



Measure M
Taxpayers Oversight Committee
at the Orange County Transportation Authority
600 S. Main Street, Orange CA
Room 103/4
October 14, 2008
6:00 p.m.



AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for August 12, 2008**
- 4. Chairman's Report**
- 5. Action Items**
 - A. Quarterly Measure M Revenue and Expenditure Report – June 2008
 - a. Receive and File
 - B. Growth Management Subcommittee 2008/09 Eligibility Report
Presentation – Gil Ishizu, Co-Chairman, Growth Management Subcommittee
- 6. Presentation Items**
 - A. Revenue Forecast Update
Presentation – Ken Phipps, Director of Finance, Administration and Human Resources
 - B. Metrolink Update
Presentation – Darrell Johnson, Director, Transit Project Delivery
 - C. Environmental Programs Overview
Presentation – Monte Ward, Director of Special Projects
- 7. Growth Management Subcommittee Report**
- 8. Audit Subcommittee Report**
- 9. Committee Member Reports**
- 10. OCTA Staff Update**
- 11. Public Comments***
- 12. Next Meeting Date – December 9, 2008**
- 13. Adjournment**

*Public Comments: At this time, members of the public may address the Taxpayers Oversight Committee (TOC.) regarding any items within the subject matter jurisdiction of the TOC. provided that no action may be taken on off-agenda items unless authorized by law. Comments 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.

Measure M Taxpayers Oversight Committee

**August 12, 2008
Meeting Minutes**

Committee Members Present:

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

Committee Members Absent:

Hamid Bahadori, Fifth District Representative

Orange County Transportation Authority Staff Present:

Ellen Burton
Ken Phipps
Kia Mortazavi
Joe Toolson
Alice Rogan
Ryan Maloney
Andrea West
Jennifer Bergener

Members of the Public

None.

1. Welcome

Chair David Sundstrom welcomed the committee and started the meeting at 6:07 p.m.

2. Pledge of Allegiance

The pledge was performed.

3. Approval of Minutes for June 12, 2008

Minutes approved.

4. Chairman's Report

New and returning committee members present gave brief introductions to their fellow members. OCTA CEO Art Leahy introduced himself to the committee and welcomed new committee members. Art said that he views Measure M as a contract with the taxpayers, noting that Measure M has certain constraints that do not apply to other funding measures. However, he said that Measure M oversight leads to better results for taxpayers due to independent reporting. The OCTA Board of Directors has approved an early action program for Renewed Measure M (M2) and OCTA's goal remains to be the best in the state and have the best management in the state. Art noted that the upcoming wave of M2 and early action plan projects would be competing for materials and manpower with other counties.

5. Co-chair Election:

Chair Sundstrom continued the election of a co-chair, deferred from the last meeting due to a lack of quorum. Gilbert Ishizu was nominated as co-chair, and seeing no other nominations, was elected as co-chair.

6. Action Items

A. Quarterly Measure M Revenue and Expenditure Report

Chair Sundstrom said the report was reviewed in the Audit Subcommittee, who had no comments or issues on the report. The report was received and filed.

B. Taxpayers Oversight Committee Mission Statement and Bylaws

Chair Sundstrom presented the revised committee mission statement and bylaws. Alice Rogan said that staff had revised the mission statement to make it more assertive, changing a "will" to "shall." The mission statement and bylaws were approved with changes.

7. Presentation Items

A. Revenue Forecast

Ken Phipps, Director of Finance, Administration and Human Resources, provided an update on the recent economic downturn and its future impacts on Measure M (M1) and Renewed Measure M (M2). Early projections had shown five percent growth, but actuals are showing a one percent decline for fiscal year 2007-2008.

OCTA had previously used the financial estimates from only Chapman University, but now use a combined report from UCI, Cal State Fullerton and Chapman University. Ken presented the March to June draft report, which shows revenues being reduced by \$70 million. He noted that Measure M funds expand and contract based on tax revenues. The significant change in expected M2 revenues is due to projections based on the current economic climate.

Ken said that the expected revenues from M2 had been reduced to \$19.3 billion, but noted that financial forecasts tended to be conservative. The period following the 9/11 attacks also had lower predicted revenues, but were offset by periods of higher growth.

David Sundstrom asked what date the economists had provided the forecast and asked if they had anticipated \$4 gas. Ken said that the process started in May and the universities had to provide several elements to incorporate in their models such as sales tax revenues and decreases in discretionary funding. David asked to receive an update at each meeting to see how actual were tracking versus estimates. Ken said it would be included as part of the variance report.

Howard Mirowitz asked about the significant of an asterisk on a revenue forecast. Ken said that the footnoted years represent partial years, due to the start or conclusion of M2.

James Kelly asked why debt service payments were listed under other finance services, since principle payments were reducing proceeds. Ken said they will not reduce proceeds since they will be paid back. James Kelly commented that it may be a classification issue. David said that the audit subcommittee could review this issue at the next meeting.

James Kelly asked about the Measure M administrative cost limit. Ken said that the limit limited administrative salaries and benefits to one percent, but did not include line items, administrative costs or contractors.

B. M2 Website

Ryan Armstrong, OCTA Web site developer, presented the advanced planning and concepts for the public information website for Renewed Measure M (M2). The three design concepts provide a variety of interactive information such as maps, contract opportunities and on-demand push data.

Charles Smith asked if the Web site would focus exclusively on M2 or both Measure M ordinances. Ryan said that it would include only M2 information.

James Kelly asked when the site would be launched. Ryan said database and template would be complete in September, with the interactive component ready in October. Ryan said the site was being developed in a modular basis to allow future enhancements.

Howard Mirowitz asked if the look and feel of the Web site would be consistent with other public information materials. Ryan said one development goal was to maintain established branding.

David Sundstrom asked about the expected server traffic from web hits and pushed information, and also asked how this future traffic was estimated. Ryan said the first consideration of the Web site was security and the second was bandwidth. Ryan said that he was considering the overall bandwidth of the multimedia component. He also said that a server farm would be hosting the Web site.

Howard asked if there would be a private area for the committee on the website for reference information. Alice said the site could be used to provide a lot of the information currently on paper in the future.

David asked if there was a section on the Web site for the Taxpayers Oversight Committee (TOC). Ryan said that section was in progress. Alice noted that there is currently a TOC section on the main OCTA Web site.

David commented on the need to have easy to update content so that any staff can update information. He also commented on the need for timeliness of web information.

James Kelly asked if the selected design would be applied to all of OCTA's Web site. Ryan said that the new site would be developed within the content section of the current website, using the existing look and feel. James asked if the interactive capabilities would be added to the rest of the OCTA Web site. Ryan said the features were paid for by M2, but he will evaluate what can be used on the rest of the Web site.

Ellen Burton, Executive Director of External Affairs, said that the rest of the OCTA Web site was developed using general funds, but the Board wanted make sure that M2 received special attention. Other staff members maintain the rest of the Web site. She said that with upcoming services like bus rapid transit and Metrolink high frequency service, those areas might use some of the new capabilities. Ellen noted that there was an existing revision effort in place for the rest of the OCTA Web site.

David asked if the front page of the Web site would include a news section with updates. Ryan said the page would display the latest news headings and include a button for an RSS feed.

Howard asked what the development budget was for the M2 Web site. Ryan said that the contract would be \$150,000 per year for three years, pending Board approval.

C. SR-22 Follow-up Report

Joe Toolson, SR-22 Project Manager, provided an update on the status of the Garden Grove Freeway (SR-22) design-build project. The project has been accepted by Caltrans, which starts a one year warranty date for project

closeout and final tasks. This closeout included settling a \$93 million claim by GMR, the contractor, for \$39 million which settled all outstanding conflicts.

Joe described some related project work that was not included in the closeout, including the construction of four soundwalls, sewer & channel improvements, and noise abatement issues. Noise abatement issues include the project's impact on schools in Garden Grove, which may require adding air conditioning to some classrooms.

James Kelly asked if the air conditioning was being added to cover the roadway sounds with white noise. Joe said the air conditioning was to allow them to close the classroom windows.

Joe said that rubberized asphalt on segments of the SR-22 and Trask Ave. were being tested, with implementation on Trask Ave expected before April 2009. Joe said OCTA was working with the city of Garden Grove on a scope of work.

Gilbert Ishizu asked about the effectiveness of rubberized asphalt. Joe said that it had a maximum sound reduction of 3 dBa, which is not perceptible. He noted that there is a significant tone drop with rubberized asphalt and residents and businesses have been very happy with the results.

David asked why rubberized asphalt was being installed on Trask Ave. when there was a minimal benefit. Joe said that there might be a minor improvement for residential areas since the noise study showed most noise coming from Trask Ave. He said there was an overall benefit to testing rubberized asphalt.

Kia Mortazavi, Executive Director of Development, said the plan was to rubberize a section of the SR-22 and a section of Trask Ave and compare the results for future reference.

Charles Smith expressed concern that M2 funds were being used on surface streets like Trask Ave. rather than freeways, noting the funding for a Garden Grove bridge. Several other committee members discussed this concern. Kia said the rubberized asphalt was a project related cost, similar to other work on arterial roads near the I-5 Gateway project. Alice noted that the I-5 Gateway had provided improvements to streets to be used as detours for freeway construction. Joe said that Trask Ave. was a heavily used detour route during SR-22 construction.

Nahader Mahal commented on the positive results of the rubberized asphalt and asked if the material was more durable than conventional asphalt. Joe said that the surface can start to peel, particularly in areas with frequent lane changes.

Charles Smith asked why rubberized asphalt was used instead of a soundwall. Joe said that a soundwall could have been used, but due to the number of businesses affected, particularly with legal challenges, rubberized asphalt may be less expensive. David asked about using rubberized asphalt to reduce area noise. Joe said that this was being studied and may help meet the noise reduction requirements of the area schools.

Howard Mirowitz asked if impacts on surface streets were addressed on a case-by-case basis or a general plan. Joe said there was a protocol followed by OCTA as part of a traffic management plan. That plan could include improvements to local streets such as adding lanes, repaving, etc. These improvements are included in the project contract.

David asked if it was possible to install a transparent sound barrier instead of a soundwall. Kia said that there were a few transparent materials, but they would need to withstand load and crash tests. Caltrans would not maintain the walls, and transparent walls are a little more expensive than traditional soundwalls. When installed, usually the Homeowners Association maintains transparent sound barriers.

