



**Measure M**  
**Taxpayers Oversight Committee**  
at the Orange County Transportation Authority  
600 S. Main Street, Orange CA  
April 14, 2009  
6:00 p.m.



**AGENDA**

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for February 10, 2009**
- 4. Chairman's Report**
- 5. Presentation Items**
  - A. ARTIC Update  
Presentation – Jennifer Bergener, Program Manager, Rail Program
  - B. "Go Local" Update  
Presentation – Kelly Long, Senior Analyst, Rail Program
  - C. Metrolink Update  
Presentation – Darrell Johnson, Executive Director, Rail Program
  - D. M2 Website Update  
Presentation – Ryan Armstrong, Web Developer
- 6. Growth Management Subcommittee Report**
- 7. Audit Subcommittee Report**
- 8. Committee Member Reports**
- 9. OCTA Staff Update**
- 10. Public Comments\***
- 11. 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 shall 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.

**3.**

**APPROVAL OF MINUTES/  
ATTENDANCE REPORT OF  
FEBRUARY 10, 2009**

# **Measure M Taxpayers Oversight Committee**

**February 10, 2009**  
**Meeting Minutes**

## **Committee Members Present:**

David Sundstrom, County Auditor-Controller, Chairman  
Narinder Mahal, First District Representative  
Howard Mirowitz, Second District Representative  
C. James Hillquist, Third 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:**

Charles Smith, First District Representative  
Gilbert Ishizu, Second District Representative

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

Ellen Burton Executive Director of External Affairs  
Janice Kadlec, Public Reporter  
Kia Mortazavi, Executive Director, Development  
Andy Oftelie, Manager of Financial Planning and Analysis  
Ken Phipps, Director of Finance and Administration and Human Resources  
Alice Rogan, Community Relations Officer

## **Members of the Public**

Glen Stroud

### **1. Welcome**

Chair David Sundstrom welcomed everyone to the meeting.

### **2. Pledge of Allegiance**

Chair David Sundstrom led everyone in the pledge of allegiance.

### **3. ANNUAL MEASURE M PUBLIC HEARING**

Chair David Sundstrom welcomed everyone to the 18th Annual Measure M Public Hearing. He introduced himself as the Chairman of the Taxpayers Oversight Committee and gave the following description of the program: Measure M is the one-half cent sales tax approved by voters in November 1990 for local transportation improvements. The sales tax is being collected for a 20-year period and used to fund a specific Expenditure Plan of transportation improvements in Orange County in order to alleviate traffic congestion and improve the overall transportation network.

Measure M was renewed in 2006 for another 30 years and called for transition of the Citizens Oversight Committee into the Taxpayers Oversight Committee. The Taxpayers Oversight Committee began meeting on August 28, 2007, but formerly met as the Citizens Oversight Committee from 1991 until June 2007.

**a. Overview of Taxpayers Oversight Committee**

Chair David Sundstrom gave an overview of the Taxpayers Oversight Committee. As called for in the Measure M Ordinance, the Taxpayers Oversight Committee is made up of 10 members who volunteer their time and represent the five supervisorial districts of Orange County plus the County Auditor Controller (David Sundstrom). Chair Sundstrom asked the members to introduce themselves and state the district they represent.

Measure M established the COC/TOC as approved by the voters. The Measure M Ordinance set up an agency called the Local Transportation Authority or LTA to be responsible for the implementation of Measure M. The LTA and all of its dealings with Measure M are administered and executed by the Orange County Transportation Authority or OCTA.

The purpose of the COC/TOC is to make sure that OCTA is proceeding in accordance with the Measure M Ordinance. Members serve three-year terms. Selection is by the Grand Jurors Association of Orange County, which independently recruits, screens and recommends COC/TOC candidates. Final selection is by lottery at an OCTA Board of Director's meeting. This spring the Grand Jurors will be recruiting for four vacant positions: one in the First, one in the Second, one in the Fourth and one in the Fifth Supervisorial Districts.

The Specific Responsibilities of the Committee are to:

- ◆ Ensure all transportation revenue collected from Measure M is spent on projects which are part of the Revised Traffic Improvement and Growth Management Plan.
- ◆ Approve by a 2/3 vote, any material amendments to the Expenditure Plan proposed by the Authority which change the funding categories, programs or projects identified on page 18 of the Expenditure Plan.
- ◆ Review the growth management plan and seven-year capital improvement program for each jurisdiction (34 cities and the County of Orange) solely to determine if the plans prepared and certified by each jurisdiction include the elements specified in the countywide Growth Management Program in order to be eligible to receive Measure M local turnback funds and forward the findings to the OCTA.
- ◆ Contract, through the Authority, for independent analysis or examination of issues within the Oversight Committee's purview including audits.

Two subcommittees have been formed to help perform the responsibilities stated above--an Audit Subcommittee and a Growth Management Subcommittee.

**b. Review of the 2008 Taxpayers Oversight Committee Actions**

Chair David Sundstrom reported the Oversight Committee has been meeting for more than 19 years. The original nine members spent a great deal of time in the beginning establishing policies and sorting out early issues. Although the committee continues to oversee based on these policies, each year new members bring insight and ideas.

Major activities in the past year included:

- ◆ Holding the 2007/2008 Measure M Annual Public Hearing in February 2008.
- ◆ Examining 35 jurisdiction's seven-year capital improvement program and growth management implementation program conformed with the transportation purposes identified in Policy Resolution No. three and the Growth Management Program.
- ◆ Reviewing and commenting on the fiscal year 2007/2008 audit results.
- ◆ Finding OCTA is proceeding in compliance with the Measure M Ordinance for the 17<sup>th</sup> year in a row.
- ◆ Ongoing review of the Measure M Revenue and Expense Forecast Summary Report for tracking purposes.
- ◆ Following the status of the development of the Early Action Plan to implement the Renewed Measure M Ordinance No. 3.
- ◆ Updating the committee by-laws and responsibilities to account for the transition from the COC to the TOC.
- ◆ Monitoring the sales tax revenue forecasts in light of the changing economy.
- ◆ Reviewing the status of several Measure M Programs including:
  - \* Freeway construction including the I-5 Gateway project and the completion of the SR-22 Widening Project
  - \* Regional and local streets and roads funding
  - \* Metrolink
  - \* "Go Local" program
  - \* Environmental programs

**c. Growth Management Subcommittee Report**

Chair David Sundstrom introduced Ed Wylie, a member of the Growth Management (GMP) Subcommittee. Ed Wylie explained the co-chairmen, Chuck

Smith and Gil Ishizu, were unable to attend this evening's meeting so he presented the Subcommittee report. The other members of the committee are: Jim Hillquist and Fritz von Coelin.

The GMP subcommittee is responsible for reviewing the eligibility packages for all local agencies in Orange County that plan to use Measure M funds for their local streets and roads projects. They determined that all the projects submitted during the 2008-09 eligibility cycle were consistent with the ordinance which uses the eligibility definitions in Article 19 of the California Constitution.

The committee members met at OCTA and reviewed over 500 projects that local agencies submitted as part of their seven-year Capital Improvement Programs. The committee found all local jurisdictions submitted the necessary documentation to meet the eligibility requirements in the ordinance for fiscal year 2008-09 and recommended the Taxpayer Oversight Committee support their findings at the October 2008 committee meeting.

**d. Audit Subcommittee Report**

Chair David Sundstrom gave the Audit Subcommittee report. He introduced the members who served on the TOC Audit Subcommittee during this past year in addition to myself: Hamid Bahadori, James Kelly, and Howard Mirowitz, and Narinder Mahal.

The Audit Subcommittee's roles and responsibilities and related actions and conclusions were as follows:

- Review the financial statements and the auditor's opinion
  - The external auditors issued an unqualified opinion on the Local Transportation Authority's (LTA) financial statements for the year ended June 30, 2008.
  - All audit adjustments identified by the auditors were posted to the financial statements.
- Review all other reports and opinions rendered by the auditors relevant to Measure M
  - Debt service coverage exceeds the minimum required and the auditors concluded that the schedules were presented fairly.
  - The Audit Subcommittee also reviewed OCTA's management letter for issues relevant to the LTA. The auditors identified a total of eight issues, three of which were resolved before the auditors issued the management letter. Of the five remaining findings, two specifically relate to the LTA and both resulted in adjustments to the financial statements. One finding resulted from inadequate documentation provided by a city seeking CTFP funding from OCTA. While the city

- had a legitimate claim to funds, OCTA did not record the liability in a timely manner. The other finding related to an over-accrual of revenue that resulted when project managers failed to communicate changes in a Caltrans cooperative agreement with the Accounting Department.
- All auditor findings were considered to be significant deficiencies in internal controls, as defined by the American Institute of Certified Public Accountants. None were found to be material weaknesses that would result in a more than remote likelihood that a material misstatement of the financial statements would not be prevented or detected.
  - The Audit Subcommittee reviewed management responses to the findings, requested clarification from staff, and is satisfied that they have been, or will be, addressed.
- Meet with the external auditors and discuss the results of their audits
    - Marc Davis, Shareholder for MHM, provided a presentation to the Committee on the results of the audits. There were no significant issues raised beyond those identified in the reports and management letter. There were no disagreements with management or other significant difficulties encountered during the audit.
  - Define audit procedures related to the audits of city turnback funds and the Quarterly Status Report
    - The procedures developed by the Subcommittee are designed to ensure that the city's spending is in compliance with the Ordinance and that the Quarterly Measure M Status Report is accurate and reliable.
  - Select a sample of cities for audit
    - For the fiscal year ended June 30, 2008, the Audit Subcommittee preliminarily selected eight cities for audit. Following additional analysis of audit reports and questionnaires provided by all 34 cities related to their accounting for turnback funds, the Audit Subcommittee selected an additional 2 cities for audit. The auditors are currently completing these city audits and results are expected in April.
  - Participate in the development of the scope of work for the Measure M2 performance assessment.
    - The renewed Measure M requires a triennial performance assessment and the Subcommittee has begun discussing potential elements of a scope of work. The Subcommittee has provided preliminary input to OCTA staff and one member (Howard Mirowitz) has volunteered to participate on the procurement selection team.

- Review and evaluate other matters under the Audit Subcommittee's jurisdiction.
  - The Subcommittee continues to review the Quarterly Measure M Status Reports and sales tax projections provided by OCTA staff.
  - The Subcommittee will continue to monitor the Early Action Plan and other financing related issues.

**e. Public Comments\***

Chairman Sundstrom announced the intent of tonight's public hearing is for the TOC to hear comments from citizens regarding the implementation of the Measure M Program. The Committee will not be answering questions at this time. But will send a response to questions asked at a later date. Each person making comments will be allowed five minutes to speak. A "Request to Speak" form must be filled out in order to give your comments. Organizations are to have only one or two representatives give comments.

There were no Public Comments made.

**f. Adjournment of Public Hearing**

Chair David Sundstrom closed the Annual Measure M Public Hearing at 6:20 p.m.

**4. Approval of Minutes/Attendance Report for December 9, 2008**

Chair David Sundstrom asked if there were any additions or corrections to the December 9, 2008 minutes. There were no corrections requested. A motion was made by Rose Coffin and seconded by Hamid Bahadori to approve the December 9, 2008 minutes as presented. The motion passed unanimously.

**5. Chairman's Report**

There was no Chairman's report.

**6. Action Items**

**A. Measure M Revenue and Expenditure Quarterly Report (Dec. 08)**

Chair David Sundstrom reported the Measure M Revenue and Expenditure Quarterly Report was reviewed by the Audit Subcommittee and no comments or issues were found. A motion was made by Edgar Wylie and seconded by Howard Mirowitz to receive and file the December 2008 Measure M Revenue and Expenditure Quarterly Report. The motion passed unanimously.

Hamid Bahadori suggested, as discussed in the Audit Subcommittee, the TOC make a recommendation to the OCTA Board of Directors to look at the percentage of expenditures on the cities' program. Over the past 18 years these expenditures are under 60%. There is no guarantee whether the other 40% will be able to be funded. It seems this should be raised as a precautionary note. Chair David Sundstrom asked staff to draft a memo to the Board of Directors for his signature addressing this situation.



## **B. Annual Hearing Follow-up and Compliance Findings**

A motion was made by James Kelly and seconded by Edgar Wylie to find OCTA in Compliance with the Measure M Ordinance. The motion passed unanimously with two members absent.

## **7. Presentation Items**

### **A. Measure M Quarterly Report**

Kia Mortazavi gave an overview of the Measure M Quarterly Progress Report, which included revenue projections for Freeways, Street Project Grants, Local Turnback, and Transit. Kia highlighted some of the economic changes to these programs. OCTA is looking at developing policies on how to manage the program in the event there are further revenue losses.

Narinder Mahal said he knows the revenues have declined, but haven't costs declined also? Can some of the contracts be renegotiated? Kia said the bulk of the freeway projects were awarded two years ago and cannot be renegotiated.

On the right-of-way side of the SR-57 there may be opportunities for cost savings. The bids on the Metrolink service expansion were very good, approximately 5% below. It was the right direction, but not enough of a significant savings. Most projects are coming in slightly low, but we can't rely on this to balance the program.

James Kelly asked if Federal Stimulus money could be used to balance the sales tax program. Kia said OCTA is looking into this; the Federal grants have some restrictions. They still require the projects meet all Federal requirements. One of the big hurdles is they usually do not want to pay for a project already under contract. The supposition is the money would only be used for new future contracts.

### **B. M2 Readiness Report**

Andy Oftelie reported on the Measure M Readiness and Market Studies. This report was prepared by a group of consultants to determine if OCTA is ready to deliver the Early Action Plan. Nothing in the reports received found any significant flaws in OCTA's business practices.

James Hillquist asked how many typical bidders bid on projects. Kia Mortazavi said at the moment there is an average of five bidders for a project. There has been as low as three and as many as 10 for any one project. Andy Oftelie said a suggestion in the Measure M Readiness and Market Studies report was to increase the number of bidders by reducing a big project into smaller segments; therefore, more firms would be able to handle the work.

Howard Mirowitz asked how this report might feed into the Triennial Performance Audit. Andy Oftelie said many of the recommendations in the study are recommendations on how OCTA should be managing the Measure M program. As

part of the Audit review, these recommendations should be given to Triennial Performance auditors to show how responsive OCTA has been in implementing the recommended changes.

### **C. Economic Recovery Actions and Guiding Principles for Implementation**

Kia Mortazavi gave an update on the government's proposed Economic Stimulus Package. The purpose of the update was to make the TOC aware of how OCTA was proceeding in terms of implementing the funding.

Chair David Sundstrom asked if Orange County cities are competing against OCTA for Stimulus funds? Kia said the \$60 - \$100 million dollars is designated to Orange County; OCTA is the designated entity to distribute the money. Chair Sundstrom asked if any money from the Stimulus Package is specifically designated to any one Orange County city. Kia said not at this time, but there are some expectations. The State of California also provides Proposition 1B funds to the local agencies, but because of the State budget issues, this money is being pulled back and they would like OCTA to give Stimulus money instead (replace the bond money with Stimulus money).

Howard Mirowitz asked if the Stimulus money could be used to replace the \$40 million shortfall in the Metrolink expansion program? Kia said they are looking at this but other deadlines need to be looked at. The major capital rail project was already advertised for construction so it is not eligible for Federal funding at this time. OCTA is negotiating with the State to get Proposition 116 funds for this project. The key to the Stimulus Program is catching projects in the right place; some projects are in the right place at the right time and some are not. The goal is to use Stimulus money toward Measure M as a first priority, but we also do not want to leave any money on the table and lose it.

Chair David Sundstrom asked how all the lawsuits resulting from the Chatsworth incident effect rail service in Orange County. Kia said the OCTA Transit Project Manager, Darrell Johnson, could make a presentation to the TOC at their next meeting to address this issue. The current insurance coverage of \$150 million may be consumed this year because of the accident. Metrolink has authorized the purchase \$200 million in added insurance coverage for the remaining of the year and OCTA pays 20% of the cost of this additional coverage. Chair Sundstrom said he was a little concerned Measure M dollars might be used for lawsuit payouts by Metrolink. Kia said OCTA is a member of the JPA and there is exposure.

Narinder Mahal asked about additions to SR-91. Kia answered there will be several projects which will overlay each other. The first project is one lane in the eastbound direction between the 241-toll lane and SR-71. Concurrent with this OCTA is working with Riverside County on two lanes (one lane in each direction) from the 241-toll lane to the I-15. Another separate project will to add lanes between the 241-toll lane and SR-55.

James Kelly asked how OCTA came up so fast with a 13-page list of projects that were candidates for the Stimulus money. Kia said OCTA asked the cities for a 'wish list' of eligible projects. Over time, the cities have been asked to weed the list down to fit the stipulations of the Stimulus money. These are the projects the \$33 million Local Agencies Stimulus money will go toward. The staff recommendation will be to either put the money toward streets and roads rehab or a street or road project already Federally cleared.

Howard Mirowitz asked if OCTA had lobbyists in Washington representing OCTA's interests. Kia said, yes. There are advocates for Orange County OCTA works with very closely; we also work with coalitions from other counties representing Southern California and/or other things like Mobility 21.

Frederick Von Coelin said with the economy slowing down and demographics changing, is it still expected traffic would increase as previously predicted? Kia said most of the projects are needed now to accommodate travel. The program looks 30-years out and if anything we will have a better level of service. In general, transit projects and some of the signal synchronization projects will be in demand.

Edgar Wylie asked if gas prices impacted traffic. Kia said they did impact traffic, but OCTA is looking over 30 years and there is still a reasonable level of improvement needed.

## **8. Committee Member Reports**

Chair David Sundstrom gave a report on the Audit Subcommittee, which met earlier in the evening. They had the following discussions:

- How the sales tax issues affect M1 and M2.
- Moving the SR-57 project back to M2
- External Audit Update
- City of Laguna Beach proposed self finance plan
- Opinion by OCTA's legal counsel OCTA can front load projects but they must follow Measure M guidelines
- Report on the investment portfolio
- Triennial Performance Audit

## **9. OCTA Staff Update**

Alice Rogan said, even though there were not many people in the audience at the Public Hearing, this generally shows OCTA and the TOC is doing a good job. If there were big issues there would be a room full of people.

Alice asked if the Committee members liked receiving their agenda packages via a computer link. Receiving a general agreement of acceptance, Alice said they would continue to receive their agendas this way.

Alice said recruitment for four vacant TOC positions would begin on April 1. James Kelly will be reapplying for his position. Alice asked Frederick Von Coelin if he would be reapplying and he said, no. Alice asked the members to encourage any peers or colleagues to apply.

#### **10. Public Comments**

Glen Stroud said he recently attended a workshop in Fountain Valley on the extension of the SR-57. At the workshop they talked about elevating the freeway, putting it on the riverbed, and digging a tunnel under the riverbed. In light of the reduced revenue and the fact no city along the corridor approves of this project it seemed prudent to him to set aside this project and put the money into more worthy projects. Mr. Stroud lives along the river and sees nothing but life style disruptions if any of the options are chosen.

Mr. Stroud had a second question. He said SR-22 from Fairview Rd. to Orange Crush is a terrible drive. Last year he inquired about this stretch of freeway and was told by staff the section of freeway is being studied. So far there has been no improvement – is it still being studied?

Kia Mortazavi answered. With respect to the SR-22, Caltrans has completed their study of the options for this segment of the freeway. The options will be presented in a staff report to the OCTA Board of Directors in March. This project is not part of the Measure M program.

Kia said the SR-57 project Mr. Stroud referred to is part of the Central County Corridor Study. Central County is congested and OCTA is looking at options to the SR-57, SR-55, or making improvements to the arterial roads. This is a planning effort-there is no project proposed yet. Staff is still listening to comments from the public outreach. This is part of OCTA's effort to plan for the future; they understand the funding is not here today but no one knows what the future would bring and OCTA would like to be ready if the opportunity arises to do some improvements. They will be fully cognizant of community issues and impacts.

