Projects	727,578	874,808	874,808	874,808	-	-	644,873	530	644,343	
Net (Bond Revenue)/Debt Service										
Total Local Street and Road Projects	\$ 727,578	\$ 874,808	\$ 874,808	\$ 874,808	\$ -	\$ -	\$ 644,873	\$ 530	\$ 644,343	
%				21.2%					20.5%	
Transit Projects (25%)										
Pacific Electric Right-of-Way	\$ 16,764	\$ 20,157	\$ 15,000	\$ 14,000	\$ 6,157	\$ 1,000	\$ 16,389	\$ 2,586	\$ 13,803	92.0%
Commuter Rail	309,702	376,419	363,422	360,989	15,430	2,433	351,439	60,874	290,565	80.0%
High-Technology Advanced Rail Transit	379,995	456,889	441,114	464,580	(7,691)	(23,466)	65,668	6,355	59,313	13.4%
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	20,000	-	-	17,010	-	17,010	85.1%
Transitways	139,704	167,974	146,381	126,348	41,626	20,033	162,513	36,687	125,826	86.0%
Subtotal Projects	866,165	1,041,439	985,917	985,917	55,522	-	613,019	106,502	506,517	
Net (Bond Revenue)/Debt Service			55,522	55,522	(55,522)	-	55,574		55,574	
Total Transit Projects	\$ 866,165	\$ 1,041,439	\$ 1,041,439	\$ 1,041,439	\$ -	\$ -	\$ 668,593	\$ 106,502	\$ 562,091	
%				25.3%					17.9%	
Total Measure M Program	\$ 3,464,658	\$ 4,165,753	\$ 4,124,335	\$ 4,119,717	\$ 46,036	\$ 4,618	\$ 3,689,494	\$ 553,621	\$ 3,135,873	

See accompanying notes to Measure M Schedules

Information Items



BOARD COMMITTEE TRANSMITTAL

November 24, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Metrolink Ridership and On-Time Performance Report

Transit Committee meeting of November 13, 2008

Present: Directors Brown, Buffa, Dixon, Green, Nguyen, Pulido, and Winterbottom
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Receive and file as an information item.



November 13, 2008

To: Transit Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Metrolink Ridership and On-Time Performance Report

Overview

A report on Metrolink ridership and on-time performance for service in Orange County, covering the first quarter of fiscal year 2008-09, is presented.

Recommendation

Receive and file as an information item.

Background

The Southern California Regional Rail Authority (SCRRA), a regional joint powers authority (JPA), operates seven lines throughout Southern California's five-county, 400-mile commuter rail system known as Metrolink. Metrolink's five-agency membership includes the Los Angeles County Metropolitan Transportation Authority, the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), the San Bernardino Associated Governments (SANBAG), and the Ventura County Transportation Commission. Metrolink operates 145 daily trains, serving 55 stations, and carries over 47,000 riders per day.

The Metrolink Orange County (OC) Line service began in 1994, followed by the Inland Empire – Orange County (IEOC) Line in 1995 and the 91 Line in 2002. Today, the three lines serving Orange County provide a total of 44 daily weekday trains to 11 Orange County stations. The Rail 2 Rail Program, which began in 2003, allows Metrolink monthly pass holders the option of riding Amtrak Pacific Surfliner trains at no additional charge, provided the pass holder travels within the designated stations identified on the pass holder's monthly pass.

The OC and IEOC lines' weekend services are in the third year of operation. The OC Line provides four round trips on Saturday and Sunday year-round and is funded by OCTA. The year-round IEOC Line weekend service operates three

seating capacity issue. Trains experiencing the heaviest loads receive priority for the deployment of additional cars.

The overall increase in ridership continues to have an impact on parking capacity at Orange County stations, which are owned and operated by each city. The stations with known parking capacity issues include Buena Park, Fullerton, and Tustin. As previously reported, consistent with the Metrolink Service Expansion Program, staff is working with these cities to increase parking capacity. The parking shortage at the Laguna Niguel/Mission Viejo Station was somewhat alleviated this quarter likely due to the drop in gas prices and the opening of the Irvine parking structure. The parking structure at the Irvine Station opened on August 27, 2008, providing 1,500 spaces and tripling the number of parking spaces that were available prior to construction. According to parking counts by the City of Irvine, the highest number of vehicles to park in the structure to date is 650.

On Friday afternoon, September 12, 2008, Metrolink train 111 collided with a Union Pacific Railroad freight train just west of the Metrolink station in Chatsworth, suspending service on the Ventura County Line. While ridership on the three lines serving Orange County was not directly effected, systemwide average weekday ridership for the first and second week following the incident dropped slightly below pre-incident levels.

Weekend Ridership

Metrolink weekend service carried a total of 50,070 Orange County riders during the first quarter of FY 2008-09, 51.5 percent above the same period last year. Average daily ridership on the OC Line is up 79.7 percent on Saturday and 104.5 percent on Sunday. Average Saturday ridership on the IEOC Line is up 28 percent over last year, while the IEOC Line Sunday ridership is up 15.6 percent (Attachment B).