David asked if installing a transparent sound barrier might be considered in the future. Kia said that at the time it was not considered an option, but it may be considered on future projects with improved materials.

Edgar asked what action was being taken at the I-5 South and SR-57 merge area. Joe said that Caltrans was doing a project study report and looking at options. Kia said that the issue causing backup was due to demand for those freeway connectors and additional lanes in that area would require property acquisitions. He also said that OCTA was looking at removing the barrier, but noted that it would be a major project due drainage areas and would require re-profiling the freeway.

Fredrick von Coelin asked if there were noise mitigation measures to be included in future projects. Joe said that noise and landscaping were the primary concerns of residents. Kia said that in the future, clear soundwalls or earth berms may be considered in addition to standard soundwalls. Joe noted that these elements would need to be included in the project contract.

In response to a project approval question by Gilbert, Alice said that the individual project costs do not come through the TOC for prior approval. The TOC reviews reports on those projects to ensure they are completed on time and on budget. David asked at what point a project was complete versus a new project. He noted that SR-91 soundwalls took 4-5 years after the completion of the SR-91. Alice said that the project remained in progress until Caltrans closes out the project.

Kia said that the project report discussed SR-22 issues in greater detail and also includes cost information. James Kelly asked to use Trask Ave. as an example in the next Audit Subcommittee to discuss how to clarify future reports.

D. Combined Transportation Funding Program

Jennifer Bergner, Local Initiatives Project Manager, presented the results of the December 2007 call for projects for Renewed Measure M (M2). Charles Smith asked if the 32 applying agencies were cities. Jennifer said they were all cities, but the County of Orange is also eligible.

Howard Mirowitz asked if the \$41 million included the recent reduction of projected sales tax revenues. Jennifer said it did not and the actual total is likely to be lower.

8. Growth Management Subcommittee Report

David Sundstrom asked if subcommittee assignments had been selected. Alice said that Ed Wylie and Jim Hillquist would be joining Gilbert Ishizu and Chuck Smith on the Growth Management Subcommittee, which would select its leadership. Fredrick von Coelin joined the Growth Management Subcommittee. Nahader Mahal decided to stay on the Audit Subcommittee, along with Rose Coffin, James Kelly, Howard Mirowitz and David Sundstrom.

9. Audit Subcommittee Report

No audit subcommittee report.

10. Committee Member Reports

No comments.

11. OCTA Staff Update

Alice said that Richard Gann had resigned from the committee effective July 23. His replacement will be Hamid Bahadori, a former public works director from Orange who now works for AAA.

12. Public Comments

No public comments

13. Next Meeting Date – October 14, 2008

Audit Subcommittee will also meet on October 14.

14. Adjournment

Adjourned at 8:09 p.m.



Taxpayers Over the Committee
Fiscal Year 2008-2009
Attendance Record



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

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

Absences Pending Approval

<u>Meeting Date</u>	<u>Name</u>	<u>Reason</u>
August 12, 2008	Hamid Bahdori	New member

Action

Items

Measure M
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of June 30, 2008
(Unaudited)

(\$ in thousands)	Quarter Ended June 30, 2008	Year to Date June 30, 2008	Period from Inception to June 30, 2008
	(A)	(A)	(B)
Revenues:			
Sales taxes	\$ 73,657	\$ 269,118	\$ 3,341,793
Other agencies share of Measure M costs			
Project related	6,359	5,586	387,772
Non-project related	-	518	614
Interest:			
Operating:			
Project related	116	256	868
Non-project related	11,031	29,933	223,890
Bond proceeds	-	-	136,067
Debt service	2,741	7,274	77,813
Commercial paper	32	135	6,046
Orange County bankruptcy recovery	-	-	42,268
Capital grants	13,439	15,339	145,012
Right-of-way leases	127	584	4,359
Miscellaneous	-	-	801
Total revenues	107,502	328,743	4,367,303
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	689	2,673	48,971
Professional services:			
Project related	17,671	25,326	161,414
Non-project related	841	2,423	27,398
Administration costs:			
Project related	487	1,914	15,713
Non-project related	1,380	5,401	72,559
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	19	62	1,139
Non-project related	71	231	15,278
Payments to local agencies:			
Turnback	12,886	41,061	494,395
Competitive projects	27,093	57,511	486,148
Capital outlay	47,982	79,813	1,895,376
Debt service:			
Principal payments on long-term debt	-	71,290	767,400
Interest on long-term debt and commercial paper	720	18,502	534,542
Total expenditures	109,839	306,207	4,598,951
Excess (deficiency) of revenues over (under) expenditures	(2,337)	22,536	(231,648)
Other financing sources (uses):			
Transfers out:			
Project related	152	(1,000)	(251,369)
Non-project related	-	-	(5,116)
Transfers in project related	(448)	161	1,829
Proceeds on sale of capital assets	537	2,147	19,744
Bond proceeds	-	-	1,169,999
Advance refunding escrow	-	-	(931)
Payment to refunded bond escrow agent	-	-	(152,930)
Total other financing sources (uses)	241	1,308	781,226
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$ (2,096)	\$ 23,844	\$ 549,578

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

(\$ in thousands)	Quarter Ended June 30, 2008 (actual)	Year Ended June 30, 2008 (actual) (C.1)	Period from Inception through June 30, 2008 (actual) (D.1)	Period from July 1, 2008 through March 31, 2011 (forecast) (E.1)	Total (F.1)
Tax revenues:					
Sales taxes	\$ 73,657	\$ 269,118	\$ 3,341,793	\$ 766,481	\$ 4,108,274
Other agencies share of Measure M costs	-	518	614	-	614
Operating interest	11,031	29,933	223,890	23,546	247,436
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous	-	-	801	-	801
Total tax revenues	84,688	299,569	3,587,781	790,027	4,377,808
Administrative expenditures:					
SBOE fees	689	2,673	48,971	7,342	56,313
Professional services, non-project related	800	2,310	18,593	4,876	23,469
Administration costs, non-project related	1,380	5,401	72,559	16,172	88,731
Operating transfer out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	71	231	6,179	3,812	9,991
	2,940	10,615	181,210	32,202	213,412
Net tax revenues	\$ 81,748	\$ 288,954	\$ 3,406,571	\$ 757,825	\$ 4,164,396
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 1,169,999	\$ -	\$ 1,169,999
Interest revenue from bond proceeds	-	-	136,067	-	136,067
Interest revenue from debt service funds	2,741	7,274	77,813	10,779	88,592
Interest revenue from commercial paper	32	135	6,046	-	6,046
Orange County bankruptcy recovery	-	-	21,585	-	21,585
Total bond revenues	2,773	7,409	1,411,510	10,779	1,422,289
Financing expenditures and uses:					
Professional services, non-project related	41	113	8,805	-	8,805
Payment to refunded bond escrow	-	-	153,861	-	153,861
Bond debt principal	-	71,290	767,400	236,555	1,003,955
Bond debt interest expense	720	18,502	534,542	28,407	562,949
Orange County bankruptcy loss	-	-	48,826	-	48,826
Other, non-project related	-	-	9,099	-	9,099
Total financing expenditures and uses	761	89,905	1,522,533	264,962	1,787,495
Net bond revenues (debt service)	\$ 2,012	\$ (82,496)	\$ (111,023)	\$ (254,183)	\$ (365,206)

91M
100
100M

Measure M
Schedule of Revenues and Expenditures Summary
as of June 30, 2008
(Unaudited)

Project Description (G)	Net		Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance		Expenditures through June 30, 2008 (N)	Reimbursements through June 30, 2008 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)		
	Tax Revenues Program to date (H)	Revenues to date (L)				Total Net Tax Revenues to Est at Completion (M)	Budget to Est at Completion (M)						
Freeways (43%)													
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel I-5)	803,721	\$	982,515	\$	810,010	\$	177,618	\$	80,372	\$	695,962	85.9%	
I-5 between I-5/I-405 Interchange and San Clemente	57,487		70,276		57,836		10,341		10,358		59,936	103.6%	
I-5/I-405 Interchange	72,965		89,197		72,802		16,122		25,082		73,075	100.4%	
S.R. 55 (Costa Mesa Fwy) between I-5 and S.R. 91 (Riverside Fwy)	48,643		59,464		44,511		9,268		6,172		49,339	110.8%	
S.R. 57 (Orange Fwy) between I-5 and Lambert Road	42,010		51,356		46,128		6,760		2,859		22,758	49.3%	
S.R. 91 (Riverside Fwy) between Riverside Co. line & Los Angeles	105,025		128,389		116,136		22,723		18,606		105,389	90.7%	
S.R. 22 (Garden Grove Fwy) between S.R. 55 and Valley View St.	334,975		409,494		295,050		110,004		305,028		283,735	96.2%	
Subtotal Projects	1,464,826		1,790,691		1,442,473		352,836		448,477		1,290,194		
Net (Bond Revenue)/Debt Service					307,321		(307,321)				302,739		
Total Freeways	\$	1,464,826	\$	1,790,691	\$	1,749,794	\$	45,515	\$	448,477	\$	1,592,933	
%							42.4%					51.3%	
Regional Street and Road Projects (11%)													
Smart Streets	\$	128,476	\$	157,057	\$	154,683	\$	2,374	\$	3,489	\$	141,716	91.6%
Regionally Significant Interchanges	74,945		91,617		91,617		-		146		53,096	58.0%	
Intersection Improvement Program	107,064		130,881		130,881		-		214		69,276	52.9%	
Traffic Signal Coordination	53,532		65,441		65,441		-		132		42,648	65.2%	
Transportation Systems Management and Transportation Demand	10,706		13,088		13,088		-		149		7,312	55.9%	
Subtotal Projects	374,723		458,084		455,710		2,374		4,130		314,048		
Net (Bond Revenue)/Debt Service					2,374		(2,374)				2,338		
Total Regional Street and Road Projects	\$	374,723	\$	458,084	\$	458,084	\$	-	\$	4,130	\$	316,386	10.2%
%							11.1%						

Measure M
Schedule of Revenues and Expenditures Summary
 as of June 30, 2008
 (Unaudited)