#### **11. Adjournment**

The meeting adjourned at 7:40 p.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 Bahadori		E		X		X		X				
Rose Coffin		X		X		X		X				
C. James Hillquist		X		E		X		X				
Gilbert Ishizu		X		X		X		*				
James Kelly		X		X		X		X				
Narinder Mahal		X		X		X		X				
Howard Mirowitz		X		X		X		X				
Chuck Smith		X		X		X		*				
David Sundstrom		X		X		X		X				
Edgar Wylie		X		X		X		X				
Frederick von Coelin		X		X		X		X				

### Absences Pending Approval

<u>Meeting Date</u>	<u>Name</u>	<u>Reason</u>
February 10, 2009	Gil ishizu	Business Trip
February 10, 2009	Chuck Smith	Personal

**5.**

# **PRESENTATION ITEMS**



BOARD COMMITTEE TRANSMITTAL

**February 23, 2009**

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Metrolink Short-Term Safety Improvements and Insurance

Transit Committee meeting of February 12, 2009

**Present:** Directors Brown, Dalton, Green, Nguyen, and Winterbottom  
**Absent:** Directors Dixon and Pulido

***Committee Vote***

This item was passed by all Committee Members present.

***Committee Recommendation***

Direct staff to allocate \$1,797,681 of the fiscal year 2007-08 Metrolink budget surplus to fund the Orange County Transportation Authority's share of the short-term safety improvements and insurance coverage for Metrolink.



**February 12, 2009**

**To:** Transit Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Metrolink Short-Term Safety Improvements and Insurance

### **Overview**

The Southern California Regional Rail Authority is taking a number of actions to address short- and intermediate-term safety improvements and renew insurance coverage for the balance of the fiscal year. These efforts will have budgetary impacts to all member agencies including the Orange County Transportation Authority. This report provides an overview of the safety improvements, insurance coverage, and recommendations for funding for the Board of Directors' review and approval.

### **Recommendation**

Direct staff to allocate \$1,797,681 of the fiscal year 2007-08 Metrolink budget surplus to fund the Orange County Transportation Authority's share of the short-term safety improvements and insurance coverage for Metrolink.

### **Background**

On January 9, 2009, the Southern California Regional Rail Authority (SCRRA) Board of Directors (Board) approved two actions related to the September 12, 2008, Chatsworth incident. These two actions include implementation of eight short-term safety improvements and renewal of existing insurance coverage and the purchase of additional coverage.

In September 2008 the SCRRA Board established the Commuter Rail Safety Peer Review Panel (Panel). The Panel is comprised of industry experts who were tasked to perform a comprehensive review of the Metrolink system. In January 2009 the Panel submitted a final report outlining areas needing improvements and strategies to implement its recommendations, as well as encouraging Metrolink to move forward with several short-term safety improvements already underway. The eight short-term safety improvements,



authorized by the SCRRA Board for implementation, include some of the improvements identified by the panel.

### ***Discussion***

#### **Short-Term Safety Improvements**

At the January 9, 2009, SCRRA Board meeting the Board directed its Chief Executive Officer (CEO) to move forward with the implementation of several capital and operational short-term safety improvements, all of which are consistent with the Panel's recommendations.

The actions taken for safety improvements require ongoing operating expenses and will impact the Metrolink capital program. The financial impacts of the improvements fall into three categories: operating expenses, capital program impacts, and program development. These are summarized below and additional details are provided in Attachment A.

#### **Operating Expenses**

- Second Set of Eyes – Advance hiring of train crews to serve as a “second set of eyes” until other short-term improvements are implemented (anticipated at end of 2009). These crews will then be used for the Orange County Metrolink Service Expansion Program or absorbed into general operations.
- Law Enforcement Technicians (LETs) – Hire LETs to perform fare enforcement, previously done by conductors. Metrolink conductors will have more duties focused on train operations, as identified through the updated operating procedures, that do not allow the conductors to provide the same level of fare enforcement as they do now.
- Authorize three additional SCRRA staff positions – A manager of rules and training, road foreman, and operational compliance officer to provide rules and training oversight and operational compliance oversight.

The cost for the operating short-term safety improvements is approximately \$1.25 million.

### Capital Program Impacts

- Automatic Train Stop (ATS) – Install ATSS at 43 locations, including 13 in Orange County, at locations where speed decreases of 20 miles per hour or more are required.
- Electronic Efficiency Testing (EET) – Acquire an EET system to administer, track, and analyze the results of field administered efficiency tests.
- Light Emitting Diodes (LED) Signals – Install LEDs to replace all existing incandescent signal lights.
- Inward Facing/In Cab Cameras – Install cameras on each locomotive and cab car to record images in the equipment records.

The cost for the capital short-term safety improvements is approximately \$1.59 million.

### Program Development

Engineering efforts are needed in order to meet the federally mandated date of 2015 for implementation of positive train control. Additionally, both the Union Pacific and Burlington Northern-Santa Fe railroads have committed to wayside installations by the end of 2012 on California corridors jointly serving both freight and passenger traffic. In order for SCRRA to achieve these date milestones, engineering work is required to begin immediately. Member agencies are being requested to fund this effort immediately. The cost for this effort is estimated to be approximately \$2.5 million

### General Liability Insurance Reinstatement

At the January 9, 2009, SCRRA Board meeting, the Board authorized the SCRRA CEO to proceed with the renewal of the current general liability insurance policy of \$150 million and to purchase an additional \$50 million of insurance coverage, for a total coverage amount of \$200 million. Due to current and future anticipated claims against the existing general liability policy, it is likely that the policy limits will be reached and a gap in coverage will follow.

In order to ensure proper coverage, the SCRRA Board authorized the CEO to move forward with the renewal of the existing policy, as allowed by contract provisions, and to purchase an additional \$50 million dollar excess insurance layer, which would increase total aggregate insurance policy limits to \$200 million through June 30, 2009. The additional layer will make the total amount

of coverage consistent with the current federal liability cap of \$200 million related to passenger claims. The cost to add this additional layer is approximately \$386,128. The total cost for the renewal and additional coverage for the balance of fiscal year (FY) 2008-09 is \$6.12 million.

#### **Funding**

The total cost for the insurance renewal and all improvements noted is estimated to be \$11.46 million. Consistent with the current cost sharing agreement, Metrolink has estimated the Orange County Transportation Authority's (OCTA) share to be approximately \$1.79 million. If this estimate changes, staff will return to the OCTA Board with an update.

Each year, Metrolink provides a reconciliation of the year-end financial position relative to the budget and member agency cost share. In December 2008, the Metrolink Technical Advisory Committee was presented with a reconciliation of the FY 2007-08 budget, which reflected a surplus of \$9.96 million. OCTA's share of that surplus is \$1.83 million. This budget surplus is the result of actual revenue exceeding the budget estimates for fares, maintenance of way revenues, and interest. OCTA staff recommends that \$1.79 million of these surplus funds be used to cover the cost of the insurance renewal, additional coverage, and short-term improvements identified in the staff report. OCTA staff will return to the Board with a recommendation for the balance of the surplus funds.

#### **Summary**

The SCRRA Board authorized the implementation of eight short-term safety improvements as well as the renewal of insurance coverage and the purchase of additional coverage for the current FY. As a member agency of Metrolink, OCTA has responsibility to share in a portion of the cost for these efforts. Staff has provided an overview of the safety improvements and recommended a strategy to fund the safety improvements utilizing Metrolink budget surplus.

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**Attachment**

- A. Short-Term Safety Improvements Program Summary

**Prepared by:**



Jennifer Bergener  
Program Manager, Local Initiatives and  
Commuter Rail Services  
(714) 560-5462

**Approved by:**



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

## **Short-Term Safety Improvements Program Summary**

### Operating Expenses

A) Second Set of Eyes – In order to provide for additional in-train staffing and prior to the completed implementation of other short-term improvements recommended by the Commuter Rail Peer Review Panel (Panel), staff is proposing to utilize and advance the hiring of train crews that would otherwise be required to operate the Metrolink Service Enhancement Program (MSEP) in Orange County beginning January 2010. A total of 12 additional crew members will be in place beginning in January and February 2009. As per the recommendations of the Panel, these additional crew members could serve this second set of eyes function until such time as a number of other short-term safety improvements are implemented by the end of calendar 2009.

B) Law Enforcement Technicians (LETs) – Due in part to changes in conductor duties for the Second Set of Eyes program and proposed red zone duties, will lead to a decreased ability for those conductors to provide for fare-enforcement activities as is currently part of their daily operational duties. Staff is proposing to add five LETs under the Los Angeles County Sherriff's contract in order to both replace this lost capacity, as well as increase enforcement activities where appropriate. Most of these LETs positions will transfer either into Orange County services upon the start up of the MSEP service in January 2010 or be absorbed by the balance of the Southern California Regional Rail Authority (SCRRA) operating system.

C) Additional SCRRA Positions – Staff is proposing the immediate creation of three new SCRRA operating positions; manager – rules and training, road foreman, and operational compliance officer. Combined, these positions provide rules and training oversight plus operational compliance oversight. These General Code of Operating Rules qualified positions will monitor efficiency testing, rules training, and will monitor Connex Train crews and field managers. Additional positions in fiscal year (FY) 2009-10 or FY 2010-11 may be requested as a result of the implementation of a number of recommendations contained within the Panel's report.

### Capital Program Impacts

Staff is pursuing four short- and intermediate-term safety improvements of the Metrolink system. Staff had anticipated a number of programs would be funded through the application of Proposition 1B funding. However the state has indicated that due to current state funding shortfalls, these funds may not be available in a timely fashion. For prioritized projects which were anticipated to be funded by Proposition 1B, as highlighted below, staff is proposing and has identified current rehabilitation and renovation projects that may be temporarily deferred so that funding can be reallocated until such time as state funds become available.

A) Automatic Train Stop (ATS) – ATS installations are proposed throughout the Metrolink system on rights-of-way owned by SCRRA member agencies. Specific criteria

have been adopted to identify those locations that the installation of an ATS system could provide immediate benefit. Forty-three installation locations have been listed in an Federal Railroad Administration (FRA) application. The installations are locations at which speed decreases of 20 miles per hour or more are required. Staff anticipates FRA approval within the next few weeks.

B) Electronic Efficiency Testing of field employees – As recommended by the Panel, staff believes the acquisition of an electronic testing and data management system to administer, track, and analyze the results of field administered efficiency tests will greatly enhance the SCRRA's ability to timely monitor operating conditions on the railroad and provide a significant benefit to the agency. It is estimated that a system can be started quickly utilizing the software and data management system developed by the Metro North (MN) Railroad. The cost of computers, hand-held devices, and training is estimated to cost \$400,000. Staff is currently negotiating a proposed agreement with MN Railroad to utilize their basic system, modified to accommodate SCRRA requirements, which would be brought to the SCRRA Board of Directors for approval at a later date.

C) Light Emitting Diodes (LED) Signals – The agency has an ongoing program to replace all incandescent signal lights with LEDs. Staff is proposing to advance the program as quickly as is practicable to enhance SCRRA's signal system. As a result of the delay in the state's issuance of Proposition 1B bond funds, staff is proposing various fund transfers within the agency's Rehabilitation and Renovation Program in order to advance this project in an expeditious manner. As Proposition 1B funds become available those deferred projects will be reinstated.

D) Inward Facing/In Cab Cameras – Staff is proposing the installation of an inward facing camera within the operator compartment of each locomotive and cab car. The images will be stored on the equipment event recorders. As a result of the delay in the state's issuance of Proposition 1B bond funds, staff is proposing various fund transfers within the agency's Rehabilitation and Renovation Program in order to advance this project in an expeditious manner. As Proposition 1B funds become available those deferred projects will be reinstated.

#### Program Development

Positive Train Control (PTC) – PTC installation has been mandated by federal legislation by 2015. Further, both the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) railroads have committed to wayside installations by the end of 2012 on California corridors jointly serving both freight and passenger traffic. In order for the SCRRA to achieve these date milestones, a limited level of engineering is required to begin immediately. As a result of the delay in the state's issuance of Proposition 1B bond funds, staff is requesting the members advance the funds required in FY 2008-09.



*BOARD COMMITTEE TRANSMITTAL*

***February 23, 2009***

***To:*** Members of the Board of Directors

***From:*** <sup>WK</sup> Wendy Knowles, Clerk of the Board

***Subject:*** Metrolink Ridership and On-Time Performance Report

Transit Committee meeting of February 12, 2009

**Present:** Directors Brown, Dalton, Green, Nguyen, and Winterbottom

**Absent:** Directors Dixon and Pulido

***Committee Vote***

No action was taken on this receive and file as an information item.





**February 12, 2009**

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

### **Overview**

The Southern California Regional Rail Authority, a regional joint powers authority, operates seven lines throughout Southern California's five-county, 400-mile commuter rail system known as Metrolink. A report on Metrolink ridership and on-time performance for service in Orange County, covering the second quarter of fiscal year 2008-09, is presented.

### **Recommendation**

Receive and file as an information item.

### **Background**

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



three round trips on Saturday and two round trips on Sunday, and is jointly funded by OCTA, RCTC, and SANBAG.

### ***Discussion***

This report provides the second quarter (October, November, December) fiscal year (FY) 2008-09 update of weekday and weekend ridership and on-time performance results. Detailed information regarding performance statistics is delineated in Attachments A, B, and C.

### **Ridership**

#### **Total Ridership**

Total FY 2008-09 second quarter ridership for all three Metrolink lines serving Orange County, including Rail 2 Rail passengers, has increased by more than 5 percent compared to the second quarter of FY 2007-08.

#### **Weekday Ridership**

Combined daily average ridership on the OC, IEOC, and 91 lines during this period was 15,358, including Rail 2 Rail; this is an increase from 5.1 percent the same period last year. The OC Line daily average is up 10.2 percent, the IEOC Line is down 3.3 percent, and the 91 Line is up 5.6 percent compared to last year (Attachment A). The Rail 2 Rail Program has become more successful over the past few years, reporting a 7.4 percent increase versus last year. This is mainly due to additional schedule options offered to Metrolink monthly pass holders via Amtrak.

The dip in the IEOC Line ridership most likely reflects the deteriorating economic conditions for residents in the Inland Empire, which according to the California Employment Development Department of the United States Department of Labor, had the highest unemployment rate of any large metropolitan area in the country in November 2008. The decrease in fuel prices, which dropped approximately 50 percent compared to the first quarter of FY 2008-09, could also have contributed to the IEOC Line ridership drop.

Average weekday ridership this quarter peaked in October 2008, which is typical approaching the holiday season. As indicated in the last performance report, while ridership did not fall below last year's levels, growth rates have slightly declined (from 11 percent in October 2008 to 2.7 percent in December 2008) over the second quarter of FY 2008-09.

Metrolink periodically tracks the available seating capacity of its trains in a monthly report. In October 2008, eight weekday trains serving Orange County were 90 percent or more full (five weekday trains were over 100 percent capacity), compared to five weekday trains in the same period last year (one weekday train was over 100 percent capacity). Beginning late this calendar year, new Metrolink passenger cars will be delivered and put into service to help alleviate the shortage of seating capacity. Trains experiencing the heaviest loads receive priority for the deployment of additional cars.

### Weekend Ridership

Metrolink weekend service carried a total of 28,804 Orange County riders during the second quarter of FY 2008-09, 24.5 percent above the same period last year. Average daily ridership on the OC Line is up 24.9 percent on Saturday and 40 percent on Sunday. Average Saturday ridership on the IEOC Line is up 3.3 percent over last year, while the IEOC Line Sunday ridership is up 7.2 percent (Attachment B).

### Special Events

On Thanksgiving Day, ridership on all Metrolink trains systemwide reached 2,443 boardings, down 12 percent from last year. The IEOC Line operated a special Thanksgiving Day schedule, running eight total trains. Ridership decreased on the IEOC Line by 34.5 percent compared to Thanksgiving Day of 2007. On the Friday after Thanksgiving, ridership was down on all lines with the exception of the Orange County Line, which was up 11.3 percent over last year. The same number of trains were operated on both days in 2007 and 2008. Based upon this declining ridership, staff is analyzing options, including discontinuance for 2009 Thanksgiving service.

The annual Holiday Toy Express features a colorfully lit train decorated with over 50,000 lights, a live stage show, Santa and Mrs. Claus, and the Spark of Love Toy Drive. The 2008 Holiday Toy Express made 48 stops over five weekends, beginning November 22, the Saturday before Thanksgiving. It was more successful than ever, attracting larger crowds to most stations and receiving support from the community. Staff participated in each Orange County event.

### On-Time Performance

Growth in ridership is an important indicator of the success of commuter rail service, and on-time performance is a central component of providing quality

service. A Metrolink train is considered to be on time if it arrives within five minutes of the scheduled arrival.

**Weekday On-Time Performance**

Percentage of Weekday Trains Arriving Within Five Minutes of Scheduled Time

Month	OC Line	IEOC Line	91 Line	System Total *
October	94.3%	93.5%	97.1%	95.7%
November	94.5%	91.7%	92.4%	93.8%
December	94.2%	93.5%	96.0%	94.2%
Total Average	94.3%	92.9%	95.2%	94.6%

\* System total includes the Ventura, Antelope Valley, San Bernardino, Riverside, OC, IEOC, and 91 lines.

Trains can be delayed for a variety of reasons, including equipment issues, unscheduled delays (or “meets”) with other trains, delays from other operators on the tracks, construction or track maintenance, and incidents. For instance, in November 2008, the IEOC Line experienced delays caused by centralized traffic control system issues and various mechanical problems, which caused a cascade delay effect.

**Weekend On-Time Performance**

Percentage of Weekend Trains Arriving Within Five Minutes of Scheduled Time

Month	OC Line	IEOC Line	91 Line	System Total **
October	81.3%	92.5%	N/A	90.1%
November	92.5%	95.8%	N/A	94.6%
December	89.1%	100.0%	N/A	95.5%
Total Average	87.6%	96.1%	N/A	93.4%

\*\* System total includes Antelope Valley, San Bernardino, OC, and IEOC lines.

**Summary**

This report provides an update on the OCTA commuter rail ridership and on-time performance for the second quarter of FY 2008-09. Daily average weekday and weekend ridership increased by 5.1 percent and 24.5 percent, respectively, on all three lines serving Orange County, for a total daily average of 15,358 riders. Average weekday and weekend on-time performance were slightly below the goal.

***Attachments***

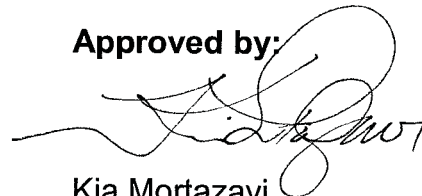
- A. Metrolink Ridership (Weekday)
- B. Metrolink Ridership (Weekend)

**Prepared by:**



Megan Taylor  
Transportation Analyst  
(714) 560-5601

**Approved by:**



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

**METROLINK RIDERSHIP (WEEKDAY)**

**Total Ridership**

<b>Fiscal Year (FY)</b>	<b>OC Line</b>	<b>IEOC Line</b>	<b>91 Line</b>	<b>Rail 2 Rail</b>	<b>Total Year to Date (YTD)</b>
<b>2002-03</b>	1,360,631	795,511	391,078	---	2,547,220
<b>2003-04</b>	1,422,770	913,528	428,572	240,272	3,005,142
<b>2004-05</b>	1,485,342	918,057	473,820	324,983	3,202,202
<b>2005-06</b>	1,597,992	1,066,558	531,930	351,217	3,547,697
<b>2006-07</b>	1,677,978	1,218,638	572,756	371,887	3,841,259
<b>2007-08</b>	1,807,103	1,282,610	570,164	414,566	4,074,443
<b>2008-09 YTD (Jul-Dec)</b>	<b>1,006,481</b>	<b>653,795</b>	<b>302,313</b>	<b>105,313</b>	<b>2,067,902</b>

**Average Ridership**

<b>2nd Quarter</b>	<b>OC Line</b>	<b>IEOC Line</b>	<b>91 Line</b>	<b>Rail 2 Rail</b>	<b>Total</b>
<b>FY 2007-08</b>	6,474	4,541	2,162	1,434	14,611
<b>FY 2008-09</b>	7,136	4,392	2,289	1,540	15,357
<b>Change</b>	<b>10.2%</b>	<b>-3.3%</b>	<b>5.9%</b>	<b>7.4%</b>	<b>5.1%</b>

**METROLINK RIDERSHIP (WEEKEND)**

**Total Ridership**

<b>FY</b>	<b>OC Line (Saturday)</b>	<b>OC Line (Sunday)</b>	<b>IEOC Line (Saturday)</b>	<b>IEOC Line (Sunday)</b>	<b>Total Year to Date</b>
<b>2006-07</b>	28,452	22,805	30,117	18,314	99,688
<b>2007-08</b>	37,789	27,888	36,452	20,186	122,315
<b>2008-09 YTD (Jul-Dec)</b>	<b>20,424</b>	<b>19,521</b>	<b>22,506</b>	<b>13,713</b>	<b>76,164</b>

**Average Ridership**

<b>2nd Quarter</b>	<b>OC Line (Saturday)</b>	<b>OC Line (Sunday)</b>	<b>IEOC Line (Saturday)</b>	<b>IEOC Line (Sunday)</b>
<b>FY 2007-08</b>	628	488	407	279
<b>FY 2008-09</b>	785	684	420	299
<b>Change</b>	<b>25.0%</b>	<b>40.2%</b>	<b>3.2%</b>	<b>7.2%</b>

# **INFORMATION ITEMS**



BOARD COMMITTEE TRANSMITTAL

**February 9, 2009**

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Semi-Annual Review of Grant-Funded Street Projects

Highways Committee Meeting of February 2, 2009

**Present:** Directors Amante, Cavecche, Glaab, Green, Mansoor, Nguyen, Norby, and Pringle  
**Absent:** Director Dixon

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation**

Approve adjustments to the Combined Transportation Funding Program project allocations as presented.