Special Events

Metrolink is offering an easy way to travel on Thanksgiving weekend. The IEOC Line will operate a special Thanksgiving Day schedule. Passengers will save 25 percent off regular weekday fares and up to three children, 17 and under, can ride free with any adult ticket. Round trip tickets purchased for Thanksgiving Day are valid for return travel any day through Sunday, November 30, 2008. Tickets are available for advanced purchase starting November 1, 2008, at all ticket vending machines, via the "Future Dated" ticket selection option.

on-time performance is lower than weekday on-time performance mainly because the number of trains operated on weekends is lower than those in service during the week, therefore, a few delays can significantly impact on-time performance percentages, as shown in Attachment C. For example, in July 2008, the IEOC Line weekend service experienced delays due to mechanical problems and an incident in which a train struck a shopping cart. In August 2008, late weekend trains were caused by mechanical problems, Amtrak meets, and Santa Ana street crossing rehabilitation. On September 21, 2008, the OC and IEOC lines' trains were delayed by an incident between an Amtrak train and an automobile. These three incidents caused measurable delays to 11 trains during the first quarter.

Bus Shuttle Service

All 300 parking spaces continue to be occupied since the opening of the Buena Park Station. Bus shuttle service began on May 27, 2008, between the Buena Park Metrolink Station and the Fullerton Park-and-Ride facility and has been operating during weekday peak hours to help alleviate the lack of available parking. Average daily morning shuttle peak bus boardings held steady at 26 passengers. OCTA and the City of Buena Park are working to develop a long-term parking solution for Metrolink passengers.

The *i* shuttle routes A and B, operated by the City of Irvine, began service on June 9, 2008. The service runs between the Tustin Metrolink Station and the Irvine Business Complex area, from 5:30 a.m. to 9:30 a.m. and 3:30 p.m. to 7:30 p.m. on weekdays and from 9:30 a.m. to 3:30 p.m. on weekends. The City of Irvine estimates that 90 percent of the patrons are generated from the Tustin Metrolink Station either commuting to/from Metrolink trains. The *i* shuttle ridership peaked in July, with over 11,000 boardings, and has grown 54.7 percent from June 2008 through September 2008. This quarter, the City of Irvine canceled both weekend routes A and B in response to low ridership. The last day of weekend service was Sunday, September 28, 2008. Weekday service on these routes will remain unchanged.

Summary

This report provides an update on the OCTA commuter rail ridership and on-time performance for the first quarter of FY 2008-09. Daily average weekday and weekend ridership increased by 15.4 percent and 15.6 percent respectively, on all three lines serving Orange County, for a total daily average of 17,062 riders. Average weekday on-time performance was within the systemwide goal of 95 percent, while weekend on-time performance was slightly below the goal.



BOARD COMMITTEE TRANSMITTAL

November 10, 2008

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Fiscal Year 2008-09 Measure M Eligibility Review

Highways Committee Meeting of November 3, 2008

Present: Directors Amante, Cavecche, Dixon, Glaab, Green, Mansoor,
Norby, Pringle, and Rosen
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Approve the Measure M turnback and competitive funding eligibility for all local jurisdictions in Orange County.



November 3, 2008

To: Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Fiscal Year 2008-09 Measure M Eligibility Review

Overview

In order to remain eligible to receive Measure M turnback and competitive funds, all local jurisdictions in Orange County are required to submit elements of the Growth Management Program in accordance with the Measure M Ordinance No. 2 for review to determine compliance. The eligibility review process for fiscal year 2008-09 has been completed and is presented for Board of Directors consideration and approval.

Recommendation

Approve the Measure M turnback and competitive funding eligibility for all local jurisdictions in Orange County.

Background

In November 1990, the Revised Traffic Improvement and Growth Management Ordinance, known as Measure M, was passed. This implemented a one-half of 1 percent sales tax collection for the purpose of funding local transportation improvements.

Measure M includes an apportionment of 32 percent of revenues to local jurisdictions for street maintenance and improvements, which includes both turnback (formula distribution) and competitive programs. The turnback of sales tax money is apportioned by applying a formula using population, miles of existing Master Plan of Arterial Highways (MPAH) designated roadways located within the jurisdiction, and taxable sales. The competitive allocations are made through a call for projects.