Project Description	Net Tax Revenues Program to date		Total Net Tax Revenues	Project Budget	Estimate at Completion	Variance		Expenditures through June 30, 2008	Reimbursements through June 30, 2008	Net Project Cost	Percent of Budget Expended
	Actual					Total Net Tax Revenues to Est at Completion	Project Budget to Est at Completion				
Local Street and Road Projects (21%)											
Master Plan of Arterial Highway Improvements	\$ 120,116	\$	169,084	\$ 169,084	\$	-	\$	74,180	\$ 99	\$ 74,081	43.8%
Streets and Roads Maintenance and Road Improvements	495,263		605,439	605,439		-		494,411	-	494,411	81.7%
Growth Management Area Improvements	100,000		100,000	100,000		-		68,174	431	67,743	67.7%
Subtotal Projects	715,379		874,523	874,523		-		636,765	530	636,235	
Net (Bond Revenue)/Debt Service											
Total Local Street and Road Projects	\$ 715,379	\$	874,523	\$ 874,523	\$	-	\$	636,765	\$ 530	\$ 636,235	20.5%
Transit Projects (25%)											
Pacific Electric Right-of-Way	\$ 16,483	\$	20,150	\$ 15,000	\$ 14,000	\$	6,150	\$ 16,359	\$ 2,512	\$ 13,847	92.3%
Commuter Rail	304,174		376,289	363,266	360,659		15,630	351,409	60,874	290,535	80.0%
High-Technology Advanced Rail Transit	373,624		456,740	440,940	464,580		(7,840)	65,629	6,355	59,274	13.4%
Elderly and Handicapped Fare Stabilization	20,000		20,000	20,000	20,000		-	16,010	-	16,010	80.1%
Transitways	137,362		167,919	146,381	126,348		41,571	162,509	36,687	125,822	86.0%
Subtotal Projects	851,643		1,041,098	985,587	985,587		55,511	611,916	106,428	505,488	
Net (Bond Revenue)/Debt Service				55,511	55,511		(55,511)	54,684		54,684	
Total Transit Projects	\$ 851,643	\$	1,041,098	\$ 1,041,098	\$ 1,041,098	\$	-	\$ 666,600	\$ 106,428	\$ 560,172	18.0%
Total Measure M Program											
	\$ 3,406,571	\$	4,164,396	\$ 4,123,499	\$ 4,118,881	\$	45,515	\$ 3,665,291	\$ 559,565	\$ 3,105,726	



October 14, 2008

To: Taxpayers Oversight Committee

From: Growth Management Program Subcommittee

Subject: Fiscal Year 2008-09 Measure M Growth Management Program Subcommittee Eligibility Review

Overview

The Measure M Ordinance requires all local jurisdictions in Orange County to annually satisfy the requirements of the Measure M Growth Management Program to the Orange County Transportation Authority in order to remain eligible for receiving Measure M turnback and competitive funds. The eligibility review process requirements of the Growth Management Program Subcommittee for fiscal year 2008-09 have been completed.

Recommendations

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

Background

To maintain eligibility to receive Measure M funds each fiscal year, all local jurisdictions are required to submit eligibility packages including, a seven-year Capital Improvement Program (CIP) and a Maintenance of Effort (MOE) certification to the Orange County Transportation Authority (OCTA) on an annual basis. Some jurisdictions, based on an alternating year schedule, are required to submit a Pavement Management Plan (PMP) update that is consistent with the countywide pavement condition assessment standards as set forth in the Arterial Highway Rehabilitation Program (AHRP).

The Taxpayers Oversight Committee (TOC) is responsible for reviewing and approving the jurisdictions' CIP for eligible use of Measure M revenues. The Technical Advisory Committee (TAC) is responsible for approving the MOE and PMP. The determinations of both of these committees are forwarded to the OCTA Board of Directors for final eligibility determination.

The TAC, comprised of Public Works Directors and representatives from the local agencies, will review the MOE certifications for all jurisdictions and PMP's for cities included in this year's staggered review on October 22. The local agencies required to submit this year are: Aliso Viejo, Buena Park, Costa Mesa, County of Orange, Cypress, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, La Palma, Mission Viejo, Orange, Placentia, Rancho Santa Margarita, San Juan Capistrano, Santa Ana, Seal Beach, Villa Park, Westminster, and Yorba Linda.

Discussion

The TOC designated the GMP Subcommittee to review the eligibility submittals with support from OCTA staff. The fiscal year (FY) 2008-09 GMP Subcommittee members are:

- Gilbert Ishizu (Co-Chair)
- Charles V. Smith (Co-Chair)
- Ed Wylie
- C. James Hillquist
- Frederick von Coelin

OCTA staff reviewed the submittals to ensure each eligibility package was complete and accurate and worked with the local jurisdictions to obtain additional information and/or backup materials as needed. Over 500 projects were included in the CIP's submitted by the local jurisdictions and reviewed by the GMP Subcommittee. Consistent with the Measure M Ordinance, the Subcommittee's review is to ensure the proposed projects are eligible transportation projects as described by Article IXX. All projects proposed for funding were ultimately determined as eligible.

Based upon feedback received during this and previous cycles, the GMP Subcommittee suggests that local jurisdictions continue to consider the following when compiling CIPs:

- Provide clear and concise description within the confines of the software

- Be prepared to provide additional project description materials during the review process
- Include a candidate list of projects for annual maintenance program activity in the first fiscal year of the cycle
- Delete projects from the database which may have been completed in previous years

No significant issue with respect to the eligibility of local jurisdictions remains. However, during the review the subcommittee agreed to highlight an area of future attention of the Audit Subcommittee.

During the FY 2007-08 eligibility cycle, the City of Laguna Beach (City) elected to dedicate and invest substantial general fund resources for street rehabilitation in FY 2008-09. The FY 2008-09 CIP reflects this as a "loan" from future transportation revenues. The intent is to "backfill" (payback) this general fund expenditure with transportation revenues including Measure M and Gas Tax in fiscal years 2009-10, 2010-11, and 2011-12.

While this process permits the City to self-finance eligible improvements and deliver transportation benefits earlier than would otherwise be possible, the subcommittee expressed concern regarding the ability to track Measure M expenditures related to the repayment mechanism and ensure eligible use of funds. The City provided a spreadsheet to track this internal borrowing and it will be forwarded to the audit subcommittee under separate cover. In addition, the accelerated use of general funds should be excluded in maintenance of effort reporting for FY 2008-09 due to repayment from transportation revenues in future years.

Once the TAC and the TOC approve their respective components of the eligibility packages for all jurisdictions, OCTA staff will present a final recommendation of eligibility to the Highways Committee on November 5, 2008, and to the OCTA Board of Directors on November 10, 2008.

Summary

All local jurisdictions in Orange County have submitted FY 2008-09 Measure M Growth Management Program eligibility packages. The Growth Management Program Subcommittee reviewed the necessary documentation and all local jurisdictions meet the eligibility requirements for fiscal year 2008-09.

Presentation Items



BOARD COMMITTEE TRANSMITTAL

August 25, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Status Report on renewed Measure M Environmental Programs

Transportation 2020 Committee Meeting of August 18, 2008

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file as an information item.



August 18, 2008

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Status Report on Renewed Measure M Environmental Programs

Overview

Renewed Measure M authorized two environmental programs. Approximately \$240 million is available for program-level mitigation for the 13 freeway projects (Projects A – M), subject to an agreement between the Orange County Transportation Authority and state and federal resource agencies. A similar amount of funding is available under Project X for water quality improvements related to the runoff from roads and freeways. The Board of Directors included both of these programs in the five-year Renewed Measure M Early Action Plan.

Recommendation

Receive and file as an information item.

Background

Since the Orange County Transportation Authority (Authority) Board of Directors (Board) approved the Renewed Measure M (M2) Early Action Plan (EAP) on August 13, 2008, work has proceeded on implementation of the authorized environmental programs. These are both new programs, not included in the first Measure M (M1). As such the programs will require significant effort on the front end for program definition and design and the appropriate framing of policy and priority choices for the Transportation 2020 Committee and the Board of Directors to consider.

On October 22, 2007, the Board approved the membership for the two environmental program advisory committees (one for each program) authorized by the M2 Ordinance to advise on program design and funding recommendations. The Environmental Oversight Committee (EOC) is chaired by Director Patricia Bates and deals with the freeway mitigation program. The Environmental Cleanup Allocation Committee (Allocation Committee) is chaired by Garry Brown, president and chief executive officer of the Orange County

Coast Keeper, and is working on the water quality funding program. The charters and memberships for the EOC and the Allocation Committee are shown in Attachment A and B respectively. The Transportation 2020 Committee and the full Board must consider and approve any program, policy or funding recommendation developed by the committees. Staff provides committee support.

Neither committee recommends policy or program actions at this time, but both have made considerable progress on program definition and basic groundwork for program design. A status report on current progress and pending issues is presented.

Discussion

Program-Level Freeway Mitigation

Significant progress has been made on the precursors for a master agreement among the Authority, the United States Fish and Wildlife Service (USFWS), and the California Department of Fish and Game (CDFG) to mitigate the potential biological impacts of all 13 freeway projects in Renewed Measure M and enable a streamlined project approval and permitting process. The EOC has provided a public forum for development of these building blocks and the overall program framework. The EOC has also formed two ad-hoc working groups – one dealing with how to inventory and document freeway impacts and mitigation opportunities; the other researching how to structure a draft agreement. The ad-hoc working groups' participants consist of staff from the state and federal resources agencies, non-profit environmental organizations, and the Authority.

Progress has been made as follows:

- A comprehensive countywide database of biological resources has been assembled in a digital format. Using the Authority's geographic information systems (GIS), the information can be mapped and displayed in relation to the 13 M2 freeway projects. The boundaries of the projects' impacts can be easily adjusted to accommodate different potential scenarios and designs and assess its impacts. The County of Orange, state and federal resource agencies, non-governmental environmental organizations, and other public agencies that have gathered or studied biological resources in Orange County have contributed to the development of this crucial tool.
- Draft criteria to assist in the evaluation of potential mitigation opportunities are nearing completion. These criteria are based on input from the resource agencies and members of the EOC. The criteria is intended to provide guidance to property owners and conservation organizations to help

evaluate the potential resource and conservation value of properties that might be available for acquisition or restoration. These criteria will be submitted for approval by the EOC in September and recommended to the Transportation 2020 Committee and the Board of Directors shortly thereafter.