*February 2, 2009*

**To:** Highways Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Semi-Annual Review of Grant-Funded Street Projects

### ***Overview***

The Orange County Transportation Authority recently completed the semi-annual review of projects funded through the Combined Transportation Funding Program. This process reviews the status of grant-funded streets and roads projects and provides an opportunity for local agencies to update project information. The requested changes and recommendations are provided for review and approval.

### ***Recommendation***

Approve adjustments to the Combined Transportation Funding Program project allocations as presented.

### ***Background***

The Combined Transportation Funding Program (CTFP) is the mechanism the Orange County Transportation Authority (OCTA) uses to administer funding for streets and roads projects throughout the County. The CTFP contains a variety of funding programs and sources including Measure M local and regional streets and roads revenues, as well as federal Regional Surface Transportation Program (RSTP) funds. The CTFP provides local agencies with a comprehensive set of guidelines for administration and delivery of various transportation funding grants.

Consistent with the CTFP guidelines, OCTA staff meets with representatives from all local agencies twice each year to review the status of projects and proposed changes. This process is commonly referred to as the semi-annual review (SAR). The goals of the SAR process are to review project status, determine the continued viability of projects, and address local agency issues.

In an effort to improve timely delivery of Measure M project allocations, the OCTA Board of Directors (Board) adopted a time extension policy in November 2004. Since federal RSTP funds are programmed by OCTA and administered through the state, projects funded with RSTP funds are governed by state and federal timely use provisions requiring funds to be obligated within the programmed year. Therefore, OCTA has very limited flexibility in accommodating delay or advancement requests for these projects.

Since 1991, OCTA has competitively awarded more than \$710.1 million in Measure M funds and approximately \$339.3 million of federal RSTP funds to local agencies through the CTFP. These projects are programmed for fiscal years 1992-93 through 2009-10.

### ***Discussion***

During the September 2008 SAR, 13 agencies requested 35 various adjustments to Measure M-funded and RSTP-funded projects. Detailed information for requested changes, justifications, and project details are shown in Attachment A. These changes were reviewed and recommended for approval by the Technical Advisory Committee on December 10, 2008; staff recommends Board approval as described in Attachment A.

In summary, requested adjustments to Measure M-funded projects include the following:

- One project allocation, totaling \$90,000, requested project advancement.
- Six project allocations, totaling \$798,000, requested cancellation.
- Fourteen miscellaneous project allocation adjustments were requested. These included transferring funds between project phases, changes in lead agency status, and minor revisions to project scope.
- Thirteen project allocations, totaling \$8.4 million, requested a project delay.

During the review process, the City of Stanton (City) requested \$300,000 additional funding for the Katella Avenue Smart Street Project. The funding was requested to cover previous City expenditures in excess of the approved allocation amounts. As noted in Attachment A, staff is recommending that this request be denied since it was made after the funds were expended.

The frequent project delay requests that occur during the SAR have been recognized as a concern. With less than three years until the CTFP contract award deadline of March 31, 2011, an intensive effort was made to work with the local agencies on realistically assessing the continued viability of projects on which delay requests were being made. Additionally, much discussion went into the specific issues that caused the delay requests and how these could be mitigated. All this was done in an effort to minimize the delay requests received as part of the SAR. During the previous SARs conducted in March 2008 and September 2007, delays were requested for 45 projects totaling \$36.2 million and 38 projects totaling \$38.2 million respectively.

The 13 project delay requests that were made as part of the current SAR are a significant decrease over previous years. The following provides a breakdown of these requests by cause of delay as reported by the agencies.

- Five delay requests for additional time to execute right-of-way acquisition.
- One delay request for additional time to address all public outreach comments.
- One delay request to allow the local agency to reconfigure the project site.
- One delay request to allow the local agency to finalize design.
- Four delay requests to allow local agencies to coordinate the project with utility company and other agencies.
- One delay request to allow the local agency to refine the scope of work.

Staff performed a detailed review of each of these requests with the respective local agencies and recommends the approval of all changes as noted in Attachment A. The requested changes are consistent with CTFP guidelines and the Board-approved time extension policy. A summary of delay requests for projects is also included in Attachment B. All delay requests are subject to approval by the Board of Supervisors or city council and the OCTA Board.

Requested adjustments to federally funded projects include:

- One RSTP-funded Master Plan of Arterial Highways (MPAH) project requested a fund transfer from right-of-way to construction.
- Four RSTP-funded MPAH projects requested miscellaneous adjustments to combine three existing projects into one new project.

Adjustments for federal RSTP-funded projects are governed by state and federal timely use requirements. As previously stated, OCTA has limited ability

to grant time extensions to these projects due to the significant "use it or lose it" provisions associated with these programs. As such, time extension requests for RSTP-funded projects are typically not accommodated to ensure no loss of funding.

Between March and September of 2008, \$26.5 million of CTFP projects were completed and closed out. The table below provides the overall status of the CTFP projects since program inception:

Status	Definition	Measure M Allocations (millions)	RSTP Allocations (millions)
Completed	Project work is complete, final report is filed, approved, and the final payment has been made.	\$ 347.1	\$ 239.9
Pending	Project work has been completed and only the final report submittal/approval is pending.	\$ 41.8	\$ 31.9
Started	Project is progressing on schedule and within the funding allocation.	\$ 161.9	\$ 38.2
Planned	Project is planned but has not entered the program year.	\$ 159.2	\$ 29.3
TOTAL PROJECT ALLOCATIONS		\$ 710.0	\$ 339.3

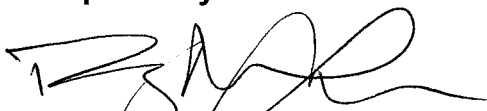
### Summary

OCTA has recently reviewed the status of grant-funded street and road projects funded through the CTFP. In total, 35 project allocation adjustments from 13 agencies are recommended for approval. The next SAR is scheduled for March 2009.

**Attachments**

- A. Combined Transportation Funding Program - September 2008 Semi-Annual Review Adjustment Requests
- B. Combined Transportation Funding Program - Delay Report - September 2008

**Prepared by:**



Roger M. Lopez  
Section Manager, Project Delivery  
714-560-5438

**Approved by:**



Kia Mortazavi  
Executive Director, Development  
714-560-5741

# Combined Transportation Funding Program September 2008 Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason
<b>Request For Advance</b>											
BUENA PARK	03-BPRK-GMA-3050	GMA	BEACH BLVD/SR-91 EASTBOUND RAMP WIDENING	C	10/11	12	09/10	\$90,000.00	ADVANCE	\$90,000.00	CITY WOULD LIKE TO MATCH PROJECT ALLOCATION 03-BPRK-GMA-3050 WITH 05-BPRK-RIP-2656. REFER TO GMA-TAC/E.O FOR APPROVAL.
<b>Sub-Total GMA Program Advance (1)</b>								<b>\$90,000.00</b>		<b>\$90,000.00</b>	
<b>Advance - Total All Measure M Programs (1)</b>								<b>\$90,000.00</b>		<b>\$90,000.00</b>	
<b>Request For Delay</b>											
STANTON	00-STAN-GMA-3187	GMA	BEACH/STANFORD INTERSECTION IMPROVEMENTS	C	07/08	24	09/10	\$60,000.00	DELAY	\$60,000.00	ADDITIONAL TIME IS NEEDED TO COORDINATE MULTIPLE PROJECTS WITH CALTRANS. REFER TO GMA-TAC/E.O FOR APPROVAL. (2ND DELAY)
MISSION VIEJO	05-MVJO-GMA-2784	GMA	OSO/MARGUERITE INTERSECTION IMPROVEMENTS	C	07/08	12	08/09	\$516,165.00	DELAY	\$516,165.00	ADDITIONAL TIME IS NEEDED TO EXECUTE RIGHT-OF-WAY FINAL APPROVAL. CITY STILL NEEDS TWO SIGNATURES FROM 2 PARCELS. THE CITY HAS SECURED SIGNATURES FROM 6 OUT OF 8 PARCELS. REFER TO GMA-TAC/E.O FOR APPROVAL.
DANA POINT	00-DPNT-GMA-3058	GMA	PACIFIC COAST HIGHWAY IMPROVEMENTS (TOWN CENTER)	C	08/09	12	09/10	\$125,000.00	DELAY	\$125,000.00	ADDITIONAL TIME IS REQUIRED TO OBTAIN AND ADDRESS ALL PUBLIC OUTREACH COMMENTS ON THE TOWN CENTER DESIGN. CURRENTLY THE CITY HAS FINALIZED THE TOWN CENTER SPECIFIC PLAN AND SECURED COASTAL COMMISSION APPROVAL. REFER TO GMA-TAC/E.O FOR APPROVAL.
COUNTY OF ORANGE	00-LHLL-GMA-3116	GMA	MOULTON PKWY, SEGMENT 2, N (SANTA MARIA TO EL PACIFICO)	C	08/09	12	09/10	\$458,000.00	DELAY	\$458,000.00	ADDITIONAL TIME IS NEEDED TO FINALIZE THE PS&E.
<b>Sub-Total GMA Program Delays (4)</b>								<b>\$1,159,165.00</b>		<b>\$1,159,165.00</b>	
BUENA PARK	03-BPRK-IIP-1039	IIP	BEACH BLVD/MALVERN AVE IMPROVEMENT	C	07/08	12	08/09	\$134,479.64	DELAY	\$134,479.64	ADDITIONAL TIME IS NEEDED TO OBTAIN CALTRANS PERMIT.
STANTON	03-STAN-IIP-1219	IIP	BEACH/STANFORD INTERSECTION IMPROVEMENT PROJECT	C	07/08	24	09/10	\$124,080.00	DELAY	\$124,080.00	ADDITIONAL TIME IS NEEDED TO COORDINATE MULTIPLE PROJECTS WITH CALTRANS. (2ND DELAY)
GARDEN GROVE	05-GGRV-IIP-2159	IIP	EUCLID/TRASK INTERSECTION IMPROVEMENT PROJECT	C	08/09	24	10/11	\$410,359.59	DELAY	\$410,359.59	ADDITIONAL TIME IS NEEDED TO RECONFIGURE THE SITE. THE CURRENT FUELING POSITIONS WILL BE IMPACTED BY THE PROJECT. THE COST TO RECONFIGURE THE SITE HAS BEEN ESTIMATED AT \$2.1 MILLION AND WILL TAKE APPROXIMATELY A YEAR. CITY IS SEEKING THE FINANCIAL RESOURCES TO ACQUIRE.
MISSION VIEJO	05-MVJO-IIP-2668	IIP	OSO/MARGUERITE INTERSECTION WIDENING	C	07/08	12	08/09	\$1,944,075.00	DELAY	\$1,944,075.00	ADDITIONAL TIME IS NEEDED TO EXECUTIVE RIGHT-OF-WAY FINAL APPROVAL. CITY STILL NEEDS TWO SIGNATURES FROM 2 PARCELS. THE CITY HAS SECURED SIGNATURES FROM 6 OUT OF 8 PARCELS. REFER TO GMA-TAC/E.O FOR APPROVAL.
ORANGE	00-ORNG-IIP-3142	IIP	TUSTIN AVE & CHAPMAN AVE	R	08/09	12	09/10	\$1,904,635.00	DELAY	\$1,904,635.00	ADDITIONAL TIME IS NEEDED TO COMPLETE RIGHT-OF-WAY ACQUISITION.
ORANGE	03-ORNG-IIP-1186	IIP	TUSTIN STREET & MEATS AVE	C	08/09	12	09/10	\$664,264.00	DELAY	\$664,264.00	ADDITIONAL TIME IS NEEDED DUE TO UTILITY RELOCATION. THE CITY MUST COORDINATE THE RELOCATION AND UPGRADE OF A SOUTHERN CALIFORNIA EDISON TRANSMISSION POLES AND CONSIDER THE FEASIBILITY OF UNDERGROUNDING OVERHEAD LINES.
<b>Sub-Total IIP Program Delays (6)</b>								<b>\$5,181,893.23</b>		<b>\$5,181,893.23</b>	



# Combined Transportation Funding Program September 2008 Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason
MISSION VIEJO	99-MVJO-MPAH-1140	MPAH	LA PAZ BRIDGE WIDENING (MURILANDS TO CHRISANTA)	E	07/08	24	09/10	\$1,521,053.00	DELAY	\$1,521,053.00	ADDITIONAL TIME IS NEEDED FOR APPROVAL OF THE DESIGN BY THE RAILROAD. SOME MINOR RIGHT-OF-WAY ISSUES CONTINUE. THE CITY HAVE SECURED SIGNATURES FOR 3 OUT OF 8 PARCELS.
ORANGE	00-ORNC-MPAH-3144	MPAH	MAIN STREET WIDENING (260' N/O PALMYRA TO 300 S/O CHAPMAN)	C	08/09	12	09/10	\$351,508.00	DELAY	\$351,508.00	ADDITIONAL TIME IS NEEDED TO COMPLETE RIGHT-OF-WAY ACQUISITION.
<b>Sub-Total MPAH Program Delays (2)</b>										<b>\$1,872,561.00</b>	
IRVINE	05-IRVN-TDM-2031	TDM	IRVINE BUSINESS COMPLEX (IBC) RESIDENTIAL RIDESHARE PROGRAM DEVELOPMENT	E	07/08	24	09/09	\$200,000.00	DELAY	\$200,000.00	THIS PROJECT IS A COMPONENT OF A MUCH LARGER PROJECT (TRANSPORTATION MANAGEMENT ASSOCIATION) WHICH IS STILL BEING FINALIZED; THEREFORE, ADDITIONAL TIME IS NEEDED TO REFINE THE SCOPE OF WORK FOR THE IBC RESIDENTIAL RIDESHARE PROGRAM.
<b>Sub-Total TDM Program Delays (1)</b>										<b>\$200,000.00</b>	
<b>Delays - Total All Measure M Programs (13)</b>										<b>\$8,413,619.23</b>	
<b>Cancellation</b>											
IRVINE	00-IRVN-GMA-3094	GMA	PARK AND RIDE ASSESSMENT	E	05/06	N/A	N/A	\$25,000.00	CANCEL	\$0.00	CITY WOULD LIKE TO CANCEL THE PROJECT. WITH THE COMPLETION OF THE IRVINE STATION PARKING STRUCTURE, THE ENGINEERING FUNDS ARE NO LONGER NEEDED. REFER TO GMA-TAC/E.O FOR APPROVAL.
<b>Sub-Total GMA Program Cancel (1)</b>										<b>\$0.00</b>	
LOS ALAMITOS	05-LSAL-TDM-2445	TDM	CERRITOS AVE BICYCLE LANES	E	08/09	N/A	N/A	\$6,109.00	CANCEL	\$0.00	CITY WOULD LIKE TO CANCEL THE PROJECT. THE STREETS ARE TOO NARROW TO ACCOMMODATE THE BICYCLE LANES. ADDITIONALLY THE RESIDENTS IN THE ARE DO NOT SUPPORT THIS PROJECT.
LOS ALAMITOS	05-LSAL-TDM-2445	TDM	CERRITOS AVE BICYCLE LANES	C	08/09	N/A	N/A	\$32,437.00	CANCEL	\$0.00	CITY WOULD LIKE TO CANCEL THE PROJECT. THE STREETS ARE TOO NARROW TO ACCOMMODATE THE BICYCLE LANES. ADDITIONALLY THE RESIDENTS IN THE ARE DOES NOT SUPPORT THIS PROJECT.
LOS ALAMITOS	05-LSAL-TDM-2570	TDM	FARQUHAR BICYCLE LANES	E	08/09	N/A	N/A	\$27,956.00	CANCEL	\$0.00	CITY WOULD LIKE TO CANCEL THE PROJECT. THE STREETS ARE TOO NARROW TO ACCOMMODATE THE BICYCLE LANES. ADDITIONALLY THE RESIDENTS IN THE ARE DOES NOT SUPPORT THIS PROJECT.
LOS ALAMITOS	05-LSAL-TDM-2570	TDM	FARQUHAR BICYCLE LANES	C	08/09	N/A	N/A	\$117,975.37	CANCEL	\$0.00	CITY WOULD LIKE TO CANCEL THE PROJECT. THE STREETS ARE TOO NARROW TO ACCOMMODATE THE BICYCLE LANES. ADDITIONALLY THE RESIDENTS IN THE ARE DOES NOT SUPPORT THIS PROJECT.
IRVINE	05-IRVN-TDM-2075	TDM	SPECTRUM PARK AND RIDE FACILITY	E	08/09	N/A	N/A	\$22,400.00	CANCEL	\$0.00	CITY WOULD LIKE TO CANCEL THE PROJECT. WITH THE COMPLETION OF THE IRVINE STATION PARKING STRUCTURE, THE ENGINEERING AND CONSTRUCTION FUNDS ARE NO LONGER NEEDED.
IRVINE	05-IRVN-TDM-2075	TDM	SPECTRUM PARK AND RIDE FACILITY	C	08/09	N/A	N/A	\$177,600.00	CANCEL	\$0.00	CITY WOULD LIKE TO CANCEL THE PROJECT. WITH THE COMPLETION OF THE IRVINE STATION PARKING STRUCTURE, THE ENGINEERING AND CONSTRUCTION FUNDS ARE NO LONGER NEEDED.
<b>Sub-Total TDM Program Cancel (3)</b>										<b>\$386,477.37</b>	
										<b>\$0.00</b>	

# Combined Transportation Funding Program September 2008 Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason
IRVINE	05-IRVN-SIP-2007	SIP	JAMBOREE ROAD (MACARTHUR TO I-405)	E	06/07	N/A	N/A	\$22,214.00	CANCEL	\$0.00	THIS PROJECT WAS COMPLETED THROUGH A DEVELOPER OBLIGATED PROJECT; THEREFORE, THE CITY REQUESTS CANCELLATION.
IRVINE	05-IRVN-SIP-2007	SIP	JAMBOREE ROAD (MACARTHUR TO I-405)	C	06/07	N/A	N/A	\$169,384.80	CANCEL	\$0.00	THIS PROJECT WAS COMPLETED THROUGH A DEVELOPER OBLIGATED PROJECT; THEREFORE, THE CITY REQUESTS CANCELLATION.
IRVINE	05-IRVN-SIP-2006	SIP	JAMBOREE ROAD (BARRANCA TO I-405)	E	06/07	N/A	N/A	\$22,655.00	CANCEL	\$0.00	THIS PROJECT WAS COMPLETED THROUGH A DEVELOPER OBLIGATED PROJECT; THEREFORE, THE CITY REQUESTS CANCELLATION.
IRVINE	05-IRVN-SIP-2006	SIP	JAMBOREE ROAD (BARRANCA TO I-405)	C	06/07	N/A	N/A	\$172,745.91	CANCEL	\$0.00	THIS PROJECT WAS COMPLETED THROUGH A DEVELOPER OBLIGATED PROJECT; THEREFORE, THE CITY REQUESTS CANCELLATION.
<b>Sub-Total SIP Program Cancel (2)</b>								<b>\$386,999.71</b>		<b>\$0.00</b>	
<b>Cancellation - Total All Measure M Programs (6)</b>								<b>\$798,477.08</b>		<b>\$0.00</b>	