To maintain eligibility for fiscal year 2008-09 Measure M funds, all local jurisdictions are required to submit a seven-year Capital Improvement Program (CIP)

Attachment

A. Measure M Eligibility Checklist for Fiscal Year (FY) 2008-09

Prepared by:

Tresa Oliveri

Tresa Oliveri
Transportation Analyst
(714) 560-5374

Approved by:

Kia Mortazavi

Kia Mortazavi
Executive Director, Development
(714) 560-5741

MEASURE M ELIGIBILITY CHECKLIST FOR FISCAL YEAR (FY) 2008-09

Responsibility: Cities and County

FY 2008-09 MEASURE M CHECKLIST

YES NO

Capital Improvement Program (CIP)

- | | | | |
|----|---|--------------------------|--------------------------|
| 1. | Did you submit your draft Measure M seven-year CIP for FY 2008-09 through FY 2014-15 to the Orange County Transportation Authority (OCTA) by June 30, 2008? | <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 (2008) 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 8, 2008, for submitting your final, adopted Measure M seven-year CIP to OCTA? | <input type="checkbox"/> | <input type="checkbox"/> |

Maintenance of Effort (MOE)

- | | | | |
|----|---|--------------------------|--------------------------|
| 2. | Did you submit your MOE certification and supporting budget documentation to OCTA by June 30, 2008? | <input type="checkbox"/> | <input type="checkbox"/> |
| a. | Did you use the MOE reporting form included in the Growth Management Program (GMP) preparation manual for FY 2008-09? | <input type="checkbox"/> | <input type="checkbox"/> |

Pavement Management Program (PMP)

- | | | | |
|----|---|--------------------------|--------------------------|
| 3. | Did you submit a PMP update to OCTA in 2007? | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. | If you answered "no" to question #3, did you submit a PMP update to OCTA for FY 2008-09 by June 30, 2008? | <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 Arterial Highway Rehabilitation Program standards? | <input type="checkbox"/> | <input type="checkbox"/> |



November 10, 2008

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: Measure M Quarterly Progress Report

Overview

Staff has prepared a Measure M progress report for the third quarter of 2008. This is a regular report that highlights the Measure M projects and programs currently under development.

Recommendation

Receive and file as an information item.

Background

Measure M Ordinance No. 2 requires quarterly reports to the Orange County Transportation Authority's (OCTA) Board of Directors (Board), which present the progress of implementing the Measure M Expenditure Plan. Quarterly reports highlight accomplishments for the freeway, streets and roads, and transit programs within Measure M. Reports also include summary financial information for the period and total program to date.

Discussion

This quarterly report updates progress in implementing the Measure M Expenditure Plan during the third quarter of 2008 (July through September). Highlights and accomplishments of work-in-progress for freeway, streets and roads, and transit programs, along with expenditure information are presented for Board review.

Freeway Program

Prior Measure M construction projects along the Santa Ana Freeway (Interstate 5), Costa Mesa Freeway (State Route 55), Orange Freeway (State Route 57), and

The design notice to proceed for the Yorba Linda Boulevard to Lambert Road project was also issued on February 18, 2008. This project also has a compressed design duration of only 22 months. Design is currently 40 percent complete. The 35 percent draft roadway design plans were submitted on schedule to Caltrans for review and comment in June 2008. The shortened project schedule requires an expedited review by Caltrans, which was completed in July 2008.

Work is also underway on the SR-57 project between Katella Avenue and Lincoln Avenue. To expedite project delivery, OCTA awarded a consultant contract combining both environmental and design services. The combined effort is scheduled to be completed in an accelerated 31 month schedule. The notice to proceed was issued on April 10, 2008. The environmental phase is currently 72 percent complete with the consultant team expediting the engineering and technical studies and well underway with the preparation of the environmental document.

Streets and Roads Programs

Substantial additional funding to cities and the County is provided by the various programs within the Measure M Local and Regional Streets and Roads Programs through OCTA's Combined Transportation Funding Program (CTFP). The CTFP encompasses Measure M streets and roads competitive programs, as well as federal sources such as the Regional Surface Transportation Program. Funds are awarded on a competitive basis within the guidelines of each program and are used to fund a wide range of transportation projects.

During the third quarter of 2008, the CTFP provided \$11.9 million towards streets and roads projects throughout the County. This included the commencement of \$7.9 million in projects and the closeout of an additional \$4 million. Some of the projects of significance include: the City of Anaheim's Gene Autry Way project was issued \$5.2 million toward the right-of-way phase, the City of Dana Point's project at Del Obispo Street was issued \$1.2 million toward construction, and the City of Orange was issued \$1.2 million for efforts in improving Santiago Canyon Road.

Transit Programs

Rail Program

The OCTA rail program is comprised mainly of the Metrolink Commuter Rail Program and the associated capital improvements intended to support existing service as well as future service expansion.

City-Initiated Transit Extensions to Metrolink

Go Local Step Two activities continued moving forward through the third quarter. The bus/shuttle concepts submitted in Step One have been reviewed and evaluated, with the exception of four outstanding project teams. Recommendations for Step Two have been developed and were presented to the Board in October 2008. The four outstanding teams are anticipated to submit a final report by the end of the year.

In May 2008, the Board directed staff to procure outside resources to work directly with participating local agencies to conduct service planning on the bus/shuttle concepts and to supplement program development through program management oversight and technical support. These two requests for proposals (RFP) were issued and staff has completed evaluations. The recommendations were presented to the Board in late October 2008. The service planning work will occur over the next 12 - 24 months.