- The EOC began developing an inventory of potential conservation sites for acquisition or restoration in order to provide for program-level mitigation of the freeway projects. The baseline for the inventory is formed by the Green Vision Plan, a comprehensive listing of potential conservation opportunities in Orange County developed by a consortium of non-governmental environmental groups. An informational and outreach process is under development to solicit additional suggestions from landowners, local governments, conservation organizations, and community groups. In addition, these interests have had the opportunity to make presentations to the EOC regarding conservation opportunities. To date, representatives from the County of Orange and the City of San Juan Capistrano have made presentations, and the City of Brea is scheduled to do so in September.
- Staff and legal counsel from the Authority, USFWS, and CDFG began discussions on how to structure an agreement and provide the necessary analysis and documentation to support it. These discussions have focused on balancing four key factors – early action on conservation opportunities; strong assurances regarding processing and permitting of projects; and timeliness and cost. Several options are being vetted for consideration by the EOC and ultimately by the resource agencies and the Authority. These include development of a Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP). A recommendation on a framework and approach is expected to go to the Board of Directors this fall, with a goal to present a draft agreement for approval by the Authority and the resource agencies in mid-2009.

Looking ahead, there are several additional key issues that are anticipated to come to the EOC, the Transportation 2020 Committee and the Board of Directors in future months. These include:

- Participation in the agreement by the Army Corps of Engineers and the regional water quality control boards, agencies that also have potential permitting authority for the 13 M2 freeway projects.
- Risk and potential costs for analysis and documentation to support, for example, an HCP/NCCP process, and whether the costs would be paid from mitigation funds or the M2 freeway program as a whole.

- The staffing capacity of the resource agencies to participate as needed in the analysis and documentation efforts.
- The nature and type of environmental review that may be required under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and any risks these processes may represent to timely implementation of the M2 Early Action Plan.
- The eventual need, if an agreement is reached, to support assessment, valuation, acquisition and management or restoration of conservation properties

Water Quality

Significant progress has also been made on the M2 water quality program under the leadership of the Allocation Committee. This technical working committee was formed to make recommendations on a competitive funding process to implement road-related and highway-related water quality improvement projects. In that regard, it functions much like the Authority Technical Advisory Committee (TAC) that performs the same roles for Measure M with respect to road capacity and maintenance allocations.

The Allocation Committee is working toward making recommendations to the Authority Board on water quality program guidelines by mid-2009 and recommending an initial funding call for projects in late 2009 or early 2010. The discussion of early funding priorities has focused on:

- A catch basin system funding program, which encompasses screens, filters, inserts, and in-line deflection separator units such as continuous deflective separation units; and
- New capital and operation projects identified in a watershed management area plan or proposed by a Measure M eligible jurisdiction (city or the County of Orange).

A request for proposals seeking consultant assistance to prepare the program funding guidelines was issued on August 1, 2008. The consultant will work with the Allocation Committee in developing program guidelines. These guidelines will be used by eligible local agencies to submit project applications and funding requests starting fiscal year (FY) 2009-10. The funding guidelines are expected to be complete, including Board adoption, by summer 2009.

A presentation on the program was made to the Authority TAC in June 2008. The program was described and the TAC was made aware that its input was needed on a possible initial prioritization for funding in scaling and scoping a

potential catch basin funding program. A questionnaire was disseminated in July to all cities within Orange County soliciting the number and type of catch basins in each jurisdiction, the extent of screens/filters already installed, any existing experience with equipment life cycles and maintenance intervals, and costs, as well as a sense of the level of interest and priority a catch basin system funding program would have for each jurisdiction. At a later time, a similar questionnaire will be disseminated for new capital and operation projects involving water quality improvements to determine a countywide interest.

Based on the questionnaire for the potential catch basin system-funding program, more than 90 percent of the cities indicated interest in applying for funds. Another key finding is that less than 10 percent of catch basins in the County have some type of device to screen trash and debris. This suggests that significant benefits could accrue in the short term with a focus on these improvements. Staff is currently utilizing the data collected from the questionnaire to formulate a cost analysis, targeting the number and type of catch basin storm water mitigation devices that may be eligible. Results of this process will provide input into the funding program guidelines and a potential future call for projects.

Looking ahead, there are several other key issues pending that will be under consideration by the Allocation Committee and may be recommended for policy direction by the Transportation 2020 Committee and the Board of Directors. These include:

- The timing and scope for a major capital improvements program. The Allocation Committee supports an initial focus on a catch basin program to provide early results, and because screening trash and debris is a necessary precursor to effective treatment for other more difficult to treat pollutants, such as heavy metals, hydrocarbons, and organic material. Efforts are underway by the Allocation Committee to consider how a major capital program could be structured, recognizing existing countywide efforts to establish watershed management areas and capital improvement programs aimed to attract state grant funding.
- Whether, and under what circumstances, funding should be made available for operations and maintenance costs. The M2 Ordinance indicates a preference for funding of capital improvements, but does not specifically prohibit expenditures for maintenance and operations. A policy recommendation is likely as part of the funding program guidelines development.
- Opportunities for pooled purchasing and maintenance of improvements such as catch basin screens and filters. It is possible that administrative and

per unit cost savings could result from countywide or regional pooling of efforts.

Summary

Program development efforts are in progress for both of the environmental programs under Renewed Measure M – program-level mitigation of freeway projects and water quality improvements related to roads and freeways. A report on progress made to date is presented.

Attachments

- A. Mitigation and Resource Protection Program Oversight Committee
Environmental Oversight Committee Charter and Roster
- B. Environmental Cleanup Allocation Committee (Allocation Committee)
Charter and Roster

Prepared by:



Hal McCutchan
Environmental Program Manager
(714) 560-5759

Approved by:



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



**Mitigation and Resource Protection Program Oversight Committee
Environmental Oversight Committee
Committee Charter**

Purpose

Renewed Measure M (M2) provides for the allocation of at least 5 percent of net freeway program revenues (or \$243.5 million in 2005 dollars) for programmatic mitigation of freeway projects, subject to a Master Agreement between the Orange County Transportation Authority (OCTA) and state and federal resource agencies. The intent is to provide for comprehensive, rather than piecemeal, mitigation of the impacts of freeway projects and to do so in a way that results in high-value environmental benefits in exchange for streamlined project approvals and greater certainty in the delivery of the freeway program as a whole.

The Environmental Oversight Committee (EOC) makes recommendations to the OCTA Board of Directors regarding the allocation of revenues for programmatic mitigation and monitors the implementation of the Master Agreement.

Line of Reporting

The EOC will provide recommendations to the OCTA Board of Directors. Currently, all matters related to M2 are considered first by the OCTA Transportation 2020 Committee, a subcommittee of the OCTA, for recommendation to the full OCTA Board.

Responsibilities

The EOC provides advice on the development and implementation of programmatic mitigation of freeway projects under M2. Activities undertaken by the EOC may consist of the following:

- Inventory and assessment of freeway impacts.
- Inventory and assessment of mitigation opportunities.
- Review and provide input on funding opportunities, including M2 financing, matching funds and grant funding.
- Review and provide input on both the monetary and environmental value of property or other mitigation elements.
- Review and provide input on the Master Agreement.
- Monitor implementation of the Master Agreement, including acquisitions, management, operations and maintenance activities.



Environmental Oversight Committee Roster

Chairman Patricia Bates

OCTA Board of Directors
Orange County Supervisor, 5th District
County of Orange

Debbie Townsend

Assistant Executive Director, Land
Acquisition Program
California Wildlife Conservation Board

Vice Chairman Melanie Schlotterbeck

Environmental Consultant
Measure M Support Groups

Sylvia Vega

Office of Chief Environmental Planning
Caltrans

Cathy Green

OCTA Board of Directors
Huntington Beach City Council Member
City of Huntington Beach

Vacant

Taxpayers Oversight Committee
OCTA

Mark Cohen

Senior Project Manager
US Army Corps of Engineers

Stephanie Hall (alternate)

Physical Scientist/Project Manager
US Army Corps of Engineers

Judy McKeehan

Environmental Consultant

Erinn Wilson

CA Department of Fish & Game

Adam Probolsky

Chairman & CEO
Probolsky Research

Dan Silver

Executive Director
Endangered Habitats League

Jonathan Snyder

Wildlife Biologist
US Fish and Wildlife Service



**Environmental Cleanup Allocation Committee
(Allocation Committee)
Committee Charter**

Purpose

Renewed Measure M (M2) provides for the allocation of 2 percent of gross revenues (or \$237.2 million in 2005 dollars) to help protect Orange County beaches and waterways from transportation-generated pollution, or "urban runoff". The intent is to allocate, on a countywide competitive basis, funds to help meet federal Clean Water Act standards using Best Management Practices. The program is meant to supplement, not replace, existing transportation related pollution reduction efforts and to fund high-impact capital improvements over local operations and maintenance.

The Allocation Committee (AC) makes recommendations to the Orange County Transportation Authority (OCTA) Board of Directors regarding the development and implementation of a comprehensive funding allocation program, including a grant process, matching requirements, maintenance of effort requirements and an annual reporting and benefit assessment process.

Line of Reporting

The AC will provide recommendations to the OCTA Board of Directors. Currently, all matters related to M2 are considered first by the OCTA Transportation 2020 Committee, a subcommittee of the OCTA, for recommendation to the full OCTA Board.

Responsibilities

The AC provides advice on the development and implementation of a funding program for transportation-related water quality improvements. Activities undertaken by the AC may consist of the following:

- Development of a comprehensive countywide capital improvement program for transportation-related water quality improvements.
- Development of a competitive grants process with priority given to:
 - High impact capital improvements;
 - Capital improvements in a Watershed Management Area; and
 - Cost-effective projects that leverage other funding sources
- Evaluations of grant requests and recommendations on the award of funds.
- Development a matching requirement to leverage other funds for water quality improvements.
- Development of maintenance of effort requirement to ensure that funds augment, not replace existing water quality programs.

- Development of an annual reporting and benefits assessment process and procedures.

Membership

The AC shall consist of 12 voting and two non-voting members, none of whom can be elected officials, and selected by the OCTA Board of Directors as follows:

- One member representing the County of Orange;
- One member representing Caltrans;
- Five members representing the Orange County cities, one from each supervisorial district;
- Two members representing water or wastewater public agencies;
- One member representing the development industry;
- One member representing the scientific/academic community;
- One member representing private non-profit organizations involved in water quality;
- One non-voting member representing the Santa Ana Regional Water Quality Control Board;
- One non-voting member representing the San Diego Regional Water Quality Control Board.