### Misc. Adjustments

COUNTY OF ORANGE	05-ORCO-GMA-2066	GMA	ALTON PARKWAY	E	07/08	N/A	N/A	\$500,000.00	TRANSFER	\$950,000.00	COUNTY OF ORANGE WOULD LIKE TO CANCEL THIS PROJECT AND REALLOCATE THE FUNDS TO ALTON PARKWAY (05-ORCO-GMA-2066). GMA 9-TAC/E.O. APPROVED THE CANCELLATION AND REALLOCATION IN JUNE 2006.
COUNTY OF ORANGE	99-ORCO-GMA-1040	GMA	CROWN VALLEY PARKWAY BRIDGE PHASE I-I	C	03/04	N/A	N/A	\$450,000.00	TRANSFER	\$0.00	COUNTY OF ORANGE WOULD LIKE TO CANCEL THIS PROJECT AND REALLOCATE THE FUNDS TO ALTON PARKWAY (05-ORCO-GMA-2066). GMA 9-TAC/E.O. APPROVED THE CANCELLATION AND REALLOCATION IN JUNE 2006.
COSTA MESA	08-CMSA-GMA-2920	GMA	17TH/IRVINE INTERSECTION IMPROVEMENT	E	08/09	N/A	N/A	\$40,000.00	TRANSFER	\$0.00	CITY WOULD LIKE TO TRANSFER THIS ALLOCATION TO A NEW GMA PROJECT: HARBOR BLVD - ADAMS AVE INTERSECTION. CURRENT GMA FUNDING DID NOT RECEIVE AN IIP ALLOCATION. REFER TO GMA-TAC/E.O FOR APPROVAL.
COSTA MESA	08-CMSA-GMA-2912	GMA	HYLAND I-405 NB RAMP/SOUTH COAST DRIVE	E	08/09	N/A	N/A	\$25,000.00	TRANSFER	\$0.00	CITY WOULD LIKE TO TRANSFER THIS ALLOCATION TO A NEW GMA PROJECT: HARBOR BLVD - ADAMS AVE INTERSECTION. CURRENT GMA FUNDING DID NOT RECEIVE AN IIP ALLOCATION. REFER TO GMA-TAC/E.O FOR APPROVAL.
COSTA MESA	TBD	GMA	HARBOR BLVD - ADAMS AVE INTERSECTION	E	08/09	N/A	N/A	\$0.00	TRANSFER	\$65,000.00	CITY WOULD LIKE TO TRANSFER THIS ALLOCATION TO A NEW GMA PROJECT: HARBOR BLVD - ADAMS AVE INTERSECTION. CURRENT GMA FUNDING DID NOT RECEIVE AN IIP ALLOCATION. REFER TO GMA-TAC/E.O FOR APPROVAL.
ANAHEIM	08-ANAH-GMA-3016	GMA	BALL/SUNKIST INTERSECTION WIDENING	E	08/09	N/A	N/A	\$50,000.00	TRANSFER	\$0.00	CITY WOULD LIKE TO CANCEL THIS PROJECT AND REALLOCATE THE FUNDS TO RAIL CROSSING SAFETY IMPROVEMENTS 08-ANAH-GMA-3022. GMA TAC/E.O. APPROVED THE CANCELLATION AND REALLOCATION IN JUNE 2006.
ANAHEIM	05-ANAH-GMA-2704	GMA	BROADWAY WEST ITS- DALE TO LOARA	C	08/09	N/A	N/A	\$40,000.00	TRANSFER	\$0.00	CITY WOULD LIKE TO CANCEL THIS PROJECT AND REALLOCATE THE FUNDS TO RAIL CROSSING SAFETY IMPROVEMENTS 08-ANAH-GMA-3022. GMA TAC/E.O. APPROVED THE CANCELLATION AND REALLOCATION IN JUNE 2006.
ANAHEIM	08-ANAH-GMA-3020	GMA	LAKEVIEW AVE/ORANGETHORPE INT. IMP.	E	08/09	N/A	N/A	\$158,811.00	TRANSFER	\$0.00	CITY WOULD LIKE TO CANCEL THIS PROJECT AND REALLOCATE THE FUNDS TO RAIL CROSSING SAFETY IMPROVEMENTS 08-ANAH-GMA-3022. GMA TAC/E.O. APPROVED THE CANCELLATION AND REALLOCATION IN JUNE 2006.



# Combined Transportation Funding Program September 2008 Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason
ANAHEIM	05-ANAH-GMA-3020	GMA	LAKEVIEW AVE/ORANGETHORPE INT. IMP.	C	08/09	N/A	N/A	\$62,800.00	TRANSFER	\$0.00	CITY WOULD LIKE TO CANCEL THIS PROJECT AND REALLOCATE THE FUNDS TO RAIL CROSSING SAFETY IMPROVEMENTS 08-ANAH-GMA-3022. GMA TAC/E.O. APPROVED THE CANCELLATION AND REALLOCATION IN JUNE 2006.
ANAHEIM	05-ANAH-GMA-3022	GMA	RAILROAD CROSSINGS SAFETY IMPROVEMENTS	E	08/09	N/A	N/A	\$200,000.00	TRANSFER	\$511,611.00	CITY WOULD LIKE TO CANCEL THIS PROJECT AND REALLOCATE THE FUNDS TO RAIL CROSSING SAFETY IMPROVEMENTS 08-ANAH-GMA-3022. GMA TAC/E.O. APPROVED THE CANCELLATION AND REALLOCATION IN JUNE 2006.
FOUNTAIN VALLEY	05-FVLY-GMA-2544	GMA	SLATER/NEWHOPE INTERSECTION IMPROVEMENT	R	06/07	N/A	N/A	\$100,000.00	TRANSFER	\$0.00	CITY WOULD LIKE TO TRANSFER THIS ALLOCATION FROM RIGHT-OF-WAY TO CONSTRUCTION. REFER TO GMA-TAC/E.O. FOR APPROVAL.
FOUNTAIN VALLEY	05-FVLY-GMA-2544	GMA	SLATER/NEWHOPE INTERSECTION IMPROVEMENT	C	06/07	N/A	N/A	\$0.00	TRANSFER	\$100,000.00	CITY WOULD LIKE TO TRANSFER THIS ALLOCATION FROM RIGHT-OF-WAY TO CONSTRUCTION. REFER TO GMA-TAC/E.O. FOR APPROVAL.
STANTON	97-STAN-SSP-2020	SSP	KATELLA AVE (MAGNOLIA TO BEACH)	R	02/03	N/A	N/A	\$1,729,970.88	TRANSFER	\$1,329,970.88	CITY WOULD LIKE TO TRANSFER \$400,000 FROM 97-STAN-SSP-2020 TO 97-STAN-SSP-2019 TO COVER PART OF THE BUDGET SHORTFALL.
STANTON	97-STAN-SSP-2019	SSP	KATELLA AVE (MAGNOLIA TO BEACH)	R	02/03	N/A	N/A	\$383,000.00	TRANSFER	\$783,000.00	CITY WOULD LIKE TO TRANSFER \$400,000 FROM 97-STAN-SSP-2020 TO 97-STAN-SSP-2019 TO COVER PART OF THE BUDGET SHORTFALL.
<b>Sub-Total GMA Program Misc. Adjustments (14)</b>								<b>\$3,739,581.88</b>		<b>\$3,739,581.88</b>	
<b>Misc. Adjustments - Total All Measure M Programs (14)</b>								<b>\$3,739,581.88</b>		<b>\$3,739,581.88</b>	
<b>Misc. Adjustments - Federally Funded Projects</b>											
SAN JUAN CAPISTRANO	05-SJCP-MPAH-2396	RSTP	Del Obispo Street Widening	R	07/08	N/A	N/A	\$16,500.00	TRANSFER	\$0.00	CITY WOULD LIKE TO TRANSFER \$16,500 FROM RIGHT-OF-WAY TO CONSTRUCTION. TO STREAMLINE FUNDING PROCESS.
SAN JUAN CAPISTRANO	05-SJCP-MPAH-2396	RSTP	Del Obispo Street Widening	C	08/09	N/A	N/A	\$2,722,954.50	TRANSFER	\$2,739,454.50	CITY WOULD LIKE TO TRANSFER \$16,500 FROM RIGHT-OF-WAY TO CONSTRUCTION. TO STREAMLINE FUNDING PROCESS.
ORANGE	TBD	AHRP	CAMBRIDGE STREET REHABILITATION FROM KATELLA TO TAFT	C	08/09	N/A	N/A	\$250,076.50	TRANSFER	\$0.00	CITY WOULD LIKE TO COMBINE 3 PROJECTS INTO 1 PROJECT.
ORANGE	TBD	AHRP	CAMBRIDGE STREET REHABILITATION FROM TAFT TO MEATS	C	08/09	N/A	N/A	\$384,050.50	TRANSFER	\$0.00	CITY WOULD LIKE TO COMBINE 3 PROJECTS INTO 1 PROJECT.
ORANGE	TBD	AHRP	CAMBRIDGE STREET REHABILITATION FROM WALNUT TO COLINS	C	08/09	N/A	N/A	\$229,664.00	TRANSFER	\$0.00	CITY WOULD LIKE TO COMBINE 3 PROJECTS INTO 1 PROJECT.
ORANGE	TBD	AHRP	CAMBRIDGE STREET REHABILITATION (KATELLA TO TAFT & WALNUT TO COLINS)	C	08/09	N/A	N/A	\$0.00	TRANSFER	\$863,781.00	CITY WOULD LIKE TO COMBINE 3 PROJECTS INTO 1 PROJECT.
<b>Total Misc. Adjustments (5)</b>								<b>\$3,603,245.50</b>		<b>\$3,603,245.50</b>	
<b>Misc. Adjustments - Total All Federally Funded Programs (5)</b>								<b>\$3,603,245.50</b>		<b>\$3,603,245.50</b>	
<b>Adjustments NOT Recommended for Approval</b>											
STANTON	97-STAN-SSP-2020	SSP	KATELLA AVE (BEACH to KNOTT)	E	97/98	N/A	N/A	\$78,000.00	ADDITIONAL FUNDS	\$378,000.00	CITY WOULD LIKE TO REQUEST AN ADDITIONAL \$300,000 IN FUNDING TO COVER PART OF EXPENDITURES IN EXCESS OF APPROVED ALLOCATIONS.
<b>Total Adjustments (1)</b>								<b>\$78,000.00</b>		<b>\$378,000.00</b>	
<b>Adjustments - Total NOT Recommended for Approval (1)</b>								<b>\$78,000.00</b>		<b>\$378,000.00</b>	

**Combined Transportation Funding Program  
September 2008 Semi-Annual Review Adjustment Requests  
Glossary of Acronyms**

<b>Acronym</b>	<b>Description</b>
AHRP	Arterial Highway Rehabilitation Program
C	Project Construction Phase
E	Project Engineering Phase
E.O	Elected Official
GMA	Growth Management Areas Program
IIP	Intersection Improvement Program
IMP	Improvement
INT	Intersection
ITS	Intelligent Transportation System
MPAH	Master Plan of Arterial Highways
N/O	North of
PS&E	Certification of Plans, Specifications, and Estimate
R	Project Right-of-Way Phase
RSTP	Regional Surface Transportation Program
S/O	South of
SIP	Signal Improvement Program
SSP	Smart Street Program
TAC	Technical Advisory Committee
TDM	Transportation Demand Management Program

## Combined Transportation Funding Program Delay Report - September 2008

Agency	Project #	Project Title	Phase	Fiscal Year	Months	Original FY	Proposed FY	Amount	1st Delay	2nd Delay	3rd Delay
<b>September 2008 Delay Requests</b>											
BUENA PARK	03-BPRK-IIP-1039	BEACH BLVD/MALVERN AVE IMPROVEMENT	C	07/08	12	07/08	08/09	\$ 134,480	Sept-08		
COUNTY OF ORANGE	00-LHLL-GMA-3116	MOULTON PKWY, SEGMENT 2, N (SANTA MARIA TO EL PACIFICO)	C	08/09	12	08/09	09/10	\$ 458,000	Sept-08		
DANA POINT	00-DPNT-GMA-3058	PACIFIC COAST HIGHWAY IMPROVEMENTS	C	08/09	24	02/03	09/10	\$ 125,000	Sept-06	Sept-08	
GARDEN GROVE	05-GGRV-IIP-2159	EUCLID/TRASK INTERSECTION IMPROVEMENT PROJECT	C	08/09	24	08/09	10/11	\$ 410,360	Sept-08		
IRVINE	05-IRVN-TDM-2031	IRVINE BUSINESS COMPLEX (IBC) RESIDENTIAL RIDESHARE PROGRAM DEVELOPMENT	E	07/08	12	07/08	08/09	\$ 200,000	Sept-08		
MISSION VIEJO	05-MVJO-GMA-2784	OSO/MARGUERITE INTERSECTION IMPROVEMENTS	C	07/08	12	07/08	08/09	\$ 516,165	Sept-08		
MISSION VIEJO	05-MVJO-IIP-2668	OSO/MARGUERITE INTERSECTION WIDENING	C	07/08	12	07/08	08/09	\$ 1,944,075	Sept-08		
MISSION VIEJO	99-MVJO-MPAH-1140	LA PAZ BRIDGE WIDENING (MURLANDS TO CHRISANTA)	E	07/08	24	07/08	09/10	\$ 1,521,053	Sept-08		
ORANGE	00-ORNG-IIP-3142	TUSTIN AVE & CHAPMAN AVE	R	08/09	12	08/09	09/10	\$ 1,904,635	Sept-08		
ORANGE	03-ORNG-IIP-1186	TUSTIN AVE & MEATS AVE	R	08/09	12	06/07	09/10	\$ 1,327,818	Sept-07	Sept-08	
ORANGE	00-ORNG-MPAH-3144	MAIN STREET WIDENING (260' N/O PALMYRA TO 300 S/O CHAPMAN)	C	08/09	12	08/09	09/10	\$ 351,508	March-07	Sept-08	
STANTON	00-STAN-GMA-3187	BEACH/STANFORD INTERSECTION IMPROVEMENTS	C	07/08	24	07/08	09/10	\$ 60,000	Sept-06	Sept-08	
STANTON	03-STAN-IIP-1219	BEACH/STANFORD INTERSECTION IMPROVEMENT PROJECT	C	07/08	24	07/08	09/10	\$ 124,080	Sept-06	Sept-08	

<b>Prior Delay Requests</b>											
Aliso Viejo	05-ALSO-TDM-2330	Bike Trail in SCE ROW	C	07/08	12	07/08	08/09	\$ 196,914	March-08		
Anaheim	00-ANAH-GMA-3002	East Street/SR-91 Interchange	C	06/07	24	04/05	08/09	\$ 100,000	Sept-06	March-07	
Anaheim	00-ANAH-RIP-3008	East Street at SR-91 Freeway	C	06/07	24	04/05	08/09	\$ 817,036	Sept-06		
Anaheim	03-ANAH-IIP-1016	Kraemer Blvd./ La Palma Ave Intersection	C	07/08	12	04/05	08/09	\$ 598,181	Sept-07		
Anaheim	03-ANAH-MPAH-1019	Brookhurst St. - S/P Ball Rd. to N/O Katella Ave	E	07/08	24	06/07	09/10	\$ 114,400	Sept-07		
Anaheim	03-ANAH-MPAH-1019	Brookhurst St. - S/P Ball Rd. to N/O Katella Ave	R	08/09	12	06/07	09/10	\$ 6,722,425	Sept-07		
Anaheim	03-ANAH-RIP-1242	Gene Autry Way (West) / I-5 Fwy Interchange	C	06/07	24	03/04	08/09	\$ 4,270,500	Sept-06		
Anaheim	97-ANAH-SSP-2004	Katella Ave (Humor to Jean)	C	07/08	12	06/07	08/09	\$ 4,400,000	Sept-07		
Anaheim	99-ORCO-GMA-1038	Brookhurst/ Katella - Ball	E	07/08	24	04/05	09/10	\$ 250,000	Sept-07		
Brea	03-BREA-IIP-1032	Birch & Kraemer	C	06/07	24	06/07	08/09	\$ 932,320	Sept-07		
Buena Park	05-BPRK-SIP-2338	Lincoln Ave (Valley View to Knott) Interconnect	C	05/06	24	05/06	09/10	\$ 65,000	March-06	March-08	
Buena Park	05-BPRK-GMA-2661	Signal Coordination Malvern/Chapman/LaMirada	C	07/08	24	05/06	09/10	\$ 80,000	March-06	March-08	
Buena Park	05-BPRK-GMA-2750	Bus Bays on Beach Blvd (I-5 to Rosecrans)	C	06/07	12	06/07	08/09	\$ 58,000	March-07		
Buena Park	05-BPRK-RIP-2656	Beach Blvd/SR 91 Eastbound Ramps Widening	C	06/07	24	06/07	08/09	\$ 530,613	March-07		
Buena Park	97-BPRK-GMA-1033	Artesia Blvd Improvement @ I-5 FWY	C	06/07	24	04/05	08/09	\$ 240,000	Sept-07		
Costa Mesa	05-CMSA-IIP-2093	Newport/17th St Intersection Improvement	C	06/07	24	06/07	08/09	\$ 2,500,000	Sept-07		
Costa Mesa	05-CMSA-IIP-2254	Newport/17th St Intersection Improvement	C	06/07	24	06/07	08/09	\$ 1,477,000	Sept-07		
Costa Mesa	99-CMSA-GMA-1028	Newport Boulevard 19th to 17th St.	C	06/07	24	07/08	08/09	\$ 920,290	Sept-07		
Costa Mesa	05-CMSA-GMA-2627	Fairview Road/ Adams Avenue GMA	E	07/08	12	07/08	08/09	\$ 60,000	March-08		
County	03-ORCO-MPAH-1071	Alton Parkway	R	07/08	12	07/08	08/09	\$ 654,005	March-08		
County	05-ORCO-GMA-2084	Red Hill Avenue	C	08/09	12	08/09	09/10	\$ 240,000	March-08		
County	05-ORCO-GMA-2084	Red Hill Avenue	R	08/09	12	08/09	09/10	\$ 50,000	March-08		
County	07-ORCO-GMA-2834	Oso/Antonio Parkway	E	07/08	12	07/08	08/09	\$ 350,000	March-08		
County	97-ORCO-SSP-2009	Katella Ave (100' e/o Jean to Magnolia)	C	07/08	12	07/08	08/09	\$ 2,992,000	March-08		
Cypress	03-CYPR-MPAH-1079	Replacement of Del Amo Bridge	C	05/06	24	05/06	09/10	\$ 105,012	March-06	March-08	
Dana Point	00-DPNT-GMA-3058	Pacific Coast Highway Improvements	C	06/07	24	02/03	08/09	\$ 125,000	Sept-06		
Garden Grove	03-GGRV-IIP-1103	Harbor/Lampson	C	07/08	24	07/08	09/10	\$ 326,930	March-08		
Garden Grove	03-GGRV-IIP-1104	Gairview/Trask	C	07/08	24	06/07	09/10	\$ 512,789	Sept-06		
Garden Grove	03-GGRV-IIP-1105	Euclid/SR-22 EB On-Ramp	C	07/08	24	07/08	09/10	\$ 353,288	Sept-07		
Garden Grove	03-GGRV-IIP-1106	Brookhurst/Garden Grove Blvd	C	07/08	24	06/07	09/10	\$ 537,910	Sept-06		
Garden Grove	03-GGRV-IIP-1107	Euclid/Hazard	C	06/07	24	05/06	08/09	\$ 301,663	March-07		
Huntington Beach	03-HBCH-TDM-1114	Pacific Coast Highway Transit Center	C	05/06	12	05/06	08/09	\$ 150,000	March-06	Sept-07	
Irvine	03-IRVN-GMA-1116	Barranca Parkway/Redhill Ave Intersection	C	07/08	12	07/08	08/09	\$ 200,000	March-08		
Irvine	05-IRVN-IIP-2032	Barranca at Redhill	C	07/08	24	07/08	09/10	\$ 2,500,000	March-08		
Irvine	99-IRVN-GMA-1100	Barranca Pkwy/Dyer Intersection & Redhill	C	07/08	12	07/08	08/09	\$ 125,000	March-08		
Irvine	00-IRVN-GMA-3095	San Diego Creek & Culverdale Bicycle Trail Lighting	C	05/06	12	05/06	08/09	\$ 150,000	Sept-06	Sept-07	
Irvine	00-IRVN-TDM-3108	San Diego Creek & Culverdale Bicycle Trail Lighting	C	05/06	12	05/06	08/09	\$ 67,003	Sept-06	Sept-07	
Irvine	03-IRVN-IIP-1124	Culver/Walnut Intersection	C	06/07	24	06/07	09/10	\$ 644,144	March-07		
Irvine	03-IRVN-IIP-1124	Culver/Walnut Intersection	R	05/06	12	06/07	08/09	\$ 733,702	March-06	Sept-07	
La Habra	05-LHAB-IIP-2431	Whittier Blvd/Beach Blvd Intersection Improvements	C	08/09	24	08/09	10/11	\$ 765,731	March-08		
La Habra	05-LHAB-IIP-2431	Whittier Blvd/Beach Blvd Intersection Improvements	E	07/08	24	07/08	09/10	\$ 78,873	March-08		
La Habra	05-LHAB-IIP-2431	Whittier Blvd/Beach Blvd Intersection Improvements	R	07/08	24	07/08	09/10	\$ 295,954	March-08		
La Habra	05-LHAB-MPAH-2608	Imperial Hwy. Smart Street from LA County to Rose	C	06/07	24	06/07	08/09	\$ 1,769,037	March-08		
La Habra	97-LHAB-SSP-2012	Imperial (LAC to Harbor)	C	05/06	12	00/01	08/09	\$ 6,908,000	March-06	March-08	
La Habra	00-LHAB-TDM-3115	Coyote Creek Bikeway	C	06/07	24	02/03	08/09	\$ 81,320	Sept-07		
La Habra	03-LHAB-IIP-1141	Euclid St and Lambert Rd Intersection Improvements	C	07/08	24	07/08	09/10	\$ 126,396	March-07		
La Habra	03-LHAB-IIP-1141	Euclid St and Lambert Rd Intersection Improvements	E	07/08	24	07/08	09/10	\$ 10,266	March-07		
La Habra	05-LHAB-GMA-2632	Harbor Blvd at Lambert Rd Intersection Improvement	C	08/09	12	08/09	09/10	\$ 284,000	March-07		