Activities on the fixed-guideway project concepts included drafting cooperative agreements with the cities of Anaheim and Santa Ana to define the roles and responsibilities, as well as project milestones, for use of each of the city's \$5.9 million award for Step Two. The City of Anaheim released a RFP for this work at the end of October 2008 and the City of Santa Ana will follow in November 2008. The City of Irvine continued work on its alternatives analysis and preliminary environmental work.

Development of the Anaheim Regional Transportation Intermodal Center (ARTIC) continues moving forward. OCTA, in coordination with the City of Anaheim, has completed a project description for ARTIC. The project description defines the approved three phase implementation and a general description of each phase. Staff has also been working with the City of Anaheim on a cooperative agreement to define roles and responsibilities of each agency for Phase 1 of the ARTIC development. These two documents will be presented to the Board in early November 2008.

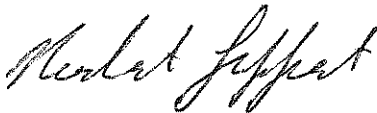
Financial Status

As required in Measure M, all Orange County eligible jurisdictions receive 14.6 percent of the sales tax revenue based on population ratio, Master Plan of Arterial Highways miles, and total taxable sales. There are no competitive criteria to meet, but there are administrative requirements such as having a growth management plan. This money can be used for local transportation projects as well as ongoing maintenance of local streets and roads. The total amount of Measure M turnback funds distributed since program implementation is

Attachments

- A. Measure M Local Turnback Payments
- B. Measure M Revenue and Expenditure Summary as of September 30, 2008
- C. Supporting Information to Measure M Revenue and Expenditure Summary

Prepared by:



Norbert Lippert
Project Controls Manager
(714) 560-5733

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741

MEASURE M LOCAL TURNBACK PAYMENTS

Agency	Third Quarter 2008	Total Apportionment as of 09/30/08
Aliso Viejo	\$ 73,932	\$ 3,109,541
Anaheim	688,346	54,905,723
Brea	109,850	8,935,724
Buena Park	185,689	13,430,927
Costa Mesa	286,625	23,606,519
Cypress	112,451	8,807,724
Dana Point	68,225	5,603,050
Fountain Valley	129,207	10,780,459
Fullerton	258,460	21,513,116
Garden Grove	300,896	24,513,637
Huntington Beach	386,761	32,128,679
Irvine	504,183	35,055,487
Laguna Beach	52,723	4,201,282
Laguna Hills	73,598	5,908,520
Laguna Niguel	136,623	10,650,684
Laguna Woods	28,234	1,500,341
La Habra	109,001	8,400,679
Lake Forest	160,841	10,998,908
La Palma	36,902	2,810,553
Los Alamitos	27,455	2,352,900
Mission Viejo	194,085	15,567,504
Newport Beach	216,298	15,453,426
Orange	330,763	25,996,308
Placentia	95,611	7,761,666
Rancho Santa Margarita	88,280	4,042,620
San Clemente	114,197	7,898,256
San Juan Capistrano	79,774	6,185,378
Santa Ana	590,204	49,159,891
Seal Beach	51,769	3,949,652
Stanton	61,325	4,932,715
Tustin	165,434	13,481,955
Villa Park	10,888	900,228
Westminster	177,497	14,754,159
Yorba Linda	118,582	9,281,578
County Unincorporated	357,932	32,149,412
Total County:	\$ 6,382,640	\$ 500,729,202