Members are expected to be able to devote at least 25 hours per year to Committee business. Alternates are not permitted.

Terms of Office

Terms of office are three years with no term limitations.

Meeting Time and Location

Committee meetings will take place on the second Thursday of the month from 10:30 a.m. to 12:30 p.m. at the Orange County Transportation Authority, 600 South Main Street in Orange.

Selection of the Chair and Vice-Chair

The Chair and the Vice-Chair will be selected by the AC from among its members.

Duration of Existence

The AC will continue throughout the duration of the implementation of Renewed Measure M.



Environmental Cleanup Allocation Committee Roster

Chairman Garry Brown

President & Chief Executive Officer
Orange County Coast Keeper

Vice Chairman Mary Anne Skorpanich

Director
Watershed and Coastal Resources Program
County of Orange

Mark Adelson

Senior Environmental Scientist
Santa Ana Regional Water Quality Control
Board

John Bahorski

City Manager
City of Cypress

Karen I. Baroldi

Regulatory Specialist
Orange County Sanitation District

Tim Casey

City Manager
City of Laguna Niguel

William J. Cooper

Professor
UC Irvine, Department of Civil and
Environmental Engineering

Paul D. Jones

General Manager
Irvine Ranch Water District

Joe Parco

Senior Civil Engineer
City of Santa Ana

Hector B. Salas

Associate Environmental Planner, NPDES/
Storm Water Unit
Caltrans

James Smith

Northern Watershed Unit Supervisor
San Diego Regional Water Quality Control
Board

Sat Tamaribuchi

Vice President of Environmental Affairs
The Irvine Company

Dick Wilson

Environmental Services Manager
City of Anaheim

Vacant

Third supervisorial district city
representative



BOARD COMMITTEE TRANSMITTAL

August 25, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Metrolink Short-Distance Fares

Transit Committee meeting of August 14, 2008

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Direct staff to work with the Southern California Regional Rail Authority to develop a demonstration program of short-distance one-way and round-trip fares within Orange County.



August 14, 2008

To: Transit Committee
AL
From: Arthur T. Leahy, Chief Executive Officer
Subject: Metrolink Short-Distance Fares

Overview

The current Metrolink fare structure is focused on the long-distance traveler. As a precursor to the start up of the 30-minute service, Orange County Transportation Authority staff would like to explore modified short-distance Metrolink fares, providing a more attractive alternative travel option within Orange County, as well as expanding the ridership base to include short-distance travelers.

Recommendation

Direct staff to work with the Southern California Regional Rail Authority to develop a demonstration program of short-distance one way and round trip fares within Orange County.

Background

In April 2004, the Southern California Regional Rail Authority (SCRRA) Board of Directors adopted a new fare pricing structure based on driving mileage distances between stations as opposed to zone pricing. While the distance-based pricing provided some reduced cost for short trips compared to long trips, the overall fare pricing structure favors the long-distance commuter. The current Metrolink trip length averages 38.8 miles for Orange County Line riders and works very well for removing cars from the parallel freeway system. The Orange County Transportation Authority (OCTA) is making a major investment in rail system capacity, as well as planning significant investments as part of the Go Local Program. These investments, coupled with increases in transit oriented development activities around the Metrolink stations in Orange County, are leading OCTA to explore a series of actions to make Metrolink more attractive and usable to short-distance travelers in addition to providing relief to climbing gasoline prices. Lastly, providing short-distance Metrolink fares could

also make the system more accessible to those passengers who currently use the bus transit system in Orange County.

Discussion

Staff is proposing to examine a equitable fare program for those traveling within Orange County, with a focus on short trips of a few stations. As gas prices rise and the 30-minute Orange County service comes on line, the time is right to encourage more people to use public transportation in Orange County.

The current Metrolink fare structure is not designed to be conducive to short trips. For example, the one way fare from Anaheim to Los Angeles is \$7.50 and the one way fare from Fullerton to Los Angeles is \$6.75, a differential of only \$.75 for the longer trip; however, the fare from Anaheim to Fullerton is \$5.25, or \$4.50 more than the price differential between the starting trip in Anaheim or Fullerton to Los Angeles. Another example of how the fare structure discourages short trips is the one way fare from Anaheim to San Juan Capistrano, which is \$7.50 compared to \$8.50 from Anaheim to San Clemente, a differential cost of \$1.00. The fare from San Juan Capistrano to San Clemente is \$5.75.

OCTA staff is recommending that the Board of Directors direct staff to work with SCRRA to develop and implement a demonstration program of short-distance one way and round trip fares within Orange County. The service plan to support the demonstration program should consider available capacity, hours of service, fares, schedules, stationlink/bus connections, and any parking capacity constraints. This test could be conducted on an experimental basis for a significant period of time and be conducted in a manner such that an analysis could be performed to assess the actual impacts to ridership and revenue over the demonstration period. It is anticipated that the demonstration program could potentially be revenue neutral since there is no fare reduction for the current long-distance commuter and relatively few travelers currently use Metrolink for short trips in Orange County (Attachment A). Additionally, the analysis should take into account any proposed changes to the OCTA bus system fare structure.

The recently conducted focus groups indicated that people would ride short distances within Orange County if the fares were substantially reduced. In addition to the recent focus groups, OCTA is in the process of selecting a firm to study fare integration including reduced fares on Metrolink. This study should be underway in the second quarter of this fiscal year and will examine fare policy options for Metrolink service in Orange County.

Summary

The current Metrolink fare structure is designed for the long-distance traveler. In order to attract the short-distance rider, staff is proposing exploration of reduced short-distance fares to make the Metrolink service more attractive and ultimately create a new rider base, as well as opportunities to increase ridership and revenue.

Attachment

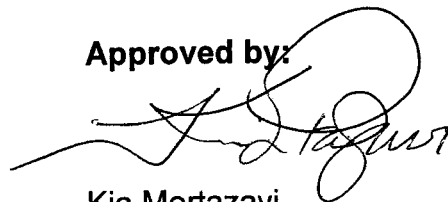
- A. Analysis of Metrolink Ridership within Orange County – May 2008

Prepared by:



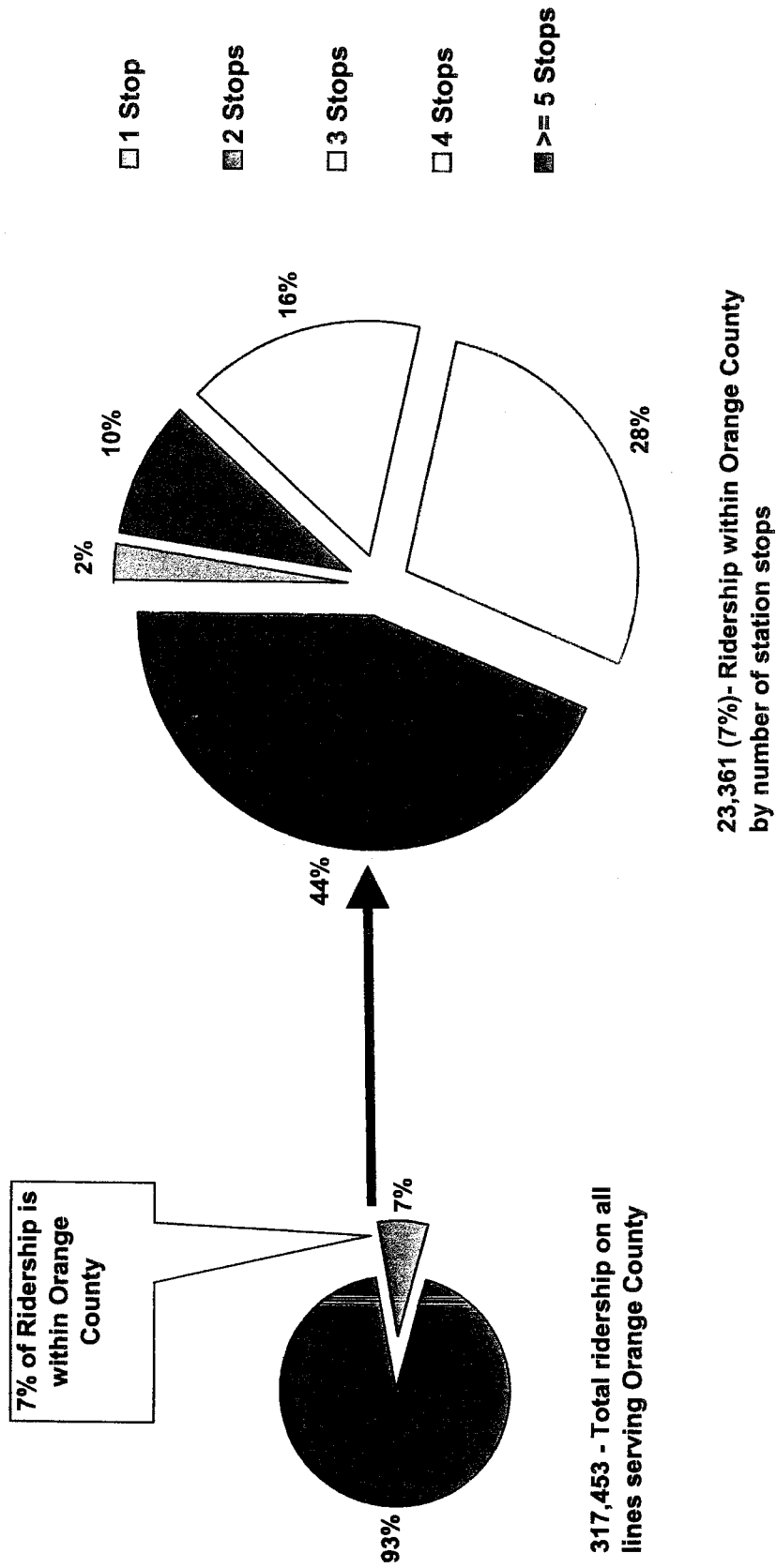
Abbe McClenahan
Principal Transportation Analyst
(714) 560-5673

Approved by:



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

Analysis of Metrolink Ridership within Orange County - May 2008





BOARD COMMITTEE TRANSMITTAL

September 8, 2008

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

Transit Committee meeting of August 28, 2008

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

Committee Vote

No action was taken.