## Combined Transportation Funding Program Delay Report - September 2008

Agency	Project #	Project Title	Phase	Fiscal Year	Months	Original FY	Proposed FY	Amount	1st Delay	2nd Delay	3rd Delay
La Habra	05-LHAB-IIP-2416	Whittier Blvd/Idaho St. Intersection Improvements	C	08/09	12	08/09	09/10	\$ 329,110	March-07		
La Habra	05-LHAB-IIP-2416	Whittier Blvd/Idaho St. Intersection Improvements	E	07/08	24	07/08	09/10	\$ 33,899	March-07		
La Habra	05-LHAB-IIP-2416	Whittier Blvd/Idaho St. Intersection Improvements	R	08/09	12	08/09	09/10	\$ 32,212	March-07		
La Habra	05-LHAB-IIP-2597	Harbor Blvd at Lambert Rd Intersection Improvement	R	07/08	24	07/08	09/10	\$ 2,022,906	March-07		
La Habra	05-LHAB-MPAH-2568	Lambert Rd. Widen (West of Harbor)	C	07/08	12	07/08	09/10	\$ 351,103	March-06	March-07	
La Habra	05-LHAB-MPAH-2568	Lambert Rd. Widen (West of Harbor)	R	06/07	24	06/07	09/10	\$ 4,913,663	March-06	March-07	
La Palma	03-LPMA-MPAH-1149	La Palma Ave/Del Amo Blvd	C	05/06	24	05/06	08/09	\$ 667,959	March-06		
La Palma	03-LPMA-MPAH-1149	La Palma Ave/Del Amo Blvd	E	05/06	12	05/06	08/09	\$ 131,350	March-06		
La Palma	03-LPMA-MPH-1148	Walker St. / Marquardt Ave. over Coyote Creek	C	39240	24	06/07	08/09	\$ 469,486	March-07		
Laguna Hills	03-LHLL-MPAH-1156	La Paz (Cabot Drive to I-5)	C	06/07	24	06/07	08/09	\$ 1,051,647	March-07		
Laguna Niguel	97-LNIG-GMA-1104	Avery Parkway Widening	C	04/05	24	00/01	08/09	\$ 522,000	March-06	March-08	
Laguna Woods	00-LWDS-GMA-3125	Moulton Parkway @ El Toro Road	C	06/07	24	01/02	08/09	\$ 500,000	Sept-06		
Laguna Woods	03-LWDS-GMA-1165	El Toro Road / Moulton Parkway	C	06/07	24	04/05	08/09	\$ 158,000	Sept-06		
Laguna Woods	05-LWDS-IIP-2810	Moulton Parkway and El Toro Road	C	06/07	24	06/07	08/09	\$ 1,839,775	March-07		
Los Alamitos	03-LSAL-MPAH-1176	Los Alamitos Bid Improvements Phase 2	C	05/06	12	05/06	08/09	\$ 287,432	March-06	March-07	
Newport Beach	03-NBCH-MPAH-1182	Jamboree Road Widening Project	C	07/08	24	07/08	09/10	\$ 951,478	March-08		
Orange	00-ORNG-IIP-3142	Tustin Avenue & Chapman Avenue	R	07/08	12	07/08	08/09	\$ 595,365	March-08		
Orange	03-ORNG-IIP-1188	Katella Avenue Wanda Road Intersection Improvement	C	07/08	12	07/08	08/09	\$ 51,002	March-08		
Orange	05-ORNG-GMA-2566	East Orange Signal Coordination	C	07/08	24	07/08	09/10	\$ 156,000	March-08		
Orange	05-ORNG-GMA-2730	Orange Rail Safety Improvements	C	06/07	36	06/07	09/10	\$ 248,000	March-08		
Orange	05-ORNG-SIP-2023	East Chapman Avenue Signal Coordination	C	07/08	24	07/08	09/10	\$ 167,365	March-08		
Orange	05-ORNG-SIP-2023	East Chapman Avenue Signal Coordination	E	07/08	12	07/08	08/09	\$ 61,949	March-08		
Orange	00-ORNG-TDM-3148	Tustin Branch Trail	C	06/07	24	02/03	08/09	\$ 400,000	March-07		
Orange	03-ORNG-IIP-1186	Tustin Street and Meats Ave	C	07/08	12	06/07	08/09	\$ 732,247	Sept-07		
Placentia	00-PLAC-GMA-3149	Bastanchury Road @ Kraemer Blvd	C	05/06	24	05/06	08/09	\$ 50,000	March-06	March-08	
Placentia	03-PLAC-IIP-1193	Alta Vista Street/Rose Drive	C	05/06	24	05/06	08/09	\$ 291,651	March-06	March-08	
Placentia	03-PLAC-IIP-1194	Kraemer Blvd/Bastanchury Road	C	07/08	12	07/08	08/09	\$ 205,109	March-08		
Placentia	05-PLAC-GMA-2551	Rose/Alta Vista Intersection Improvement	C	07/08	12	07/08	08/09	\$ 32,000	March-08		
Placentia	05-PLAC-SIP-2546	Bastanchury/Valencia Signal Extension	C	07/08	12	07/08	08/09	\$ 250,000	March-08		
Placentia	03-PLAC-IIP-1194	Kraemer Blvd/Bastanchury Rd	C	05/06	24	05/06	08/09	\$ 205,109	March-06		
Santa Ana	00-IRVN-RIP-3099	Alton/SR-55 Overcrossing and HOV	E	06/07	12	02/03	08/09	\$ 3,360,000	Sept-07	March-08	
Santa Ana	02-IRVN-GMA-1004	Alton/SR-55 Overcrossing	E	06/07	12	05/06	08/09	\$ 200,000	Sept-07	March-08	
Santa Ana	03-SNTA-SIP-1208	Bristol Street Traffic Management	C	07/08	24	07/08	09/10	\$ 234,000	March-08		
Santa Ana	05-IRVN-GMA-2569	Alton Parkway/ SR-55	E	06/07	24	06/07	08/09	\$ 255,000	March-08		
Santa Ana	05-SNTA-GMA-2542	Alton/SR-55 Overcrossing and HOV Ramp	E	07/08	12	07/08	08/09	\$ 255,000	March-08		
Santa Ana	05-SNTA-GMA-2797	First Street Bridge Widening	C	07/08	12	07/08	08/09	\$ 400,000	March-08		
Santa Ana	05-SNTA-MPAH-2204	First Street Widening: Susan to Fairview	C	07/08	12	07/08	08/09	\$ 4,496,166	March-08		
Seal Beach	97-SBCH-MPAH-1154	Seal Beach Blvd Overcrossing Widening at I-405	C	05/06	24	00/01	09/10	\$ 1,680,000	March-06	Sept-07	
Seal Beach	05-SBCH-GMA-2800	Lampson Avenue Controller Upgrade	C	05/06	48	05/06	09/10	\$ 33,500	Sept-06		
Seal Beach	95-SBCH-GMA-1188	Seal Beach Blvd Bridge at I-405	C	05/06	24	96/97	09/10	\$ 382,250	March-06	Sept-07	
Stanton	03-STAN-MPAH-1221	Garden Grove Blvd. Street Improvement Project	C	05/06	24	03/04	09/10	\$ 310,200	March-06	March-08	
Tustin	05-TUST-GMA-2525	Tustin Commuter Rail Station Parking Structure	C	08/09	12	08/09	09/10	\$ 200,000	March-08		
Westminster	05-WEST-RIP-2738	Beach/Edinger Ramp; I-405 Improvements	C	07/08	24	07/08	09/10	\$ 888,000	March-07		
Westminster	05-WEST-RIP-2738	Beach/Edinger Ramp; I-405 Improvements	E	06/07	24	06/07	08/09	\$ 200,000	March-07		
Yorba Linda	05-YLND-GMA-2735	Esperanza Road Bike Lanes	C	06/07	24	06/07	08/09	\$ 35,000	Sept-06		

Phase C - Construction
Phase E - Engineering
Phase R - Right-of-way



**February 9, 2009**

**To:** Members of the Board of Directors  
**From:** Arthur T. Leahy, <sup>AL</sup>Chief Executive Officer  
**Subject:** Measure M Quarterly Progress Report

**Overview**

Staff has prepared a Measure M progress report for the fourth 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 fourth quarter of 2008 (October through December). 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 Riverside Freeway (State Route 91) are complete. The following are highlights and major accomplishments along each of the freeway corridors:

#### Interstate 5 (I-5), Gateway Project

The two-mile stretch of the I-5, from just north of the I-5/State Route 91 (SR-91) interchange to the Los Angeles County line, is the last phase of the I-5 in Orange County to be improved. On April 18, 2006, the freeway widening construction package was awarded to FCI Constructors/Balfour Beatty Construction, Inc. Various construction activities continued during the report period, with the project currently 61 percent complete.

During the quarter, concrete paving was placed for I-5 southbound traffic lanes from Artesia Boulevard to Beach Boulevard. Foundation work for the southbound I-5 bridge over Artesia Boulevard was completed and falsework for the bridge deck was started. The Beach Boulevard bridge deck was poured and the railroad track/AT&T area to the south of the bridge was prepared for the upcoming three-week closure of Beach Boulevard to raise the Union Pacific Railroad tracks up three feet for the longer bridge. Retaining wall construction continues in the area of Beach Boulevard and to the south of the Beach Boulevard bridge.

The public outreach team continues to attend community meetings and is making presentations to the city council, local organizations, and business associations concerning the Beach Boulevard closure and freeway detours.

#### State Route 57 (SR-57)

In November 1992, OCTA completed the Measure M carpool lane project on the SR-57, between the I-5 and Lambert Road. In September 2007, the Board approved amending the Measure M Expenditure Plan to include additional projects along the SR-57 that are currently included in Project J in the Renewed Measure M. The amendment allocated \$22 million in Measure M freeway program savings to pay for design and right-of-way pre-construction costs to add a new northbound lane along the SR-57 from Orangewood Avenue to Lambert Road.

Three projects to provide the additional freeway capacity are currently underway. The design notice to proceed for the Orangethorpe Avenue to Yorba Linda Boulevard project was issued on February 18, 2008. The project's design schedule is very aggressive at 22 months. The design phase is currently 53 percent complete.

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 65 percent complete.

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 92 percent complete with the draft environmental document scheduled to be completed and issued for public review and comment in February 2009.

#### 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 fourth quarter of 2008, the CTFP provided \$4.7 million towards streets and roads projects throughout the County. This included the commencement of \$4.5 million in projects and the closeout of an additional \$200,000. Some of the projects of significance include: the City of Stanton's Katella Avenue Smart Street project was issued \$2.8 million toward the construction phase, the City of Brea's project at Birch Street and Kraemer Boulevard was issued \$600,000 for construction, and the City of Santa Ana was issued \$500,000 for efforts in improving the Bristol Street and First Street intersection.

#### 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.

**Metrolink Service Expansion Program (Expansion)**

On November 14, 2005, the Board authorized the implementation of the Expansion. The Expansion includes all of the capital and operational improvements necessary to accomplish 30- to 60-minute service between the stations located in Fullerton and Laguna Niguel/Mission Viejo. When feasible and appropriate, local, state, and federal funds are used to fund program elements. Only those elements supported by Measure M funding are discussed here.

On September 26, 2008, the Southern California Regional Rail Authority (SCRRA) issued an invitation for bids (IFB) for the civil package to support the Expansion. Bids were received by SCRRA in mid-December. The SCRRA Board of Directors is expected to award the contract in the first quarter of 2009, with construction projected to start within 60 days after award of contract. The bid package includes civil construction work for both the Expansion and the Grade Crossing Safety Enhancements and Quiet Zone Program, which are part of the Early Action Plan for Renewed Measure M.

In addition to the current IFB, there are four other procurement packages associated with the Expansion, including packages for long lead-time materials such as special track work and signal materials. Signal construction and signal maintenance bids are also being solicited by SCRRA to support the Expansion. All contracts associated with the Expansion are expected to be awarded during the first quarter of 2009.

Staff continues to meet with individual station cities in order to develop conceptual plans for expansion of parking facilities necessary to support the Expansion. The City of Orange completed a parking study that will be utilized for site selection of a parking facility. In January 2009, the Board approved a cooperative agreement with the City of Tustin for the design of a 825 space parking structure to be built on the existing parking lot site. The selection process for the design consultant is complete and the design contract will be awarded in the first quarter of 2009.

**City-Initiated Transit Extensions to Metrolink**

On October 27, 2008, the OCTA Board approved 25 mixed-flow bus/shuttle proposals submitted under Go Local Step One to be advanced to Step Two. As part of Step Two, each of the proposals will undergo detailed service planning in order for the Board to assess, at the completion of Step Two, if the concept has significant merit to advance to Step Three for implementation. Each of the approved bus/shuttle services proposes to provide a connection between a Metrolink station and major destination centers within the respective



communities. The concepts generally provided regional benefits, offering 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.

In December 2008, agreements were executed with several professional services firms who will assist OCTA staff in assessing the feasibility of the proposals by evaluating areas such as potential demand and customer needs, route segment and system performance, potential impacts to existing OCTA fixed-route bus and paratransit service, boardings/revenue vehicle hours, resources, budgets, policies, and technical aspects of the proposed service.

Project development continues with the fixed-guideway proposals previously approved by the Board in May 2008 to complete an alternatives analysis as part of Step Two. In January 2009, the Board authorized award of a consultant contract that will serve as an extension of OCTA staff in providing project management oversight and technical support to ensure that the fixed-guideway projects undergo detailed planning and obtain the necessary environmental clearances as required in Step Two of the Go Local Program.

All planning work done as part of Steps One and Two of the Go Local Program is funded by Measure M in preparation for the implementation of Step Three through Project S, Transit Extensions to Metrolink, under Renewed Measure M.

#### 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 \$506.9 million. Distributions to individual agencies, from inception-to-date and for the report period, are detailed in Attachment A.

Net Measure M expenditures through December 31, 2008, total \$3.183 billion. Net expenditures include project specific reimbursements to Measure M from cities, local agencies, and the California Department of Transportation on jointly funded projects. Total net tax revenues consist primarily of Measure M sales tax revenues and non-bond interest minus estimated non-project related administrative expenses through 2011. Net revenues, expenditures, estimates at completion, and summary project budgets, per the Measure M Expenditure Plan,

are presented in Attachment B. The basis for project budgets within each of the Measure M Expenditure Plan programs is identified in the notes section of Attachment B. Additional details and supporting information to the Measure M Revenue and Expenditure Summary are provided under Attachment C.

#### **Budget Variances**

Project budget versus estimate at completion variances relate to freeway and transitway elements as these programs have defined projects. Other programs, such as regional and local streets and roads, assume all net tax revenues will be spent on existing or yet to be defined future projects.

The Garden Grove Freeway (State Route 22) project budget was increased during the report period by approximately \$4.9 million. The increase accounts for final legal costs, additional scope for the Thunderbird sewer lift station project, and the addition of environmental mitigation measures with the Garden Grove Unified School District.

#### **Revenue Projections**

The December 2008 report includes an updated revenue forecast that reflects the continuing downturn in the economy and reduction in local sales tax revenues. Fiscal year (FY) 2009 sales tax revenues are forecasted to decline by 5.4 percent as compared to FY 2008, and FY 2010 sales tax revenues are forecasted to decline by 2 percent as compared to the FY 2009 forecast. This results in an overall reduction of \$70.5 million in net tax revenues available for projects. The following revenue reductions are anticipated within the various Measure M programs: freeways \$30.3 million, turnback funding \$10.3 million, competitive grant program \$12.3 million, and transit \$17.6 million.

#### **Summary**

As required in Measure M Ordinance No. 2, a quarterly report is provided to update progress in implementing the Measure M Expenditure Plan. This report covers freeways, streets and roads, transit program highlights, and accomplishments from October through December 2008.