Measure M Revenue and Expenditure Summary
as of September 30, 2008

ATTACHMENT B

Project Description (\$ in thousands, escalated to year of expenditure/revenue)	Total Net Tax Revenues A	Project Budget B	Estimate at Completion C	Variance		To Date Net Project Cost D	Percent Budget Expended (D / B)	Notes
				Total Net Tax Revenues to Est at Completion (A - C)	Budget to Est at Completion (B - C)			
Freeways (43%)								
I-5 between I-405 and I-605	\$ 982,834	\$ 810,010	\$ 804,897	\$ 177,937	\$ 5,113	\$ 696,079	85.9%	1
I-5 between I-5/I-405 Interchange and San Clemente	70,299	57,836	59,935	10,364	(2,099)	59,936	103.6%	1
I-5/I-405 Interchange	89,226	72,802	73,075	16,151	(273)	73,075	100.4%	1
SR-55 between I-5 and SR-91	59,484	44,511	50,196	9,288	(5,685)	49,339	110.8%	1
SR-57 between I-5 and Lambert Road	51,372	46,128	44,596	6,776	1,532	22,758	49.3%	1
SR-91 between Riverside Co. line & Los Angeles Co. line	128,431	116,136	105,666	22,765	10,470	105,389	90.7%	1
SR-22 between SR-55 and Valley View Street	409,627	295,050	299,490	110,137	(4,440)	292,224	99.0%	1
Subtotal Projects	\$ 1,791,273	\$ 1,442,473	\$ 1,437,855	\$ 353,418	\$ 4,618	\$ 1,298,800	90.0%	
Net (Bond Revenue)/Debt Service		307,382	307,382	(307,382)	-	307,668		
Total Freeways	\$ 1,791,273	\$ 1,749,855	\$ 1,745,237	\$ 46,036	\$ 4,618	\$ 1,606,468	91.8%	3
Expenditures as a Percent of Total Program						51.3%		
Regional Street and Road Projects (11%)								
Smart Streets	\$ 157,108	\$ 154,734	\$ 154,734	\$ 2,374	\$ -	\$ 141,740	91.6%	2
Regionally Significant Interchanges	91,647	91,647	91,647	-	-	58,309	63.6%	2
Intersection Improvement Program	130,924	130,924	130,924	-	-	67,161	51.3%	2
Traffic Signal Coordination	65,462	65,462	65,462	-	-	43,417	66.3%	2
Transportation Systems and Transportation Demand Mgmt	13,092	13,092	13,092	-	-	7,312	55.9%	2
Subtotal Projects	\$ 458,233	\$ 455,859	\$ 455,859	\$ 2,374	\$ -	\$ 317,939	69.7%	
Net (Bond Revenue)/Debt Service		2,374	2,374	(2,374)	-	2,377		
Total Regional Street and Road Projects	\$ 458,233	\$ 458,233	\$ 458,233	\$ -	\$ -	\$ 320,316	69.9%	2
Expenditures as a Percent of Total Program						10.2%		

ATTACHMENT C

Schedule 1

Supporting Information to Measure M Revenue and Expenditure Summary

(\$ in thousands)	Quarter Ended Sept 30, 2008	Year to Date Sept 30, 2008	Period from Inception to Sept 30, 2008
	(A)	(B)	
Revenues:			
Sales taxes	\$ 54,427	\$ 54,427	\$ 3,396,220
Other agencies share of Measure M costs			
Project related	-	-	380,172
Non-project related	-	-	614
Interest:			
Operating:			
Project related	-	-	868
Non-project related	5,767	5,767	229,657
Bond proceeds	-	-	136,067
Debt service	804	804	78,617
Commercial paper	21	21	6,067
Orange County bankruptcy recovery	-	-	42,268
Capital grants	933	933	145,945
Right-of-way leases	97	97	4,456
Miscellaneous	-	-	801
Total revenues	62,049	62,049	4,421,752
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	735	735	49,705
Professional services:			
Project related	1,778	1,778	163,193
Non-project related	57	57	27,455
Administration costs:			
Project related	582	582	16,295
Non-project related	1,247	1,247	73,806
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	21	21	1,159
Non-project related	68	68	15,347
Payments to local agencies:			
Turnback	6,383	6,383	500,777
Competitive projects	3,085	3,085	489,235
Capital outlay	621	621	1,895,997
Debt service:			
Principal payments on long-term debt	-	-	767,400
Interest on long-term debt and commercial paper	6,682	6,682	541,224
Total expenditures	21,259	21,259	4,620,211
Excess (deficiency) of revenues over (under) expenditures	40,790	40,790	(198,459)
Other financing sources (uses):			
Transfers out:			
Project related	(1,000)	(1,000)	(252,369)
Non-project related	-	-	(5,116)
Transfers in project related	34	34	1,863
Proceeds on sale of capital assets	537	537	20,281
Bond proceeds	-	-	1,169,999
Advance refunding escrow	-	-	(931)
Payment to refunded bond escrow agent	-	-	(152,930)
Total other financing sources (uses)	(429)	(429)	780,797
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$ 40,361	\$ 40,361	\$ 582,338