Staff Recommendation

Receive and file as an information item.



August 28, 2008

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

Overview

A report on annual Metrolink ridership and on-time performance for service in Orange County, covering fiscal year 2007-08, is presented. Total annual ridership for Orange County has increased significantly and exceeded four million passengers for the fiscal year.

Recommendation

Receive and file as an information item.

Background

The Southern California Regional Rail Authority (SCRRA), a regional joint powers authority (JPA), operates seven lines throughout Southern California's five-county, 400-mile commuter rail system known as Metrolink. Metrolink's five-agency membership includes the Los Angeles County Metropolitan Transportation Authority, the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), the San Bernardino Associated Governments (SANBAG), and the Ventura County Transportation Commission. Metrolink operates 145 daily trains, serving 55 stations, and carries nearly 48,000 riders per day. This year, the Metrolink system exceeded 50,000 riders per day on multiple occasions.

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

The OC and IEOC lines' weekend services are in the second year of operation. The OC Line provides four round trips on Saturday and Sunday year-round and is funded by OCTA. The year-round IEOC Line weekend service operates three round trips on Saturday and two round trips on Sunday. OCTA, RCTC, and SANBAG are partners in funding the IEOC Line weekend service.

Discussion

This report provides a fiscal year (FY) 2007-08 update of annual weekday and weekend ridership and on-time performance results. Detailed information regarding performance statistics is delineated in Attachments A, B, C, and D.

Ridership and On-Time Performance Report

Total Ridership

Total ridership for all three Metrolink lines serving Orange County, including Rail 2 Rail, has exceeded four million riders during FY 2007-08 and is the highest annual ridership since inception. Since FY 2002-03, ridership has shown an increase of 60 percent over a five-year period with a minimal increase in service levels (Attachment A). Only two additional IEOC Line weekday midday trains were added in 2006, plus the introduction of weekend service in summer 2006, with 12 trains and two additional weekend trains added in 2007.

Weekday Ridership

Combined daily average ridership on the OC, IEOC, and 91 lines is 15,408, including Rail 2 Rail, or 5.3 percent above FY 2006-07. The OC Line daily average is up 6.1 percent, the IEOC Line is up 4 percent, and the 91 Line is up 2.9 percent compared to last year. The Rail 2 Rail Program has become more successful over the past few years, up 9.7 percent versus last year, mainly due to additional schedule options offered to Metrolink monthly pass holders via Amtrak.

The rising cost of fuel appears to have significantly affected ridership in the fourth quarter (Attachment B). Indications are that the public is looking for ways to save money on daily commute, thereby turning to Metrolink. The average Metrolink systemwide weekday ridership increase has typically been 3 to 4 percent year to year; however, June 2008 was 12 percent higher than June 2007 of which 8 percent can be attributed to rising gas prices.

The increase in ridership has had a considerable impact on parking capacity at Orange County stations, which are owned and operated by each city. The stations with known parking capacity issues include Buena Park, Fullerton, Anaheim Canyon, Tustin, and Laguna Niguel/Mission Viejo.

Weekend Ridership

Metrolink weekend service carried a total of 119,698 Orange County riders during FY 2007-08, 19.9 percent above last year. Average daily ridership on the OC Line is up 34.5 percent on Saturday and 19.7 percent on Sunday compared to last year. Average Saturday ridership on the IEOC Line is up 16.2 percent over last year, while the IEOC Line Sunday ridership is up 0.6 percent (Attachment C).

Typically, weekend trips increase during summer months as both lines bring riders to beach and holiday destinations. Seasonality is more common on the IEOC Line, as most inbound trips from the Inland Empire occur during summer months.

Maintenance and construction work occurs primarily on the weekends and can further influence ridership. On the weekend of September 15, 2007, the OC Line service south of Anaheim and all IEOC Line service was cancelled to complete the Santa Ana double track project, bringing total September weekend ridership down 20.6 percent versus the previous month. While not ideal, current practice focuses on keeping weekday disruptions minimized in comparison to weekend service.

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.

The OC Line weekday trains averaged 95 percent on-time performance during FY 2007-08, while the IEOC Line had 95.2 percent on-time performance and the 91 Line had 96.5 percent on-time performance. Overall, 95.6 percent of all weekday trains serving Orange County have been within five minutes of the scheduled time compared to the systemwide average of 95.5 percent.

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.

In May 2008 weekday on-time performance fell to 94.3 percent, as demonstrated

in Attachment D, directly related to the following incidents. On May 7, 2008, a fatality incident occurred involving an Amtrak train and a Burlington Northern Santa Fe contract employee at the Valley View Avenue crossing in La Mirada, resulting in a track closure. On May 9, 2008, a contractor working on the Jeffrey Road underpass for the City of Irvine caused a gas leak, shutting down service south of the Tustin Station. As a result of these two incidents, Metrolink and OCTA are working to develop and implement internal and external communication changes focused on improving communication to passengers in the event of such major service disruptions. While these types of incidents that incur extended service disruptions are rare, they do impact on-time performance and can have lasting effects on ridership.

Weekend trains operated on average 87.4 percent on time during FY 2007-08, compared to 92.6 percent systemwide. Weekend on-time performance is lower than weekday on-time performance mainly due to scheduled maintenance and construction work that occurs primarily on the weekends, as shown in Attachment D. For example, in February 2008 there were work windows for the Jeffrey Road underpass project and some trains were delayed by freight train conflicts. Staff will continue to monitor daily on-time performance reports received from Metrolink operations to improve weekend on-time performance.

Bus Shuttle Service

Upon opening of the Buena Park Station, all 300 parking spaces were immediately occupied. The City of Buena Park and OCTA implemented a one-year demonstration of shuttle bus service between the Buena Park Metrolink Station and the Fullerton Park-and-Ride facility during weekday peak hours to help alleviate the lack of available parking. Average daily morning shuttle peak bus boardings reached 26 passengers by the end of June 2008. OCTA and the City of Buena Park are working to develop a long-term parking solution for Metrolink passengers.

Operated by the City of Irvine, the *i* shuttle Routes A and B began service on June 9, 2008, from the Tustin Metrolink Station to the Irvine Business Complex area. Through July 15, 2008, 11,522 total peak period boardings have been recorded.

Service Changes

Since three trains were extended from Irvine south to the Laguna Niguel/Mission Viejo Station in the fall of 2007, morning peak boardings at the Laguna Niguel/Mission Viejo Station have increased by 9.7 percent. In October 2007, Amtrak provided two more Orange County stops on

four trains, prompting a total of 31,790 Metrolink monthly pass holders to use the added trains.

The Buena Park Station average weekday morning peak boardings have evened out. In October 2007 approximately 680 daily morning peak boardings took place, while in May 2008 the number dropped to about 400. The reduction in boardings is most likely attributed to the lack of station parking.

Summary

This report provides a FY 2007-08 update on the OCTA commuter rail ridership and on-time performance. Weekday and weekend ridership is increasing on all three lines serving Orange County. In FY 2007-08, a new milestone was reached by Metrolink in Orange County, with more than four million annual riders using the Metrolink service between July 1, 2007 and June 30, 2008.

Attachments

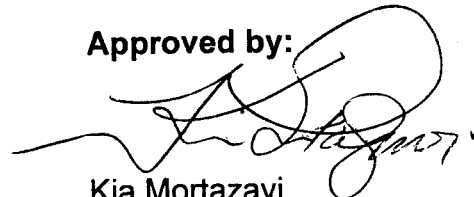
- A. Metrolink Ridership
- B. Total Orange County Ridership Trends
- C. Metrolink Weekend Ridership
- D. Metrolink On-Time Performance

Prepared by:



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METROLINK RIDERSHIP

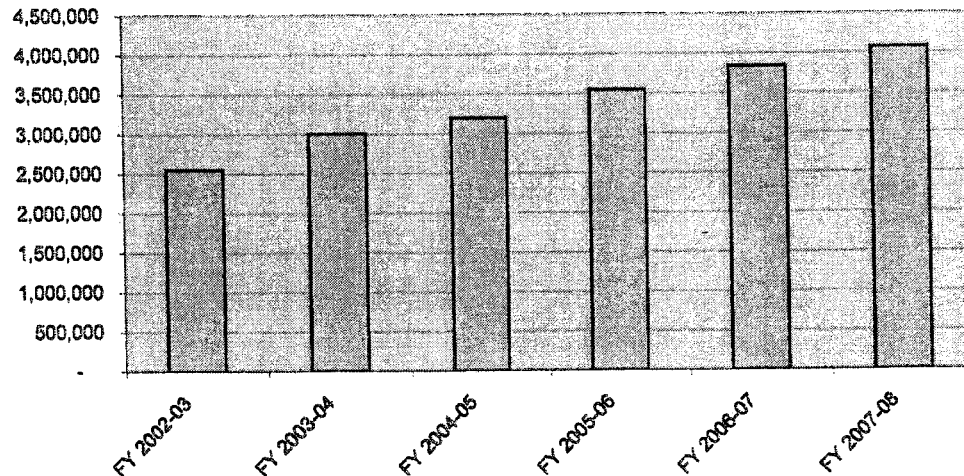
Total Ridership

Fiscal Year (FY)	OC Line	IEOC Line	91 Line	Rail 2 Rail	Total	% Change
2002-03	1,360,631	795,511	391,078	—	2,547,220	—
2003-04	1,422,770	913,528	428,572	240,272	3,005,142	18.0%
2004-05	1,485,342	918,057	473,820	324,983	3,202,202	6.6%
2005-06	1,597,992	1,066,558	531,930	351,217	3,547,697	10.8%
2006-07	1,677,978	1,218,638	572,756	371,887	3,841,259	8.3%
2007-08	1,807,103	1,282,610	570,164	414,566	4,074,443	6.1%