**Attachments**

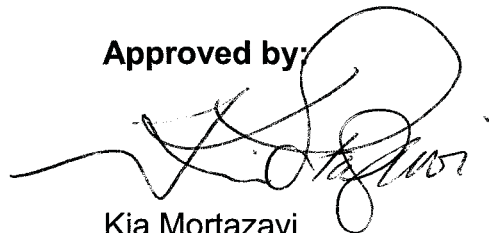
- A. Measure M Local Turnback Payments
- B. Measure M Revenue and Expenditure Summary as of December 31, 2008
- C. Supporting Information to Measure M Revenue and Expenditure Summary

**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	Fourth Quarter 2008	Total Apportionment as of 12/31/08
Aliso Viejo	\$ 72,009	\$ 3,181,550
Anaheim	670,440	55,576,162
Brea	106,993	9,042,716
Buena Park	180,858	13,611,786
Costa Mesa	279,169	23,885,688
Cypress	109,526	8,917,250
Dana Point	66,450	5,669,500
Fountain Valley	125,846	10,906,304
Fullerton	251,737	21,764,852
Garden Grove	293,068	24,806,706
Huntington Beach	376,700	32,505,379
Irvine	491,068	35,546,554
Laguna Beach	51,351	4,252,633
Laguna Hills	71,684	5,980,204
Laguna Niguel	133,069	10,783,753
Laguna Woods	27,500	1,527,841
La Habra	106,166	8,506,845
Lake Forest	156,657	11,155,565
La Palma	35,942	2,846,495
Los Alamitos	26,741	2,379,641
Mission Viejo	189,036	15,756,540
Newport Beach	210,672	15,664,098
Orange	322,159	26,318,467
Placentia	93,124	7,854,790
Rancho Santa Margarita	85,983	4,128,604
San Clemente	111,226	8,009,482
San Juan Capistrano	77,699	6,263,077
Santa Ana	574,851	49,734,742
Seal Beach	50,423	4,000,075
Stanton	59,730	4,992,445
Tustin	161,130	13,643,086
Villa Park	10,605	910,832
Westminster	172,879	14,927,038
Yorba Linda	115,497	9,397,075
County Unincorporated	348,621	32,498,033
<b>Total County:</b>	<b>\$ 6,216,605</b>	<b>\$ 506,945,807</b>

**Measure M Revenue and Expenditure Summary  
as of December 31, 2008**

Project Description (\$ in thousands, escalated to year of expenditure/revenue)	Total Net Tax Revenues		Project Budget	Estimate at Completion	Variance Total Net Tax Revenues to Est at Completion		Variance Project Budget to Est at Completion	To Date Net Project Cost	Percent Budget Expended (D / B)	Notes
	A	B			C	(A - C)				
<b>Freeways (43%)</b>										
I-5 between I-405 and I-605	\$ 966,182	\$ 810,010	\$ 804,897	\$ 161,285	\$ 5,113	\$ 696,992	86.0%	1		
I-5 between I-5/I-405 Interchange and San Clemente	69,108	57,836	59,935	9,173	(2,099)	59,936	103.6%	1		
I-5/I-405 Interchange	87,714	72,802	73,075	14,639	(273)	73,075	100.4%	1		
SR-55 between I-5 and SR-91	58,476	44,511	50,196	8,280	(5,685)	49,339	110.8%	1		
SR-57 between I-5 and Lambert Road	50,502	46,128	44,596	5,906	1,532	22,758	49.3%	1		
SR-91 between Riverside Co. line & Los Angeles Co. line	126,255	116,136	105,666	20,589	10,470	105,389	90.7%	1		
SR-22 between SR-55 and Valley View Street	402,687	299,963	299,490	103,197	473	296,281	98.8%	1,4		
Subtotal Projects	\$ 1,760,924	\$ 1,447,386	\$ 1,437,855	\$ 323,069	\$ 9,531	\$ 1,303,770	90.1%			
Net (Bond Revenue)/Debt Service		307,899	307,899	(307,899)	-	307,440				
<b>Total Freeways</b>	<b>\$ 1,760,924</b>	<b>\$ 1,755,285</b>	<b>\$ 1,745,754</b>	<b>\$ 15,170</b>	<b>\$ 9,531</b>	<b>\$ 1,611,210</b>	<b>91.8%</b>	<b>3</b>		
<b>Expenditures as a Percent of Total Program</b>						<b>50.6%</b>				
<b>Regional Street and Road Projects (11%)</b>										
Smart Streets	\$ 154,447	\$ 152,069	\$ 152,069	\$ 2,378	\$ -	\$ 147,190	96.8%	2		
Regionally Significant Interchanges	90,094	90,094	90,094	-	-	59,438	66.0%	2		
Intersection Improvement Program	128,706	128,706	128,706	-	-	70,598	54.9%	2		
Traffic Signal Coordination	64,353	64,353	64,353	-	-	44,874	69.7%	2		
Transportation Systems and Transportation Demand Mgmt	12,871	12,871	12,871	-	-	7,312	56.8%	2		
Subtotal Projects	\$ 450,471	\$ 448,093	\$ 448,093	\$ 2,378	\$ -	\$ 329,412	73.5%			
Net (Bond Revenue)/Debt Service		2,378	2,378	(2,378)	-	2,375				
<b>Total Regional Street and Road Projects</b>	<b>\$ 450,471</b>	<b>\$ 450,471</b>	<b>\$ 450,471</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 331,787</b>	<b>73.7%</b>	<b>2</b>		
<b>Expenditures as a Percent of Total Program</b>						<b>10.4%</b>				



**Measure M Revenue and Expenditure Summary**  
as of December 31, 2008

Project Description	Total Net Tax Revenues	Project Budget	Estimate at Completion	Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget to Est at Completion	To Date Net Project Cost	Percent Budget Expended (D / B)	Notes
<i>(\$ in thousands, escalated to year of expenditure/revenue)</i>								
<b>Local Street and Road Projects (21%)</b>								
Master Plan of Arterial Highway Improvements	\$ 164,612	\$ 164,612	\$ 164,612	\$ -	\$ -	\$ 77,391	47.0%	2
Streets and Roads Maintenance and Road Improvements	595,376	595,376	595,376	-	-	507,010	85.2%	2
Growth Management Area Improvements	100,000	100,000	100,000	-	-	69,150	69.2%	2
Subtotal Projects	\$ 859,988	\$ 859,988	\$ 859,988	\$ -	\$ -	\$ 653,551	76.0%	
Net (Bond Revenue)/Debt Service								
<b>Total Local Street and Road Projects</b>	<b>\$ 859,988</b>	<b>\$ 859,988</b>	<b>\$ 859,988</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 653,551</b>	<b>76.0%</b>	
<b>Expenditures as a Percent of Total Program</b>								
<b>Transit Projects (25%)</b>								
Pacific Electric Right-of-Way	\$ 19,815	\$ 15,000	\$ 14,000	\$ 5,815	\$ 1,000	\$ 13,834	92.2%	
Commuter Rail	369,703	355,223	343,251	26,452	11,972	290,535	81.8%	
High-Technology Advanced Rail Transit	449,149	431,575	464,580	(15,431)	(33,005)	83,867	19.4%	
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	-	-	17,010	85.1%	
Transitways	165,128	146,381	126,348	38,780	20,033	125,833	86.0%	1
Subtotal Projects	\$ 1,023,795	\$ 968,179	\$ 968,179	\$ 55,616	\$ -	\$ 531,079	54.9%	
Net (Bond Revenue)/Debt Service		55,616	55,616	(55,616)	-	55,533		
<b>Total Transit Projects</b>	<b>\$ 1,023,795</b>	<b>\$ 1,023,795</b>	<b>\$ 1,023,795</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 586,612</b>	<b>57.3%</b>	
<b>Expenditures as a Percent of Total Program</b>								
<b>Total Measure M Program</b>	<b>\$ 4,095,178</b>	<b>\$ 4,089,539</b>	<b>\$ 4,080,008</b>	<b>\$ 15,170</b>	<b>\$ 9,531</b>	<b>\$ 3,183,160</b>	<b>77.8%</b>	

Notes:

1. Project Budget based on escalated value of 1996 Freeway Strategic Plan plus subsequent Board approved amendments.
2. Project Budget and Estimate at Completion equal to Total Net Tax Revenues as all funds collected will be expended on future projects.
3. Due to a change in reporting practices, Estimates at Completion now include approximately \$10 million of OCTA direct project labor not included in Project Budgets.
4. SR-22 Budget increased by \$4.9 million for legal costs, Garden Grove School District environmental mitigation, and added scope for Thunderbird Sewer Lift Station Project.

**ATTACHMENT C**

Schedule 1

**Supporting Information to Measure M Revenue and Expenditure Summary**

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2008	Year to Date Dec 31, 2008	Period from Inception to Dec 31, 2008
		(A)	(B)
<b>Revenues:</b>			
Sales taxes	\$ 64,982	\$ 119,409	\$ 3,461,202
Other agencies share of Measure M costs			
Project related	484	484	380,655
Non-project related	-	-	614
Interest:			
Operating:			
Project related	-	-	923
Non-project related	6,503	12,270	236,160
Bond proceeds	-	-	136,067
Debt service	311	1,115	78,928
Commercial paper	4	26	6,071
Orange County bankruptcy recovery	-	-	42,268
Capital grants	2,141	3,074	148,085
Right-of-way leases	66	163	4,521
Proceeds on sale of assets held for resale	537	1,073	20,818
Miscellaneous	-	-	801
Total revenues	<u>75,028</u>	<u>137,614</u>	<u>4,517,113</u>
<b>Expenditures:</b>			
Supplies and services:			
State Board of Equalization (SBOE) fees	735	1,469	50,440
Professional services:			
Project related	1,282	3,060	164,475
Non-project related	324	381	27,778
Administration costs:			
Project related	537	1,117	16,830
Non-project related	1,292	2,540	75,100
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	8	29	1,168
Non-project related	11	80	15,357
Payments to local agencies:			
Turnback	6,217	12,599	506,994
Competitive projects	17,807	19,396	511,917
Capital outlay	24,980	25,601	1,920,977
Debt service:			
Principal payments on long-term debt	-	-	767,400
Interest on long-term debt and commercial paper	14	6,695	541,238
Total expenditures	<u>53,207</u>	<u>72,967</u>	<u>4,678,292</u>
Excess (deficiency) of revenues over (under) expenditures	<u>21,821</u>	<u>64,647</u>	<u>(161,179)</u>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	-	(1,000)	(252,369)
Non-project related	-	-	(5,116)
Transfers in project related	52	86	1,915
Bond proceeds	-	-	1,169,999
Advance refunding escrow	-	-	(931)
Payment to refunded bond escrow agent	-	-	(152,930)
Total other financing sources (uses)	<u>52</u>	<u>(914)</u>	<u>760,568</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 21,873</u>	<u>\$ 63,733</u>	<u>\$ 599,389</u>

**Measure M**  
**Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)**  
**as of December 31, 2008**

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2008 (actual)	Year Ended Dec 31, 2008 (actual)	Period from Inception through Dec 31, 2008 (actual)	Period from January 1, 2009 through March 31, 2011 (forecast)	Total
	(C.1)	(C.1)	(D.1)	(E.1)	(F.1)
<b>Tax revenues:</b>					
Sales taxes	\$ 64,982	\$ 119,409	\$ 3,461,202	\$ 565,025	\$ 4,026,227
Other agencies share of Measure M costs	-	-	614	-	614
Operating interest	6,503	12,270	236,160	20,927	257,087
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous	-	-	801	-	801
Total tax revenues	<u>71,485</u>	<u>131,679</u>	<u>3,719,460</u>	<u>585,952</u>	<u>4,305,412</u>
<b>Administrative expenditures:</b>					
SBOE fees	735	1,469	50,440	5,255	55,695
Professional services, non-project related	295	352	18,943	3,791	22,734
Administration costs, non-project related	1,292	2,540	75,100	12,575	87,675
Operating transfer out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	11	80	6,258	2,964	9,222
	<u>2,333</u>	<u>4,441</u>	<u>185,649</u>	<u>24,585</u>	<u>210,234</u>
<b>Net tax revenues</b>	<u><u>\$ 69,152</u></u>	<u><u>\$ 127,238</u></u>	<u><u>\$ 3,533,811</u></u>	<u><u>\$ 561,367</u></u>	<u><u>\$ 4,095,178</u></u>
<b>Bond revenues:</b>					
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	311	1,115	78,928	8,983	87,911
Interest revenue from commercial paper	4	26	6,071	-	6,071
Orange County bankruptcy recovery	-	-	21,585	-	21,585
Total bond revenues	<u>315</u>	<u>1,141</u>	<u>1,412,650</u>	<u>8,983</u>	<u>1,421,633</u>
<b>Financing expenditures and uses:</b>					
Professional services, non-project related	29	29	8,835	-	8,835
Payment to refunded bond escrow	-	-	153,861	-	153,861
Bond debt principal	-	-	767,400	236,555	1,003,955
Bond debt interest expense	14	6,695	541,238	21,712	562,950
Orange County bankruptcy loss	-	-	48,826	-	48,826
Other, non-project related	-	-	9,099	-	9,099
Total financing expenditures and uses	<u>43</u>	<u>6,724</u>	<u>1,529,259</u>	<u>258,267</u>	<u>1,787,526</u>
<b>Net bond revenues (debt service)</b>	<u><u>\$ 272</u></u>	<u><u>\$ (5,583)</u></u>	<u><u>\$ (116,609)</u></u>	<u><u>\$ (249,285)</u></u>	<u><u>\$ (365,894)</u></u>



Measure M  
Schedule of Revenues and Expenditures Summary  
as of December 31, 2008

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Dec 31, 2008 (N)	Reimbursements through Dec 31, 2008 (O)	Project Cost (P)	Net Budget Expended (Q)	Percent of Budget Expended (R)
<b>Freeways (43%)</b>											
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 833,741	\$ 966,182	\$ 810,010	\$ 804,897	\$ 161,285	\$ 5,113	\$ 778,531	\$ 81,539	\$ 696,992		86.0%
I-5 between I-5/I-405 Interchange and San Clemente	59,635	69,108	57,836	59,935	9,173	(2,099)	70,294	10,358	59,936		103.6%
I-5/I-405 Interchange	75,690	87,714	72,802	73,075	14,639	(273)	98,157	25,082	73,075		100.4%
S.R. 55 (Costa Mesa Fwy) between I-5 and S.R. 91 (Riverside Fwy)	50,460	58,476	44,511	50,196	8,280	(5,685)	55,511	6,172	49,339		110.8%
S.R. 57 (Orange Fwy) between I-5 and Lambert Road	43,579	50,502	46,128	44,596	5,906	1,532	25,617	2,859	22,758		49.3%
S.R. 91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	108,948	126,255	116,136	105,666	20,589	10,470	123,995	18,606	105,389		90.7%
S.R. 22 (Garden Grove Fwy) between S.R. 55 and Valley View St.	347,487	402,687	299,963	299,490	103,197	473	597,306	301,025	296,281		98.8%
Net (Bond Revenue)/Debt Service	1,519,540	1,760,924	1,447,386	1,437,855	323,069	9,531	1,749,411	445,641	1,303,770		
			307,899	307,899	(307,899)	-	307,440		307,440		
<b>Total Freeways</b>	\$ 1,519,540	\$ 1,760,924	\$ 1,755,285	\$ 1,745,754	\$ 15,170	\$ 9,531	\$ 2,056,851	\$ 445,641	\$ 1,611,210		50.6%
%				42.8%							
<b>Regional Street and Road Projects (11%)</b>											
Smart Streets	\$ 133,275	\$ 154,447	\$ 152,069	\$ 152,069	\$ 2,378	\$ -	\$ 150,679	\$ 3,489	\$ 147,190		96.8%
Regionally Significant Interchanges	77,744	90,094	90,094	90,094	-	-	59,584	146	59,438		66.0%
Intersection Improvement Program	111,063	128,706	128,706	128,706	-	-	70,812	214	70,598		54.9%
Traffic Signal Coordination	55,531	64,353	64,353	64,353	-	-	45,006	132	44,874		69.7%
Transportation Systems Management and Transportation Demand Management	11,106	12,871	12,871	12,871	-	-	7,461	149	7,312		56.8%
Net (Bond Revenue)/Debt Service	388,719	450,471	448,093	448,093	2,378	-	333,542	4,130	329,412		
			2,378	2,378	(2,378)	-	2,375		2,375		
<b>Total Regional Street and Road Projects</b>	\$ 388,719	\$ 450,471	\$ 450,471	\$ 450,471	\$ -	\$ -	\$ 335,917	\$ 4,130	\$ 331,787		10.4%
%				11.0%							

**Measure M**  
**Schedule of Revenues and Expenditures Summary**  
**as of December 31, 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 Dec 31, 2008 (N)	Reimbursements through Dec 31, 2008 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
<b>Local Street and Road Projects (21%)</b>										
Master Plan of Arterial Highway Improvements	\$ 128,338	\$ 164,612	\$ 164,612	\$ 164,612	\$ -	\$ -	\$ 77,490	\$ 99	\$ 77,391	47.0%
Streets and Roads Maintenance and Road Improvements	513,762	595,376	595,376	595,376	-	-	507,010	-	507,010	85.2%
Growth Management Area Improvements	100,000	100,000	100,000	100,000	-	-	69,581	431	69,150	69.2%
Subtotal Projects	742,100	859,988	859,988	859,988	-	-	654,081	530	653,551	
Net (Bond Revenue)/Debt Service										
<b>Total Local Street and Road Projects</b>	<b>\$ 742,100</b>	<b>\$ 859,988</b>	<b>\$ 859,988</b>	<b>\$ 859,988</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 654,081</b>	<b>\$ 530</b>	<b>\$ 653,551</b>	<b>20.3%</b>
<b>Transit Projects (25%)</b>										
Pacific Electric Right-of-Way	\$ 17,099	\$ 19,815	\$ 15,000	\$ 14,000	\$ 5,815	\$ 1,000	\$ 16,438	\$ 2,604	\$ 13,834	92.2%
Commuter Rail	316,282	369,703	355,223	343,251	26,452	11,972	351,409	60,874	290,535	81.8%
High-Technology Advanced Rail Transit	387,579	449,149	431,575	464,580	(15,431)	(33,005)	90,297	6,430	83,867	19.4%
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	20,000	-	-	17,010	-	17,010	85.1%
Transitways	142,492	165,128	146,381	126,348	38,780	20,033	162,520	36,687	125,833	86.0%
Subtotal Projects	883,452	1,023,795	968,179	968,179	55,616	-	637,674	106,595	531,079	
Net (Bond Revenue)/Debt Service			55,616	55,616	(55,616)	-	55,533		55,533	
<b>Total Transit Projects</b>	<b>\$ 883,452</b>	<b>\$ 1,023,795</b>	<b>\$ 1,023,795</b>	<b>\$ 1,023,795</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 693,207</b>	<b>\$ 106,595</b>	<b>\$ 586,612</b>	<b>18.4%</b>
<b>Total Measure M Program</b>										
	\$ 3,533,811	\$ 4,095,178	\$ 4,089,539	\$ 4,080,008	\$ 15,170	\$ 9,531	\$ 3,740,056	\$ 556,896	\$ 3,183,160	



BOARD COMMITTEE TRANSMITTAL

**February 23, 2009**

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Renewed Measure M Progress Report

Transportation 2020 Committee Meeting of February 16, 2009

**Present:** Directors Amante, Brown Buffa, Campbell, Cavecche, Dixon,  
and Pringle  
**Absent:** None

**Committee Vote**

No action was taken on this item.

**Staff Recommendation**

Receive and file as an information item.



**February 16, 2009**

**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 October 2008 through December 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. 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 the time period, with a web link to more information including staff reports and project descriptions (Attachment A).

Highlights of the M2 progress in this quarter include:

- Completed four readiness and market assessments that found OCTA well-positioned to deliver the M2 program.
- Completed a project study report that identifies options for increasing capacity along the Santa Ana Freeway (Interstate 5) between Avenida Pico and Pacific Coast Highway.
- Began a project study report to look at ways to improve traffic flow along Interstate 5 between the San Joaquin Toll Road (State Route 73) and El Toro Road.
- Completed a project study report to add one or two lanes each way on the San Diego Freeway (Interstate 405) between the Costa Mesa Freeway (State Route 55) and the San Gabriel Freeway (Interstate 605).
- Completed a signal synchronization project along an 8¾-mile segment of Oso Parkway/Pacific Park Drive improving travel times between 13 and 27 percent.
- Board approved 25 mixed-flow bus/shuttle proposals submitted under Go Local Step One to be advanced to Step Two.
- Implemented a public outreach plan to build an inventory of potential habitat conservation sites that may be eligible for funding for acquisition and restoration under M2's freeway environmental mitigation program.
- Completed the South Orange County Major Investment Study.
- Received updated sales tax forecasts that show a further decline in revenues. As compared to the 2005 nominal revenue estimates, the first 12 months of M2 sales tax revenue is now projected to be \$92 million less than the 2005 predictions and the average annual growth rate over the 30-year period is projected to decrease by approximately 0.5 percent. Overall, the nominal M2 sales tax revenue is projected to decrease from a 2005 estimate of \$24.3 billion to a revised estimate of \$16.3 billion for the 30-year period.

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.

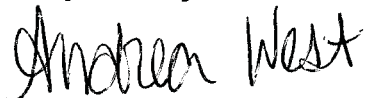
***Summary***

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.

***Attachment***

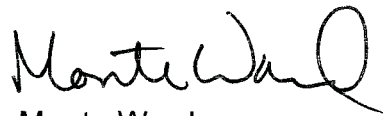
- A. Renewed Measure M (M2) Quarterly Progress Report for October – December 2008

**Prepared by:**



Andrea West  
Local Government Relations  
Representative  
(714) 560-5611

**Approved by:**



Monte Ward  
Director, Special Projects  
(714) 560-5582

**Renewed Measure M (M2) Quarterly Progress Report  
October – December 2008**

The following is a summary of the progress made on the Renewed Measure M (M2) Early Action Plan (EAP) covering the fourth quarter (October – December) of 2008.