See accompanying notes to Measure M Schedules

Measure M
Schedule of Revenues and Expenditures Summary
September 30, 2008

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Sept 30, 2008 (N)	Reimbursements through Sept 30, 2008 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Freeways (43%)										
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 817,424	\$ 982,834	\$ 810,010	\$ 804,897	\$ 177,937	\$ 5,113	\$ 777,011	\$ 80,932	\$ 696,079	85.9%
I-5 between I-5/I-405 Interchange and San Clemente	58,468	70,299	57,836	59,935	10,364	(2,099)	70,294	10,358	59,936	103.6%
I-5/I-405 Interchange	74,209	89,226	72,802	73,075	16,151	(273)	98,157	25,082	73,075	100.4%
S.R. 55 (Costa Mesa Fwy) between I-5 and S.R. 91 (Riverside Fwy)	49,473	59,484	44,511	50,196	9,288	(5,685)	55,511	6,172	49,339	110.8%
S.R. 57 (Orange Fwy) between I-5 and Lambert Road	42,726	51,372	46,128	44,596	6,776	1,532	25,617	2,859	22,758	49.3%
S.R. 91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	106,816	128,431	116,136	105,666	22,765	10,470	123,995	18,606	105,389	90.7%
S.R. 22 (Garden Grove Fwy) between S.R. 55 and Valley View St.	340,687	409,627	295,050	299,490	110,137	(4,440)	590,619	298,395	292,224	99.0%
Subtotal Projects	1,489,803	1,791,273	1,442,473	1,437,855	353,418	4,618	1,741,204	442,404	1,298,800	
Net (Bond Revenue)/Debt Service			307,382	307,382	(307,382)	-	307,668		307,668	
Total Freeways	\$ 1,489,803	\$ 1,791,273	\$ 1,749,855	\$ 1,745,237	\$ 46,036	\$ 4,618	\$ 2,048,872	\$ 442,404	\$ 1,606,468	
%				42.4%					51.3%	
Regional Street and Road Projects (11%)										
Smart Streets	\$ 130,667	\$ 157,108	\$ 154,734	\$ 154,734	\$ 2,374	\$ -	\$ 145,229	\$ 3,489	\$ 141,740	91.6%
Regionally Significant Interchanges	76,222	91,647	91,647	91,647	-	-	58,455	146	58,309	63.6%
Intersection Improvement Program	108,889	130,924	130,924	130,924	-	-	67,375	214	67,161	51.3%
Traffic Signal Coordination	54,445	65,462	65,462	65,462	-	-	43,549	132	43,417	66.3%
Transportation Systems Management and Transportation Demand Management	10,889	13,092	13,092	13,092	-	-	7,461	149	7,312	55.9%
Subtotal Projects	381,112	458,233	455,859	455,859	2,374	-	322,069	4,130	317,939	
Net (Bond Revenue)/Debt Service			2,374	2,374	(2,374)	-	2,377		2,377	
Total Regional Street and Road Projects	\$ 381,112	\$ 458,233	\$ 458,233	\$ 458,233	\$ -	\$ -	\$ 324,446	\$ 4,130	\$ 320,316	
%				11.1%					10.2%	



BOARD COMMITTEE TRANSMITTAL

October 27, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Go Local Step One Mixed-Flow Bus/Shuttle Proposals

Transportation 2020 Committee Meeting of October 20, 2008

Present: Directors Amante, Brown, Campbell, Cavecche, and Pringle
Absent: Directors Buffa and Dixon

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Approve the Go Local Program Step One bus/shuttle projects recommended for advancement into Step Two service planning as presented.



October 20, 2008

To: Transportation 2020 Committee
From: Arthur T. Leahy, ^{AL}Chief Executive Officer
Subject: Go Local Step One Mixed-Flow Bus/Shuttle Proposals

Overview

The Orange County Transportation Authority received 29 mixed-flow bus/shuttle project proposals from 12 of the 21 teams participating in Step One of the Go Local Program. These teams are looking to advance projects into Step Two of the Go Local Program. All proposals have been screened against the Board of Directors-approved Go Local criteria, and the results of the screening are presented for Board of Directors approval.

Recommendation

Approve the Go Local Program Step One bus/shuttle projects recommended for advancement into Step Two service planning as presented.

Background

On February 25, 2008, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to screen the Go Local Step One final reports consistent with the Go Local Step One final reports screening checklist and the Board-approved Go Local evaluation criteria (Attachment A). At that meeting, the Board also approved the programmatic allocation of \$25.4 million of Measure M funds previously directed to the Go Local Program for development of the fixed-guideway and mixed-flow bus/shuttle project types. Of the \$25.4 million, \$3 million was directed to be used for the development of mixed-flow bus/shuttle projects during Step Two.

On May 12, 2008 the Board directed that all mixed-flow bus/shuttle proposals that met the Board-approved Go Local evaluation criteria be advanced to Step Two of the program and undergo detailed service planning to be performed by a bench of consultants procured by OCTA. OCTA is currently in the process of procuring the service planning consultants, with an expected award date later this fall.

The City of Irvine's Guideway Demonstration Project was also formally included in the Go Local Step Two process through Board action on February 25, 2008.

Station/Parking and Bicycle/Pedestrian Projects

Staff is in the process of reviewing the six station and parking and seven bicycle/pedestrian improvement proposed projects and will bring comprehensive funding and delivery options to the Board for consideration this fall.

Bus/Shuttle Projects

In spring/summer 2008, the Go Local screening panel, comprised of three OCTA staff members, two Technical Advisory Committee members from local agencies, and one Citizens Advisory Committee member, met to review and evaluate the 29 mixed-flow bus/shuttle proposals consistent with the Board-approved Go Local evaluation criteria. The panel determined that 25 of the project proposals met the program criteria and recommended advancement into Step Two. Attachment C provides details for those 25 projects. The panel's recommendations reflect the proposals that best fit the intent of the 12 Board-approved Go Local evaluation criteria. Each of the recommended bus/shuttle services propose to provide a connection between a Metrolink station and major destination centers within the respective communities. Recommended proposals generally provided regional benefits, offered a link from the nearest Metrolink station to the cities' major population centers, and demonstrated preliminary financial commitment on behalf of the proposing cities and surrounding businesses and activity centers.