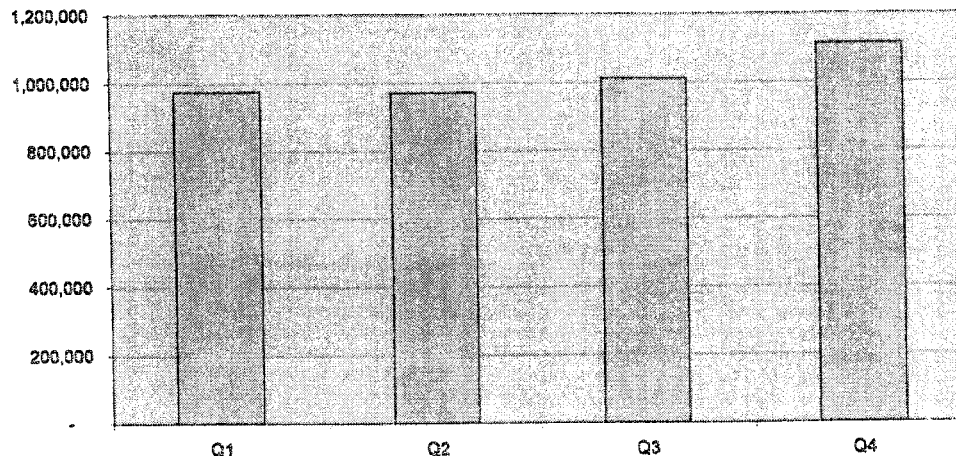
Daily Average Weekday

FY	OC Line	IEOC Line	91 Line	Rail 2 Rail	Total
2006-07	6,478	4,649	2,184	1,325	14,636
2007-08	6,872	4,835	2,248	1,453	15,408
Change	6.1%	4.0%	2.9%	9.7%	5.3%

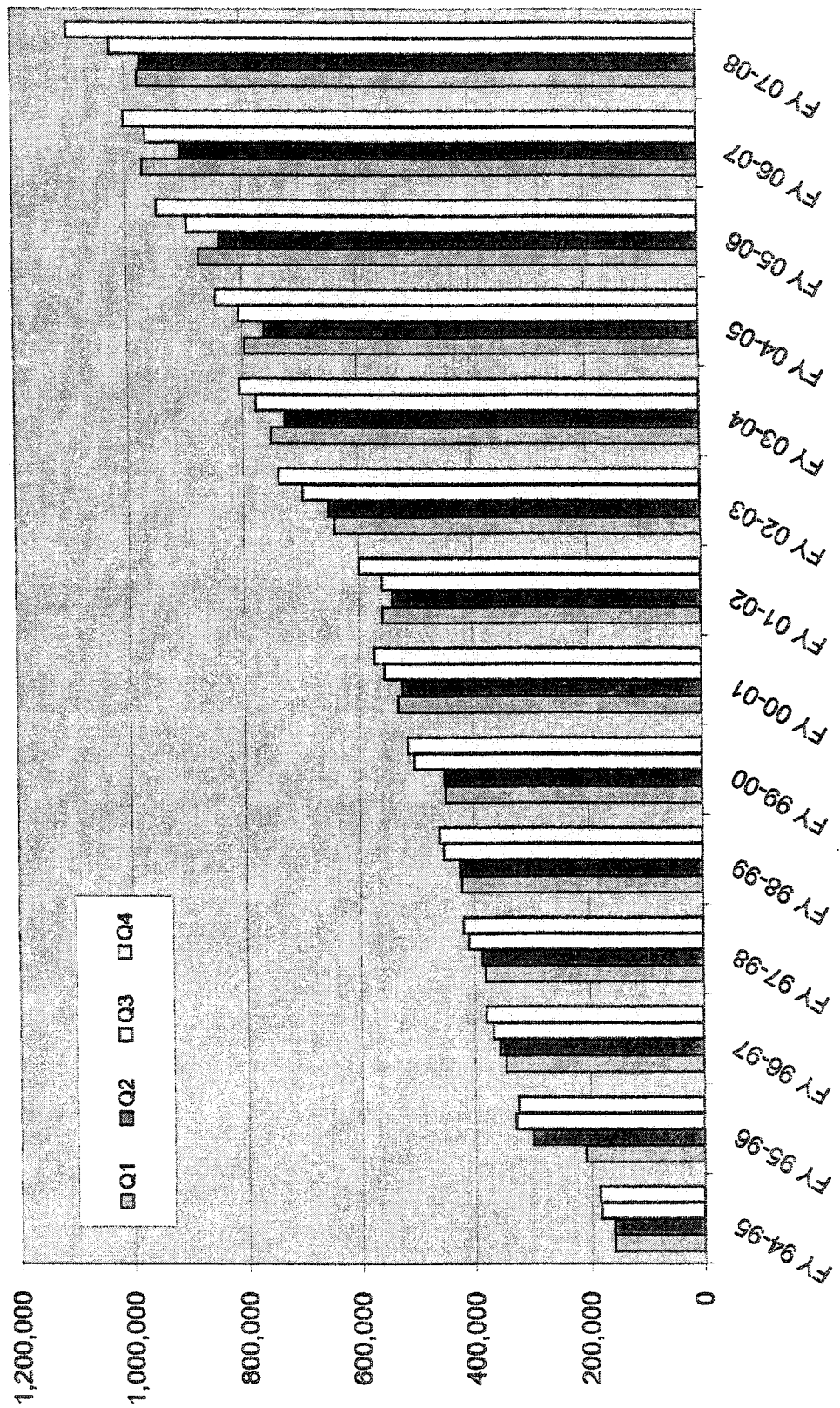
Total Orange County Ridership by FY



Total Orange County Ridership by FY 2007-08 Quarter



Total Orange County Ridership Trends

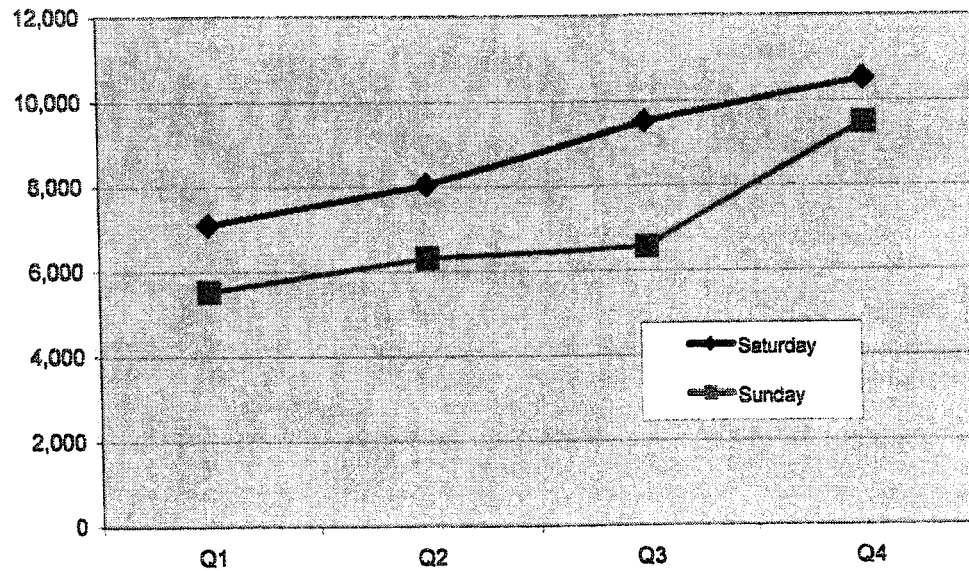


METROLINK WEEKEND RIDERSHIP

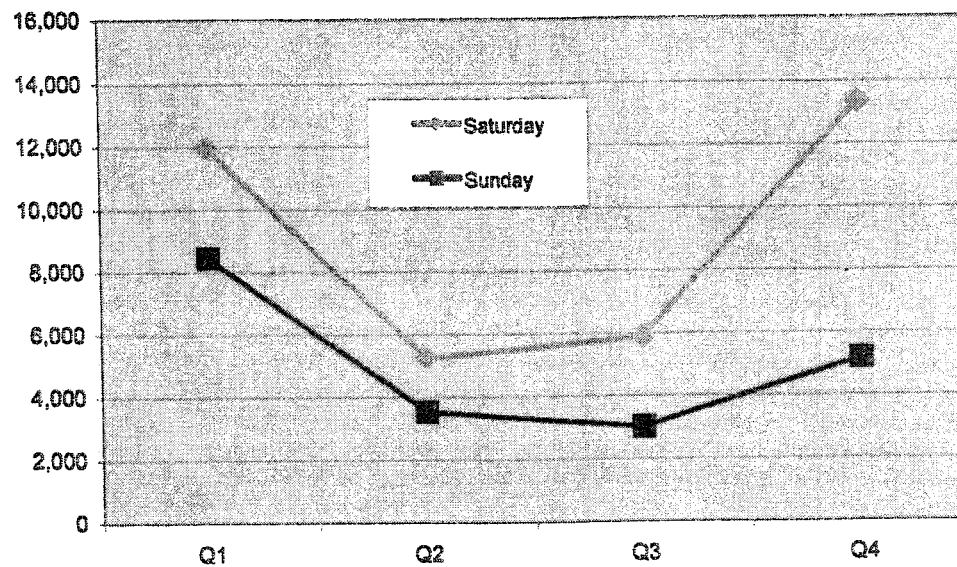
Daily Average Weekend

FY	OC Line (Saturday)	OC Line (Sunday)	IEOC Line (Saturday)	IEOC Line (Sunday)
2006-07	542	440	614	383
2007-08	729	526	714	385
Change	34.5%	19.7%	16.2%	0.6%