**M2 Readiness Assessments**

*OCTA staff: Andy Offelie: (714) 560-5649*

When the Orange County Transportation Authority (OCTA) Board of Directors (Board) adopted the EAP, they authorized four studies to identify risk areas and generally assess OCTA's ability to deliver on the promises of the EAP. The four studies are as follows:

- OCTA Organizational Readiness and Capacity – Administered by PB Consult, this study assessed OCTA's organizational structure and capabilities to determine its capacity to deliver the EAP. This was done through a thorough review of OCTA documents and interviews and workshops with OCTA staff and included a comprehensive peer review.
- Market Conditions Analysis – The Orange County Business Council (OCBC), in partnership with the University of California, Irvine, researched the market conditions that are likely to influence OCTA's ability to deliver the EAP. This was done using available statewide data to develop market forecasts and determine broader inventory levels for the region's infrastructure construction program and included interviews with transportation industry professionals. Also, as part of this study, OCBC interviewed 35 professional services and construction contractor executives to understand the "perceptions of doing business with OCTA."
- Readiness and Absorption Capacity of Public Agencies – The study, also conducted by the OCBC, inventoried and assessed the ability of affected public entities to deliver on the promises of the EAP.
- Renewed Measure M Administrative Requirements – LMS Consulting analyzed the differences between the original Measure M (M1) and M2 and provided recommendations on new policies and procedures that need to be developed including transition actions as M1 ends and M2 begins.

OCTA staff is in receipt of all four studies and a summary was presented to the Transportation 2020 Committee and the Board in January. Generally, the studies found that there were no fatal flaws in current processes, market conditions support an aggressive schedule, and there are generally positive perceptions of doing business with OCTA. Opportunities for improvement included streamlining the procurement process, enhancing the project manager role, focusing efforts on the early development process, and preparing for the new M2 requirements.



## **Highway Projects**

*OCTA staff: Tom Bogard (714) 560-5918*

The significant activities for the M2 freeway projects in the fourth quarter of 2008 were:

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

Project C – Caltrans recently completed a project study report that identifies options for increasing capacity along I-5 between Avenida Pico and Pacific Coast Highway through the communities of San Clemente and Dana Point. This study evaluated the benefits of extending the current high-occupancy vehicle (HOV) lanes on I-5, which presently end at the Pacific Coast Highway interchange, all the way down to Avenida Pico in San Clemente. OCTA has just begun a project study to look at ways to improve traffic flow along I-5 between the San Joaquin Toll Road (State Route 73) and El Toro Road through the communities of Lake Forest, Laguna Hills, and Mission Viejo. The study will look at capacity enhancements and interchange improvements to ease the flow of traffic through this area.

Project D – The City of San Juan Capistrano (City) is finalizing an environmental document for improvements to the I-5/Ortega Highway (State Route 74) interchange. The City, working with Caltrans, identified five alternatives to improve traffic flow within the interchange. The City has recently selected a locally preferred alternative and will complete the environmental documents in early 2009.

Project F – OCTA is preparing a project study report to look into options to improve State Route 55 (SR-55) between the San Diego Freeway and I-5, passing through the communities of Irvine and Santa Ana. The study is looking at the feasibility of lane additions within this corridor and possible improvements to the freeway interchanges to reduce traffic congestion in the area.

Project G – OCTA is preparing the final design for a new northbound lane on State Route 57 (SR-57) from Orangethorpe Avenue to Lambert Avenue through the communities of Brea and Fullerton. It is expected that the widening of the freeway in the northbound direction can be accommodated within the existing right of way. In addition, OCTA is preparing an environmental analysis to add a new northbound lane on SR-57 between Katella Street and Lincoln Avenue in the Anaheim area. This study will identify any potential environmental impacts of the project and will propose mitigation measures to minimize any unavoidable impacts. Construction is expected to begin on the first segments of the project in 2010.



Project H – OCTA is preparing an environmental document to add a new westbound lane to the Riverside Freeway (State Route 91) between I-5 and SR-57 in Anaheim. This effort is looking at the environmental and design issues related to adding a new general purpose lane and will identify the most practical approach that has the least impact on existing properties along the freeway.

Project I – Caltrans began the preparation of an environmental document to improve traffic flow through the SR-55/State Route 91 (SR-91) interchange. The improvements to the interchange will focus on the northbound to westbound connector between the two freeways and the traffic flow along westbound SR-91 in this area.

Project J – Three projects are being advanced along SR-91 to relieve traffic congestion in the corridor connecting Orange and Riverside counties. Caltrans is advancing the final design of a new westbound lane between the Foothill-South Toll Road (State Route 241) and the Corona Expressway (State Route 71) in Riverside County. This project will extend the existing westbound auxiliary lane, which terminates before Green River Road, to the State Route 71 interchange. Construction is expected to begin on this project in 2009. Caltrans also is preparing an environmental analysis for adding one new lane each way along SR-91 from SR-55 to State Route 241 (SR-241). This project will add significant new capacity through the cities of Anaheim and Placentia. The third project is being advanced by the Riverside County Transportation Commission (RCTC) to add a new lane each way and to extend the express lanes between SR-241 in Anaheim to the Corona Freeway in Corona. RCTC is currently preparing an environmental analysis for these proposed improvements.

Project K – OCTA has recently completed a project study report to add one to two new lanes each way on the San Diego Freeway (Interstate 405) between SR-55 and the San Gabriel Freeway (State Route 605). These improvements will add mainline capacity and improve the local interchanges along the corridor that serves the communities of Fountain Valley, Huntington Beach, Los Alamitos, Santa Ana, Seal Beach, and Westminster. A formal environmental analysis of the proposed improvements will begin in early 2009.

### **Signal Synchronization**

*OCTA staff: Anup Kulkarni (714) 560-5867*

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.

In December 2008, a second synchronization project along an 8¾-mile segment of Oso Parkway/Pacific Park Drive was completed. Optimized timing has been implemented in conjunction with strategic signal systems 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. This, combined with \$4 million from M1, will provide \$8 million to fund signal synchronization along 10 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 April 2009 pending expected release of the funds from the State of California.

Finally, OCTA has been working on 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 this 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**

*OCTA staff: Dinah Minter (714) 560-5740*

During this quarter, all cooperative agreements between OCTA and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor cities have been executed. Additionally, most construction and maintenance agreements between the Southern California Regional Rail Authority (SCRRA) and the cities have been signed (except for the cities of Fullerton and Dana Point).

OCTA has successfully completed identification of right-of-way (ROW) and utility impacts associated with grade crossing improvements at all 51 locations. Weekly ROW and utility meetings are conducted with the affected cities and utility companies. ROW acquisition has begun in the City of Orange, and is expected to be completed by the end of January 2009. Other cities in the program have asked OCTA to provide technical/consultant assistance for ROW acquisitions. OCTA has consultants on board to proceed with right-of-way and utility coordination work. In December, SCRRA received bids for the civil construction package. The contract is expected to be awarded by the SCRRA Board of Directors in the first quarter of 2009. The construction of these improvements is expected to be completed by the end of 2010.

### **Go Local**

*OCTA staff: Kelly Long (714) 560-5725*

On October 27, 2008, the Board approved 25 mixed-flow bus/shuttle proposals submitted under Go Local Step One to be advanced to Step Two. As part of Step Two, each of the proposals will undergo detailed service planning in order for the Board to assess, at the completion of Step Two, if the concept has significant merit to advance to step three for implementation. Each of the approved bus/shuttle services propose to provide a connection between a Metrolink station and major destination centers within the respective communities. The concepts generally provided regional benefits, offered a link from the nearest Metrolink station to cities' major population centers, and

demonstrated a preliminary financial commitment on behalf of the proposing cities and surrounding business and activity centers.

In December 2008, agreements were executed with several professional services firms that will assist OCTA staff in assessing the feasibility of the proposals by evaluating areas such as, but not limited to, potential demand and customer needs, route segment and system performance, potential impacts to existing OCTA fixed-route bus and paratransit service, boardings/revenue vehicle hours, resources, budgets, policies, and technical aspects of the proposed service.

Project development continues with the fixed-guideway proposals previously approved by the Board in May 2008 to complete an alternatives analysis as part of step two. Staff will bring to the Board, in early 2009, a recommendation for award of a consultant who will serve as an extension of OCTA staff in providing project management oversight and technical support to ensure that the fixed-guideway projects undergo detailed planning and obtain the necessary environmental clearances as required in step two of the Go Local program.

All planning work done as part of steps one and two of the Go Local program is funded by M1 in preparation for the implementation of Project S, Transit Extensions to Metrolink under M2.

### **Environmental Committees**

*OCTA staff: Marissa Espino (714) 560-5607*

The Environmental Cleanup Allocation Committee (Allocation Committee) and the Environmental Oversight Committee (EOC) both began meeting on a monthly basis starting in January 2008.

### **Water Quality Program**

The Allocation Committee is designed to make recommendations to the Board on the allocation of funds for water quality improvements, and is currently developing a draft framework for the competitive allocation of water quality funding.

The two categories for potential water quality funding are a catch basin program and a new capital and operations projects program. 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 in fiscal year 2009-10.

Based on a July 2008 questionnaire, which was disseminated to all Orange County cities, a key finding of a proposed catch basin funding program 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 their interest in applying for funds,

which would increase the number of catch basins to be protected by 40 percent on a countywide basis. Staff is currently reviewing information obtained from a second questionnaire, which will provide details on specific structural devices that the cities would recommend for funding.

### **Freeway Mitigation Program**

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 continuing to develop the master agreement and an associated planning agreement. The planning agreement is designed to establish the process, roles, responsibilities, and commitments for the preparation of a Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). The HCP/NCCP would document impacts, mitigation, and conditions for permitting of the 13 M2 freeway projects. The master agreement and planning agreement are expected to be finalized in the first quarter of 2009.

In December 2008, staff implemented a public outreach plan to build an inventory of potential habitat conservation sites that may be eligible for funding for acquisition and restoration. Property information will be collected from interested participants who may include property owners and managers, conservation and community groups, and local governments until January 30, 2009.

### **South Orange County Major Investment Study**

*OCTA staff: Charlie Larwood (714) 560-5683*

The South Orange County Major Investment Study concluded with recommended strategies and improvements to address future demands on our transportation system. The locally preferred strategy was approved by the Board in October 2008 and established the M2 freeway plan as a priority for improving transportation in south Orange County followed by additional proposed improvements to I-5 and I-405.

### **Financing**

*OCTA staff: Ken Phipps (714) 560-5637*

The downturn in the economy continues to negatively impact local sales tax revenues. Actual sales tax revenue receipts through December 2008 are 5.4 percent less than receipts for the same period in fiscal year 2007-08. Staff has extrapolated year-to-date performance to fiscal year end and applied the recently updated short-term sales tax forecasts from Chapman University, the University of California Los Angeles (Anderson

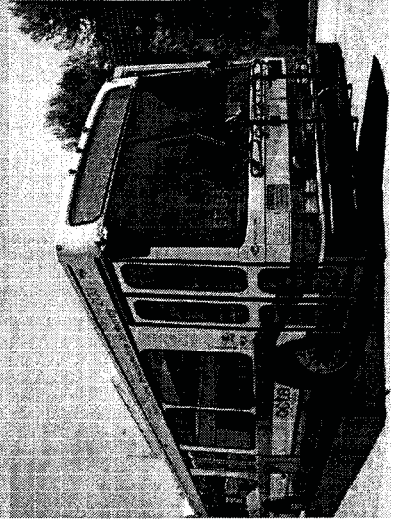
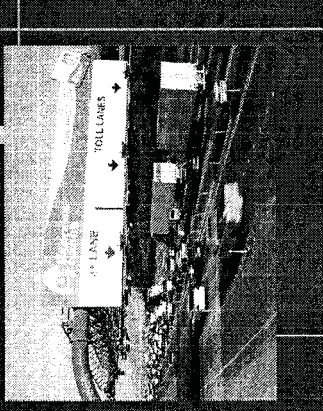
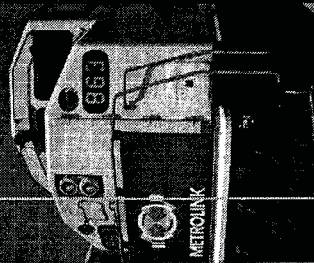
Forecast) and California State University, Fullerton of -2.0 percent for fiscal year 2009-10 to come up with an updated M2 forecast.

As compared to the 2005 nominal revenue estimates, the first 12 months of M2 sales tax revenue is now projected to be \$92 million less than the 2005 projections and the average annual growth rate over the 30-year period is projected to decrease by approximately 0.5 percent. Overall, the nominal M2 sales tax revenue is projected to decrease from a 2005 estimate of \$24.3 billion to a revised estimate of \$16.3 billion for the 30-year period.

**POWERPOINT  
PRESENTATION**



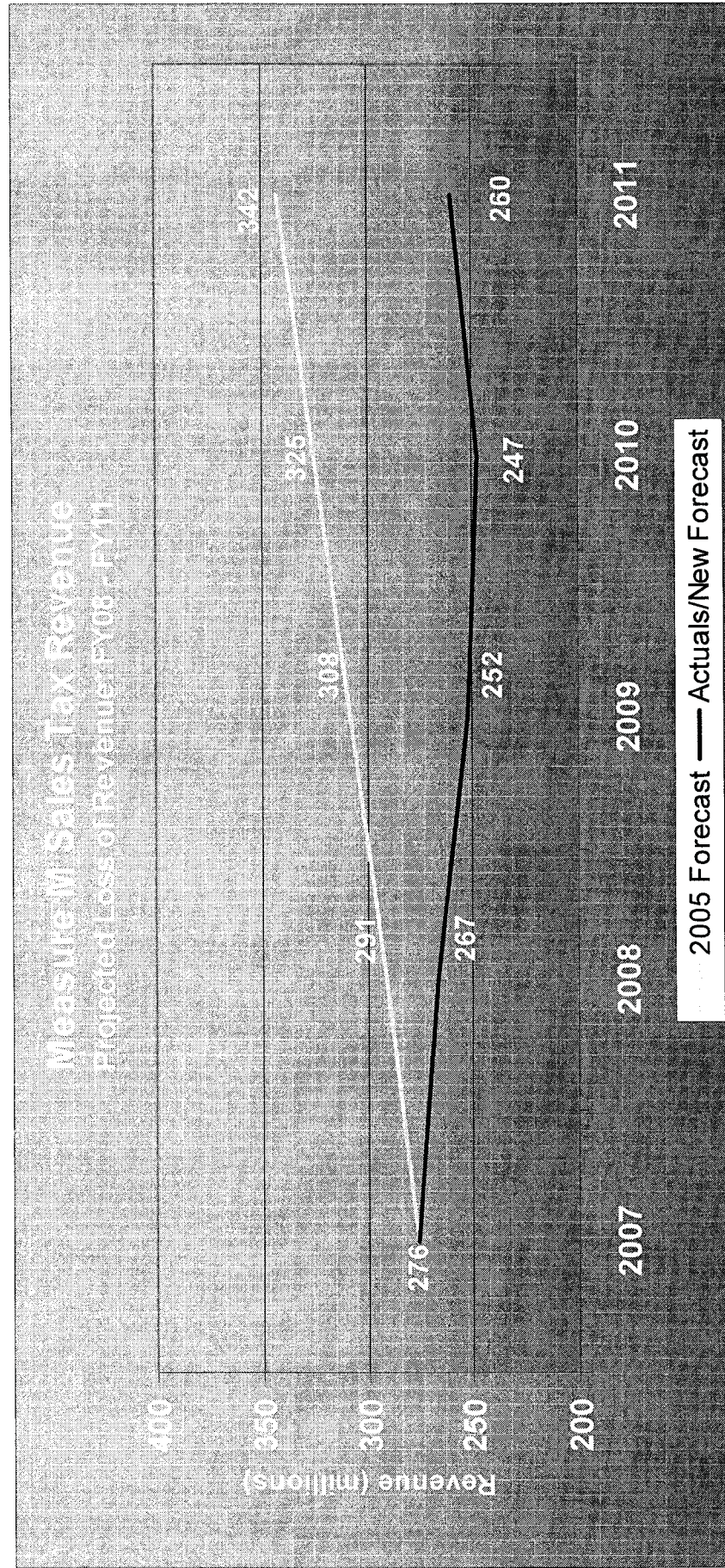
# Renewed Measure M Progress Report



Board of Directors Meeting  
February 23, 2009



# Measure M Sales Tax Forecast



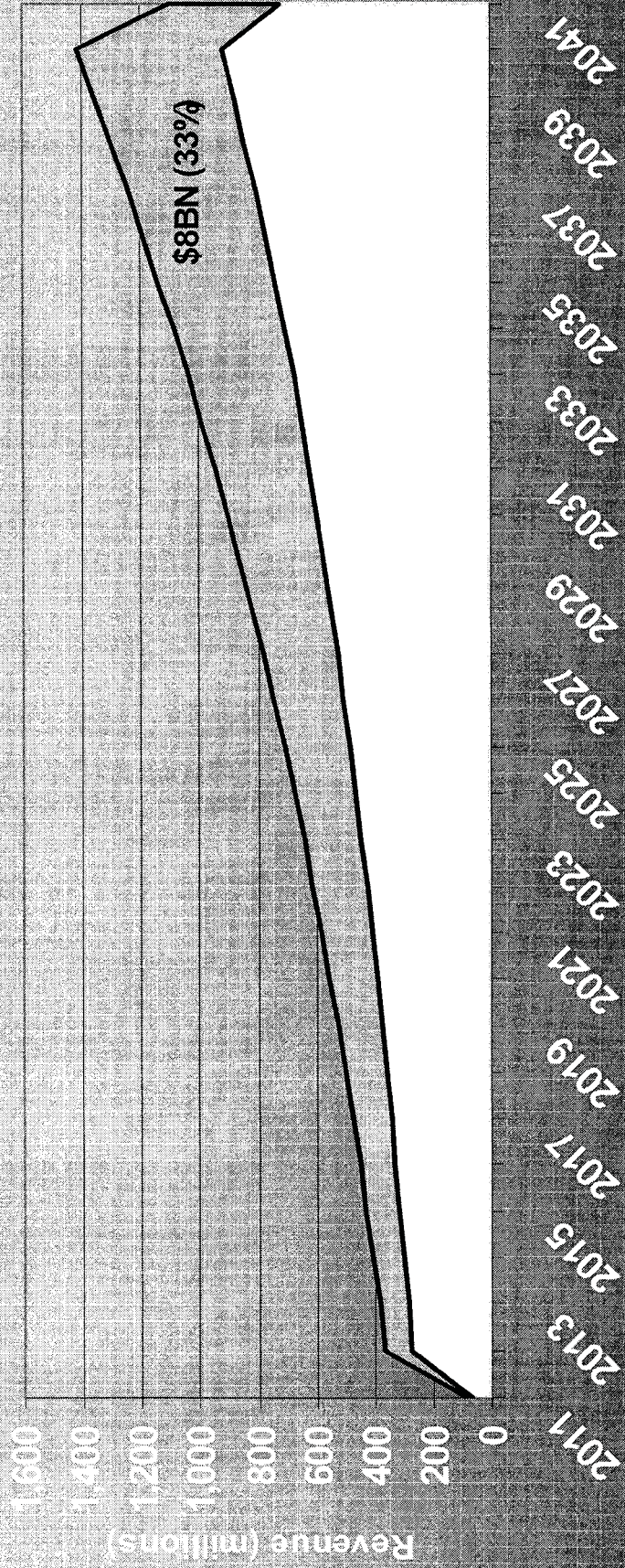
\* Fiscal Year 2011 figures include three months of Renewed Measure M sales tax collections





# Measure M2 – Future Impact

Repealed Measure M Sales Tax Revenue  
 Projected Loss of Revenue: 2005 versus 2008 Forecast



2008 Forecast ■ 2005 Forecast





## Summary of Funding Requirements (in Millions)

■ Freeway Program	\$ 164.2
■ Transit Program	172.6
■ Streets & Roads Program	<u>14.4</u>
Total Project Requirements	\$ 351.2
■ Commercial Paper Interest	~ \$ <u>48.8</u>
■ Total Authorized Amount	\$ 400.0

## Next Steps

- Complete Freeway Strategic Plan
- Re-define Metrolink service plan
- Re-visit Early Action Plan



**March 23, 2009**

**To:** Members of the Board of Directors  
**From:** Arthur T. Leany, Chief Executive Officer  
**Subject:** Measure M Taxpayers' Oversight Committee Annual Public Hearing Results and Compliance Findings

**Overview**

The Measure M Ordinance, passed in 1990 and renewed in 2006, calls for an oversight committee to serve as a watchdog over the program of transportation improvements. As required by the Measure M Ordinance, the Taxpayers' Oversight Committee conducted the 18th Annual Public Hearing on February 10, 2009. The Taxpayers' Oversight Committee has found the Orange County Local Transportation Authority has acted in accordance with Measure M Ordinance No. 2 during fiscal year 2007-2008.