Attachment D illustrates the four proposals that the panel determined did not meet the intent of the Go Local criteria and are therefore recommending that the proposals be redirected to alternative funding sources for further study. The panel's recommendation as to which proposals should not be advanced was generally a result of the proposed services either not meeting the intent of the Go Local Program, such as providing connectivity to a Metrolink station, or were too preliminary in nature so that there was not enough information to determine if the concept had enough merit to advance for further study.

Consistent with previous Board direction, each city team approved for Step Two planning will be required to provide a local funding match of 10 percent of project cost, up to \$100,000. Working with OCTA staff and the city teams, consultants retained by OCTA will provide an estimate of the cost to perform the Step Two service planning work for each project. The specific requirements of the

Attachments

Available

On

Request



BOARD COMMITTEE TRANSMITTAL

October 27, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Renewed Measure M Progress Report

Transportation 2020 Committee Meeting of October 20, 2008

Present: Directors Amante, Brown, Campbell, Cavecche, and Pringle
Absent: Directors Buffa and Dixon

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file as an information item.



October 20, 2008

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Renewed Measure M Progress Report

Overview

Staff has prepared a Renewed Measure M progress report for July 2008 through September 2008 for review by the Orange County Transportation Authority Board of Directors. The report highlights progress on Renewed Measure M projects and programs and is made available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

Measure M Ordinance No. 3 requires quarterly status reports regarding the major projects detailed in the Renewed Measure M Transportation Investment Plan be filed with the Orange County Transportation Authority (OCTA) Board of Directors (Board). All Renewed Measure M progress reports are posted online for public review.

Discussion

Voter safeguards are a critical factor for public acceptance of Renewed Measure M (M2). The quarterly report is an opportunity to show progress in implementing the M2 Transportation Investment Plan. In order to be cost-effective and improve the accessibility of information to stakeholders and the public, all M2 progress reports will be web-based; however, hard copies will be mailed upon request. Additionally, a new and improved "sitelet" (web portal) is being developed to maximize the availability of easily accessible information to the public. The report reflects progress being made on Board-approved Early Action Plan (EAP) projects and programs. Each item features a brief paragraph that provides an overview of significant progress for

- Survey completed for Catch Basin Best Management Practices' funding program with 90 percent of cities expressing an interest in applying for funds

Oversight

- New Taxpayers Oversight Committee members were selected

Planning

- South Orange County Major Investment Study is ready for action

Financing

- New revenue projections received from three universities
- Short-term impact on Measure M1 reserves
- M2 projections show lower growth rate and smaller base of revenue for 2011 of \$53 million less than 2005 predictions

To encourage the public review of the quarterly report online, information will be placed in OCTA's existing "Transportation Update" advertisement that appears approximately every three weeks in the *Orange County Business Journal*, *Orange County Register*, *Excelsior*, *The Korean Daily*, *The Chinese Daily News*, and *Nguoi Viet Daily News*. Staff also will notify all Orange County cities and use other existing communication tools such as project newsletters and Board action updates to notify the public about the online availability of the M2 progress report. Because the public may view both the original Measure M and M2 as one program, the original Measure M annual report also includes an update on the progress of M2.

Summary

As required by Measure M Ordinance No. 3, a quarterly report is provided to update progress in implementing the M2 Transportation Investment Plan. To facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the OCTA website.

Renewed Measure M (M2) Quarterly Progress Report July – September 2008

The following is a summary of the progress made on the Renewed Measure M (M2) Early Action Plan (EAP) covering the third quarter (July-September) of 2008.

Highway Projects

OCTA is undertaking an accelerated program to begin improvements to the freeway system under the M2 program. Although M2 was approved in November 2006, the sales tax collections do not actually begin until April 2011. In order to expedite some of this work, the Orange County Transportation Authority (OCTA) instituted an EAP that advances the development of nine of the freeway corridors before April 2011. This plan uses state infrastructure bonds and other debt financing to start the projects early. The EAP includes the advancement of the conceptual design, environmental clearance, final design, and construction of a number of projects. Work is underway on all nine freeway corridors at this time.

The projects underway in the third quarter of 2008 were:

Project A – Caltrans is preparing a project study report to identify ways to relieve freeway congestion along the Santa Ana Freeway (I-5) between the Costa Mesa Freeway (SR-55) and the Orange Freeway (SR-57) in Santa Ana. The study is looking at ways to increase capacity and improve traffic flow through this section of I-5 that connects four major freeways in central Orange County. The study is expected to be completed in early 2009.

Project C – Caltrans is preparing a project study report to identify options to increase capacity of the I-5 corridor between Avenida Pico and Pacific Coast Highway through the communities of San Clemente and Dana Point. This study will evaluate the benefits of extending the existing high-occupancy vehicle (HOV) lanes on I-5 that presently terminate at the Pacific Coast Highway interchange all the way to Avenida Pico in San Clemente. This study is expected to be completed by early 2009. Additionally, a project study report is underway to add new lanes from I-5 from the vicinity of the El Toro interchange in Lake Forest to the vicinity of the San Joaquin Toll Road (SR-73) in Mission Viejo. This study is anticipated to be completed by mid-2010.

Project D – The City of San Juan Capistrano has released a draft of the environmental analysis of proposed improvements to the I-5/Ortega Highway (SR-74) interchange for public review. The City, working with Caltrans, has identified five alternatives to improve traffic flow within the interchange. These five options were reviewed by various public agencies and the general public, and their comments will be considered before a final design alternative is selected. The selection of the preferred alternative and approval of the environmental documents is expected by the end of 2008.

Westminster, Seal Beach, and Los Alamitos. A formal environmental analysis of the proposed improvements will begin in the fourth quarter 2008.

Signal Synchronization

In January 2008, OCTA completed the Euclid Street signal synchronization project that implemented optimized signal timing along a 16-mile segment of Euclid Street. Travel times along Euclid Street were improved between 16 and 24 percent with the new timings.

A second OCTA synchronization project along an 8¾ mile segment of Oso Parkway/Pacific Park Drive will be completed in fall 2008. Optimized timing has been implemented in conjunction with strategic signal system upgrades and a monitoring effort. Travel times along Oso Parkway were improved between 13 and 27 percent with the new timings.

In April 2008, the California Transportation Commission awarded OCTA \$4 million as part of the Proposition 1B Traffic Signal Synchronization Program for signal synchronization. Combined with \$4 million from Measure M this will provide \$8 million to fund signal synchronization efforts along ten significant street corridors comprised of 533 signalized intersections over the next three years. OCTA has developed a schedule to fund and implement these projects and will start the first set of these projects in January 2009.

Finally, OCTA began work to develop a master plan for the Regional Traffic Signal Synchronization Program. The \$450 million (plus 20 percent local match) program is funded by M2. The goal of the program is to improve the flow of traffic by developing and implementing regional signal coordination through more than 2,000 intersections. The master plan effort will be complete in fall 2009.

Metrolink

As a result of planned increases in passenger and freight rail traffic on the three rail lines in Orange County, a renewed focus has been placed on at-grade rail-highway crossing (grade crossing) improvements. Improvements to grade crossings can cover a wide spectrum from basic safety improvements (improving crossing surfaces, re-applying of pavement markings, and enhancing signage), to the installation of supplemental safety measures that allow for the reduction of locomotive horn blowing (quiet zones).

On August 27, 2007, the OCTA Board of Directors (Board) approved the implementation strategy for the grade crossing enhancement program and quiet zone improvements at 53 grade crossings in Orange County. Since then, significant efforts have been undertaken to advance the program towards completion by spring 2010.

On August 15, 2008, the design was completed for the Metrolink Service Expansion Plan (MSEP) and rail-highway grade crossing safety enhancement program. The

Last quarter, the Allocation Committee identified two proposed categories for water quality funding: a catch basin program and a new capital and operations projects category. The committee is in the process of exploring these two categories and working toward making recommendations to the Board on water quality program guidelines. These guidelines will be used by eligible local agencies to submit project applications and funding requests starting fiscal year 2009-10.

The purpose of the EOC is to make recommendations to the Board on the allocation of environmental freeway mitigation funds and monitor the implementation of a master agreement between OCTA and state and federal resource agencies. The master agreement will provide higher-value environmental benefits such as habitat protection, wildlife corridors, and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of the freeway program as a whole.

OCTA staff and legal counsel, the United States Fish and Wildlife Service, and the California Department of Fish and Game are currently in discussions on how to structure the master agreement and provide the necessary analysis and documentation to support it. These discussions have focused on balancing four key factors: early action on conservation opportunities, strong assurances regarding processing and permitting of projects, and timeliness and cost.

In September 2008, the Board approved preliminary criteria for evaluating the biological mitigation potential of properties that may be acquired or restored, and directed staff to implement a public outreach plan to build an inventory of potential conservation sites. The public outreach effort will begin in October 2008.

A questionnaire was disseminated in July 2008 to all the cities within Orange County to evaluate a sense of the level of interest and priority a Catch Basin Best Management Practices (BMP) funding program would have for each jurisdiction. Questions were focused on what was currently installed to mitigate storm water pollution specifically related to catch basins and what particular parameters would the cities desire funding if available.

Based on the questionnaire, a key finding of the survey was that less than 10 percent of catch basins in the county have some type of device to screen trash and debris. More than 90 percent of the cities indicated interest in applying for funds, which could increase the number of catch basins to be protected by 40 percent on a countywide basis. It was also indicated that the majority of cities would be interested in pooling purchasing and maintenance of improvements related to a catch basin BMP funding program.

To better define the type and amount of funding that may be potentially available through this program, an additional questionnaire will be disseminated. In addition, OCTA representatives will be meeting with each city manager and their respective staff to ensure that the program is designed to be cost-effective and meets each jurisdiction's needs.