**Recommendation**

Receive and file as an information item.

**Background**

The Measure M Taxpayers' Oversight Committee (TOC) is required by the Measure M Ordinance. The TOC is an independent committee representing all five supervisorial districts in Orange County. The TOC is responsible for ensuring the transportation projects in Measure M are implemented according to the expenditure plan approved by the voters in 1990 and the investment plan in 2006. The TOC meets bimonthly to review progress on the implementation of the Measure M.

Annually, the TOC is required to hold a public hearing to hear comments from citizens regarding Measure M as part of its oversight effort to determine whether the Orange County Transportation Authority (OCTA), acting as the Orange County Local Transportation Authority (OCLTA), is proceeding in accordance with the Measure M (M1) Countywide Traffic Improvement and Growth Management Plan, dated May 22, 1989, and the Renewed

Measure M (M2) Transportation Ordinance and Investment Plan, dated July 24, 2006.

The results of the hearing and the findings of the TOC are transmitted to the OCTA Board of Directors annually. The TOC has consistently found OCTA in compliance for the past 17 years.

***Discussion***

The 18th Measure M Annual Public Hearing took place on February 10, 2009. The hearing was publicized through news releases and public notices. After the public hearing and review of the annual financial audit of OCLTA and all other information the committee members have been provided to date, the TOC made the determination at its February meeting that during fiscal year 2007-2008, OCTA has acted in accordance with the Measure M Countywide Traffic Improvement and Growth Management Plan and the Renewed Measure M Transportation Ordinance and Investment Plan. David Sundstrom, the Chairman of the TOC, has prepared an official letter stating their findings (Attachment A).

In addition, in accordance with Ordinance No. 2, Section 12, Paragraph B.3, Chairman Sundstrom certified that the expenditures from the trust fund, through fiscal year ending June 30, 2008, have been spent on specific transportation purposed identified in the M1 Expenditure Plan. To date, total expenditures related to the M2 Expenditure Plan are less than one-tenth of 1 percent of the nominal dollars expected to be expended over the life of the plan. As a result, total expenditures to date under the M2 Expenditure Plan are immaterial.

***Summary***

Subsequent to bimonthly meetings and the Measure M Annual Public Hearing on February 10, 2009, the Measure M TOC has determined that OCTA is proceeding in accordance with the Measure M Countywide Traffic Improvement and Growth Management Plan and the Renewed Measure M Transportation Ordinance and Investment Plan.

---

***Attachment***

- A. 18<sup>th</sup> Annual Measure M Public Hearing Memo, dated February 10, 2009,  
from Taxpayers Oversight Committee

**Prepared by:**

*Alice T. Rogan*

Alice T. Rogan  
Community Relations Officer  
(714) 560-5577

**Approved by:**

*Ellen Burton*

Ellen Burton  
Executive Director, External Affairs  
(714) 560-5923



## Measure M Taxpayers Oversight Committee



February 10, 2009

To: Peter Buffa, Chairman  
Board of Directors  
Orange County Transportation Authority

From: Taxpayers Oversight Committee

Subject: 18<sup>th</sup> Annual Measure M Public Hearing

In accordance with both Policy Resolution No. 1 "Citizens Oversight Committee," and Attachment C "Taxpayers Oversight Committee," the Taxpayers Oversight Committee (TOC) is required to conduct an annual public hearing to determine whether the Orange County Transportation Authority (Authority) is proceeding in accordance with the M1-Countywide Traffic Improvement and Growth Management Plan (Plan), dated May 22, 1989 and the M2-Renewed Measure M Transportation Ordinance and Investment Plan dated July 24, 2006.

The TOC conducted the annual public hearing on February 10, 2009. No items were presented at the hearing to indicate that the Authority was not proceeding in accordance with the M1 and the M2 Plans during 2008.

Based upon the above-mentioned hearing, 2007/08 LTA financial audit results and all other information the TOC has to date, the TOC hereby finds the Authority is proceeding in accordance with the both the M1 and the M2 Plans.

In addition, in accordance with Ordinance No. 2, Section 12, Paragraph B.3, I certify that the expenditures from the trust fund, through fiscal year ending June 30, 2008, have been spent on specific transportation purposed identified in the M1 Expenditure Plan. To date, total expenditures related to the M2 Expenditure Plan are less than one-tenth of one percent of the nominal dollars expected to be expended over the life of the plan. As a result, total expenditures to date under the M2 Expenditure Plan are immaterial.

Sincerely,

David Sundstrom, Chairman  
Measure M Taxpayers Oversight Committee  
Orange County Auditor-Controller



BOARD COMMITTEE TRANSMITTAL

**March 23, 2009**

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Annual Investment Policy Update

Finance and Administration Committee meeting of March 11, 2009

**Present:** Directors Bates, Buffa, Campbell, Green, and Moorlach  
**Absent:** Directors Amante and Brown

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendations**

- A. Adopt the 2009 Annual Investment Policy.
- B. Authorize the Treasurer to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2009-10.





**March 11, 2009**

**To:** Finance and Administration Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Annual Investment Policy Update

**Overview**

The Treasurer has revised the Orange County Transportation Authority's Annual Investment Policy for 2009. The Annual Investment Policy sets forth the investment guidelines for all funds invested on and after March 23, 2009. As recommended under California Government Code Section 53646(a)(2), the Orange County Transportation Authority is submitting its Annual Investment Policy to be reviewed at a public meeting. Further, the governing body of a local agency has the authorization to appoint, for a period of one year, a Treasurer to invest, reinvest, purchase, exchange, sell, or manage public funds.

**Recommendations**

- A. Adopt the 2009 Annual Investment Policy.
- B. Authorize the Treasurer to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2009-10.

**Background**

The Annual Investment Policy (Policy) sets forth the guidelines for all Orange County Transportation Authority (Authority) investments that must conform to the California Government Code. The main objectives of the Policy continue to be the preservation of capital, liquidity, and a market average rate of return through economic cycles.

The Policy is reviewed and approved by the Board of Directors (Board) at least annually. However, relevant changes to the California Government Code may warrant amendments to the Policy throughout the year.

***Discussion***

The 2009 Policy is being submitted for review and adoption by the Board. Treasury/Public Finance Department staff met with representatives from the Authority's investment advisory firm and investment management firms to evaluate the effectiveness of the Policy and address any potential changes for 2009. There were no legislative changes to Section 53601 of the Government Code (Code) affecting local agencies during the past year nor were there any strategic or structural recommendations requiring updates or amendments to the Policy.

***Summary***

California Government Code Section 53646(a)(2) recommends that local agencies annually review their Annual Investment Policy at a public meeting. The Treasurer is submitting an update to the Orange County Transportation Authority's Annual Investment Policy for approval by the Board of Directors. Further, the Orange County Transportation Authority requests approval by the Board of Directors, authorizing the Treasurer, for a period of one year, to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2009-10.

***Attachments***

- A. Orange County Transportation Authority 2009 Annual Investment Policy March 23, 2009
- B. Black-line Copy of Orange County Transportation Authority 2009 Annual Investment Policy March 23, 2009

***Prepared by:***



Kirk Avila  
Treasurer  
Treasury/Public Finance  
(714) 560-5674

***Approved by:***



James S. Kenan  
Executive Director,  
Finance and Administration  
(714) 560-5678



BOARD COMMITTEE TRANSMITTAL

**March 23, 2009**

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Project Management Requirements to Deliver the Renewed Measure M Early Action Plan

Transportation 2020 Committee Meeting of March 16, 2009

**Present:** Directors Amante, Brown, Buffa, Campbell, Cavecche, Dixon, and Amante  
**Absent:** None

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendations**

- A. Approve the proposed changes to the staffing plan for the Highway Project Delivery Department.
- B. Amend the Orange County Transportation Authority staffing plan by two positions to add a principal right-of-way administrator and a senior right-of-way administrator to support the early development phases of Renewed Measure M projects
- C. Amend the Orange County Transportation Authority Fiscal Year 2008-09 Salaries and Benefits Budget by \$41,504 to accommodate the addition of two new right-of-way positions.



**March 16, 2009**

**To:** Transportation 2020 Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Project Management Requirements to Deliver the Renewed Measure M Early Action Plan

**Overview**

A series of studies were recently completed that addressed the Orange County Transportation Authority's organizational readiness to deliver the Renewed Measure M Early Action Plan. These studies were commissioned by the Orange County Transportation Authority to assure that the agency is adequately prepared to manage and deliver the projects promised to the voters. Two of the key findings of the four studies were the need to strengthen and expand the project management capabilities of the organization and to focus efforts on the early development phases of the projects. This report provides an overview of the current efforts underway to address the findings of the reports and a recommendation to implement staffing changes needed to implement the proposed changes.

**Recommendations**

- A. Approve the proposed changes to the staffing plan for the Highway Project Delivery Department.
- B. Amend the Orange County Transportation Authority staff plan by two positions to add a principal right-of-way administrator and a senior right-of-way administrator to support the early development phases of Renewed Measure M projects
- C. Amend the Orange County Transportation Authority Fiscal Year 2008-09 Salaries and Benefits Budget by \$41,504 to accommodate the addition of two new positions right-of-way positions.

---

***Background***

In August 2007, the Board of Directors (Board) approved the Renewed Measure M (M2) Early Action Plan (EAP). This plan identified a series of projects and funding programs that were to be advanced prior to the start of sales tax collections in April 2011. These projects and programs are to be funded by allocations under the State Infrastructure Bond Program, additional federal funds, and Tax-Exempt Commercial Paper Funds to be paid back by future sales tax collections.

Also in 2007, the Board approved the addition of 11 new staff positions to support the implementation of the EAP. Of these 11 positions, seven were in the Development Division, three were in the Contracts Administration and Materials Management (CAMP) Department, and one position was in the External Affairs Division. In addition, the Board authorized a group of four independent management studies to evaluate the Orange County Transportation Authority (Authority) and its project partners' ability to deliver the EAP program. The initial assessment of internal staff requirements that was recommended by staff in August 2007 were to be independently evaluated in these studies, with any further organizational or staffing adjustments that may be needed addressed in the reports.

On January 12, 2009, the results of these four studies were presented to the Board. On February 9, 2009, the Board approved several changes to the procurement process in response to recommendations from these studies. This report focuses on two other principal findings of the studies, strengthening project management capabilities in the organization and focusing on the early development phases of the projects.

All four reports identified the need to enhance the project management capabilities of the organization. The enhancements recommended ranged from the development of further project management and project control procedures to the expansion of staff training, and the addition of some new staff positions. The "Organizational and Readiness Capacity Assessment," conducted by PB Consult looked closely at the organizational structure of the Highway Project Delivery Department (Highway Department) and offered a new structure to "improve OCTA's capability for effectively managing the highway portion of the M2 Program." This report discusses the proposed activities and adjustments required to implement these recommendations.

---

***Discussion***

The PB Consult report on organizational readiness provided a number of recommendations regarding the improvement of the program and project management capabilities of the agency. The following discussion addresses each of the principal recommendations related to the management of the EAP. Some of the recommendations have already been either fully or partially implemented by staff over the past year. A few of the areas need further action to fully implement the recommended changes to project management staffing levels.

**Program Delivery Recommendation #1: Create a Program Management Office (PMO)**

All four reports identified the need to create a coordinating entity within the organization to oversee the overall implementation of the M2 program. This new unit would not directly supervise any internal groups or functions; rather, it would serve as a coordination and enforcement body, and would have a role in setting standards and process procedures. Some of the benefits of the PMO office would include:

- Improving, across-the-agency communication
- Clearinghouse for inter-division/department activities
- Strategic coordinating and partnering with outside entities
- Coordinating, communicating, and integrating agency-wide project management standards, processes, and procedures
- Ensuring that each element of the program is managed by a trained project manager with the right qualifications
- Identifying and resolving issues that are creating log jams; acting as an ombudsman
- Ensuring compliance with the M2 Ordinance, including leading the required periodic review of and required adjustments to the plan

The development of a program charter is underway and will be finalized by the end of the current fiscal year.

**Program Delivery Recommendation #2: Adopt Universal Project Delivery procedures**

The largest group of projects within the EAP is the freeway projects handled by the Highway Department. The Highway Department has developed and issued a comprehensive set of project management procedures that defines the

project delivery procedures for the freeway program. Staff will look at the possibility of editing these procedures to make them universal for all capital development projects in the agency.

**Staff Development Recommendation #1: Design and Implement a Comprehensive, Agency-wide, and Sanctioned Program/Project Management Training Program**

The Highway Department has instituted a multi-course Project Manager Academy for the training of all project managers in the Development Division. The students in this academy make up over 90 percent of the capital project managers at the Authority. The Highway Department requires that all of its project managers complete this course to be certified to manage projects for the agency. The Training Department is evaluating this program and other external project management training classes to select a program that will be offered to other project managers within the agency.

**Recommendation, Various: Expand Project Management and Project Control Capabilities**

The PB Consult report specifically addressed the staffing needs of the Highway Department since it is handling the largest group of projects under the EAP. They evaluated the projected work load for the department, assessed the number of projects that each project manager could handle, and identified the minimum skills needed by each project manager to handle their responsibilities. From this analysis they recommended the number and rank of project management staff needed by the Highway Department to deliver their projects. A revised organization chart for the department was included in the final report.

The report specifically recommended that two project manager positions be added to handle a pair of very large EAP projects being started this year. The individuals needed for these positions will have to have specialized skills and experience in managing large, complex capital projects and will need to be able to work productively with the many public agencies and community stakeholders involved in the projects. Three existing engineering positions in the Highway Department would be eliminated.

The PB Consult report also recommended that the overall staffing level of the project controls group should be assessed and additional talent added as needed. Given the number of projects planned to be underway in the next few years, a Section Manager II position would be added to the project controls group.



The proposed staffing changes include the elimination of three Senior Civil Engineer positions in the Highway Department, as specified in Attachment A. The individuals filling the eliminated positions would be offered an opportunity to apply for the newly created positions. Should one or more of the individuals not be selected, the individual(s) will be provided layoff benefits as articulated in the Fiscal Year 2008-09 Personnel and Salary Resolution.

All of the changes described above can be accommodated within the Authority's Fiscal Year 2008-09 Budget. Organization charts detailing the changes were provided by PB Consult as part of their assessment and are included as Attachments B and C.

#### Recommendation, Various: Focus Efforts on Early Development Process

The studies also suggested that OCTA step-up its efforts in the early development stages of its projects. Early development is defined as the right-of-way (ROW) acquisition phase and the environmental phase. To address these concerns staff is recommending the addition of two new positions.

Staff is recommending the addition of two ROW administrative positions to support ROW activities related to the M2 capital projects. Right-of-way activities range from utility relocation to acquisition of construction easements and/or parcels for various projects. The current ROW Department is staffed to manage agency-owned properties, support the Metrolink Service Expansion and some freeway project activity. Additional staff resources are needed given the magnitude of upcoming freeway projects envisioned under the EAP plus the rail grade separation projects as well as continued development of the rail corridor and future bus/rail capital projects. Additionally, California Department of Transportation (Caltrans) has asked for Authority assistance in delivering their projects due to staffing limitations. While the Authority relies on consultant resources for much of this work, presentation of offers and negotiations with property owners is required to be handled by agency staff directly. Accordingly, two positions would have to be added to the organization and the current fiscal year's budget.

In summary, in response to various recommendations from the four external management studies and staff analysis, staff is recommending multiple changes to the organizational structure of the Development Division and the development of a PMO.



**Fiscal Impact**

Amend the fiscal year 2008-09 budget by \$41,504 to accommodate the addition of a principal ROW administrator and a senior ROW administrator from May 1, 2009, through the remainder of the fiscal year. The annualized cost of these two positions is \$249,024.

**Summary**

An independent analysis of the Orange County Transportation Authority's organizational readiness to deliver the Renewed Measure M Early Action Plan has been recently completed. A principle recommendation in the reports was to expand and strengthen the project management capabilities of the organization. Staff has addressed a number of the project management recommendations and is prepared to implement the staffing adjustments suggested in the reports.

**Attachments**

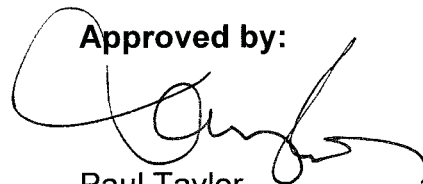
- A. Proposed Staffing Changes for the Highways Department
- B. Current Highway Project Delivery Department Organizational Chart
- C. Proposed Highway Project Delivery Department Organizational Chart

**Prepared by:**



Andrew Oftelie  
Department Manager  
Financial Planning and Analysis  
(714) 560-5649

**Approved by:**



Paul Taylor  
Deputy Chief Executive Officer  
(714) 560-5431

## Proposed Staffing Changes for the Highway Department

### RECOMMENDATIONS

A. Eliminate the following positions:

1. Three senior civil engineers in the Highway Department, Salary Grade S

B. Add the following positions:

1. Two project managers in the Highway Department, Salary Grade T
2. One section manager II in the Project Controls Department, Salary Grade S
3. One principal right-of-way administrator in the Right-of-Way Department, Salary Grade S
4. One senior right-of-way administrator in the Right-of-Way Department, Salary Grade R

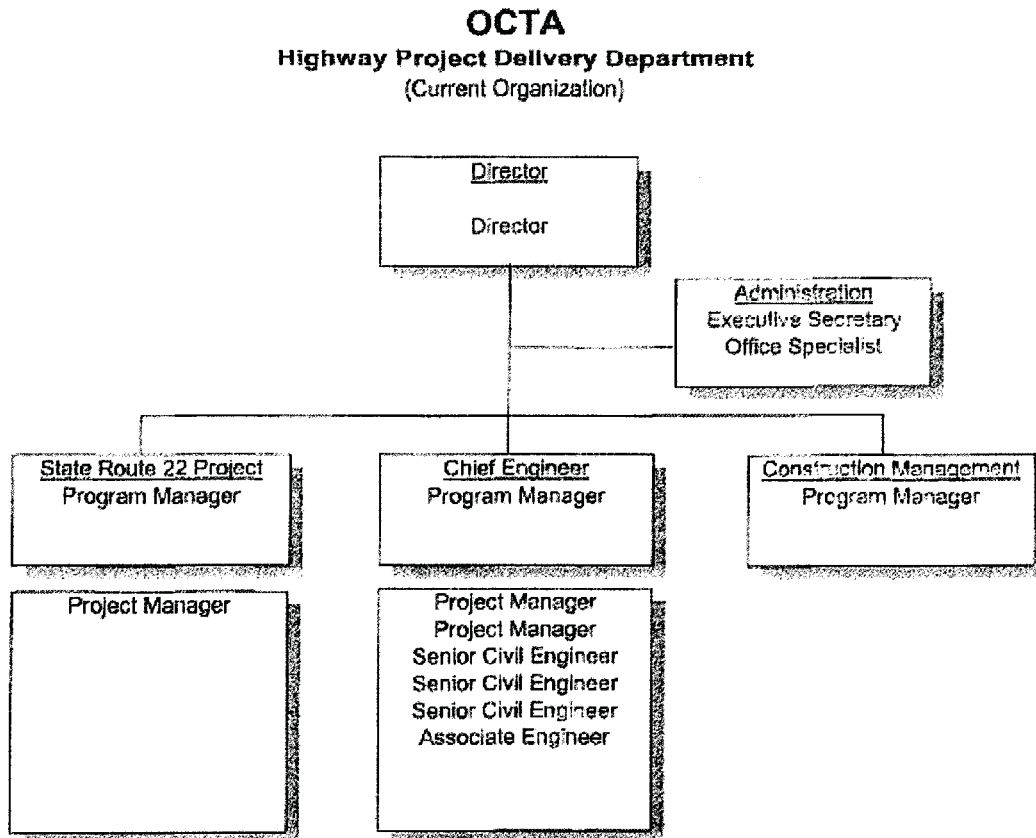


Current Highway Project Delivery  
Department Organizational Chart

Organizational Readiness and Capacity Assessment

Appendix I: Highway Project Development Organizational Charts

Previous Organization





# Proposed Highway Project Delivery Department Organizational Chart

Organizational Readiness and Capacity Assessment

## Proposed Organization