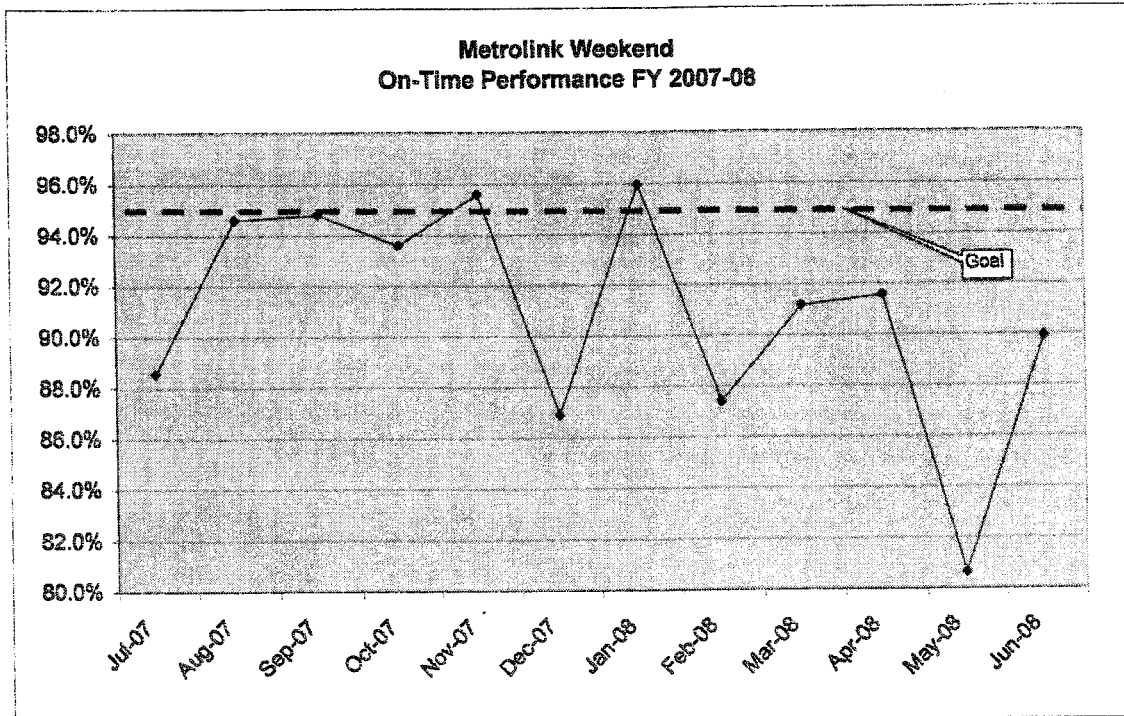
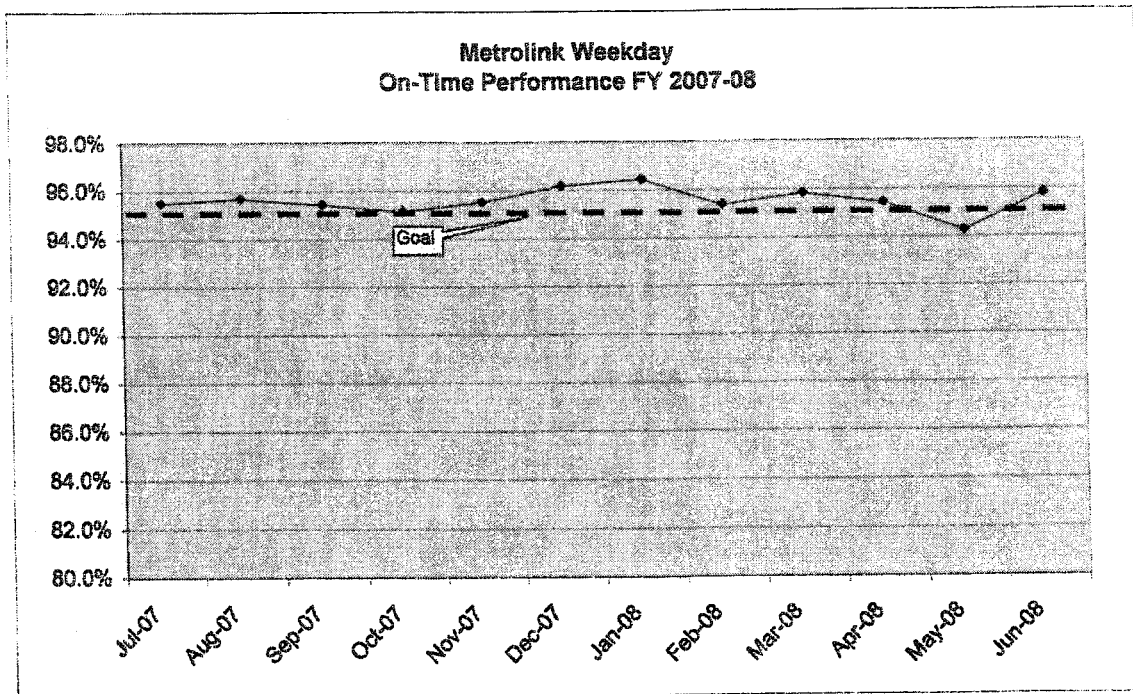
Total Weekend Ridership FY 2007-08 -- OC Line



Total Weekend Ridership FY 2007-08 -- IEOC Line



METROLINK ON-TIME PERFORMANCE



Notes:

- On-time performance is shown as percentage of trains arriving within five minutes of scheduled time
- Metrolink systemwide goal is 95 percent
- Weekday and weekend totals shown are for the OC, IEOC, and 91 lines

POWERPOINT PRESENTATION

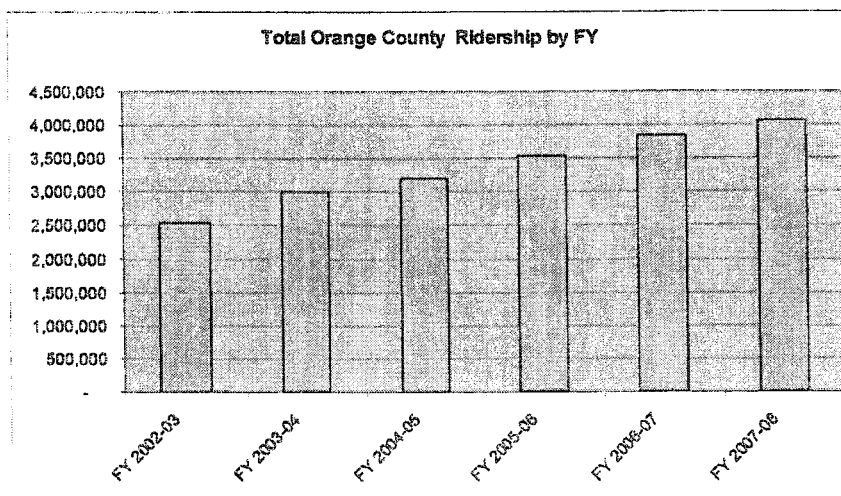


Metrolink Ridership and On-Time Performance Report

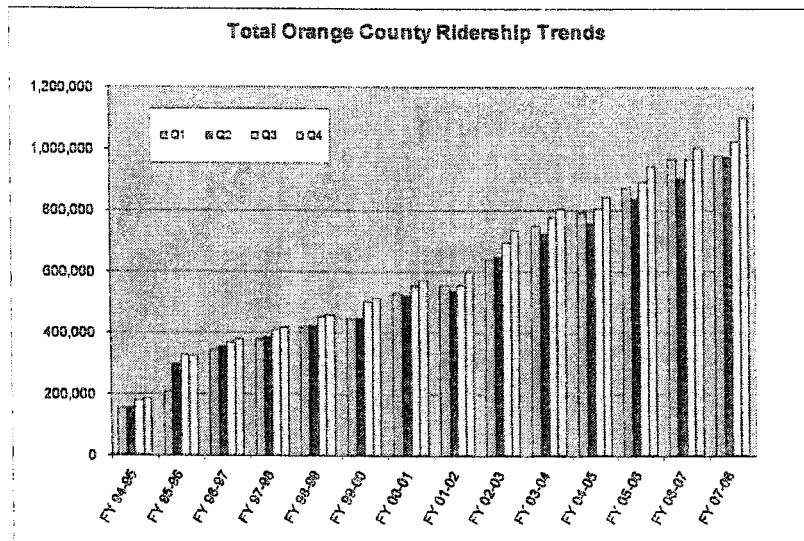


Board of Directors' Meeting
September 8, 2008

Total Ridership by Fiscal Year (FY)

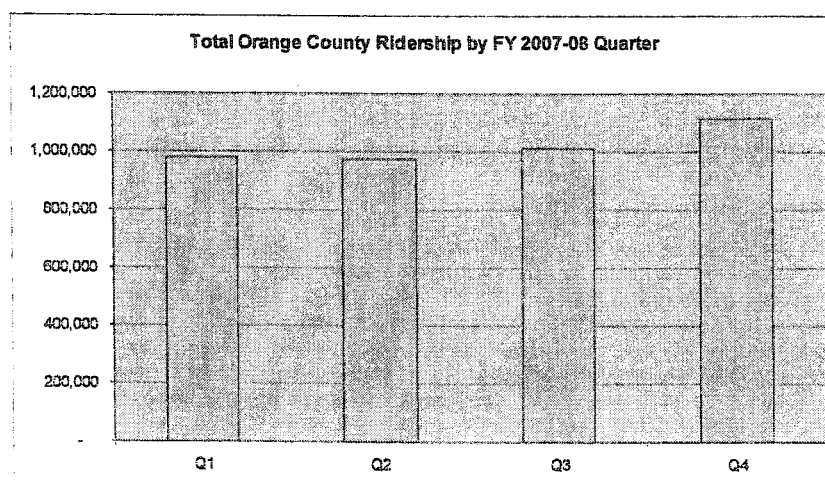


Ridership Trends



3

Total Ridership by Quarter

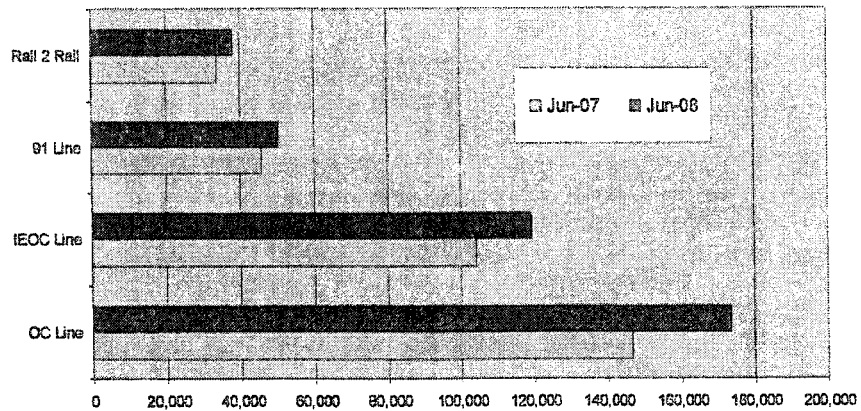


4

June 2008 Ridership



June 2008 Total Ridership



5

Station Parking Capacity Issues



- Buena Park Station
 - 300 spaces full
- Fullerton Station
 - 510 spaces near capacity
- Anaheim Canyon Station
 - 50 spaces full
- Tustin Station
 - 304 spaces full
- Laguna Niguel/Mission Viejo Station
 - 280 spaces near capacity

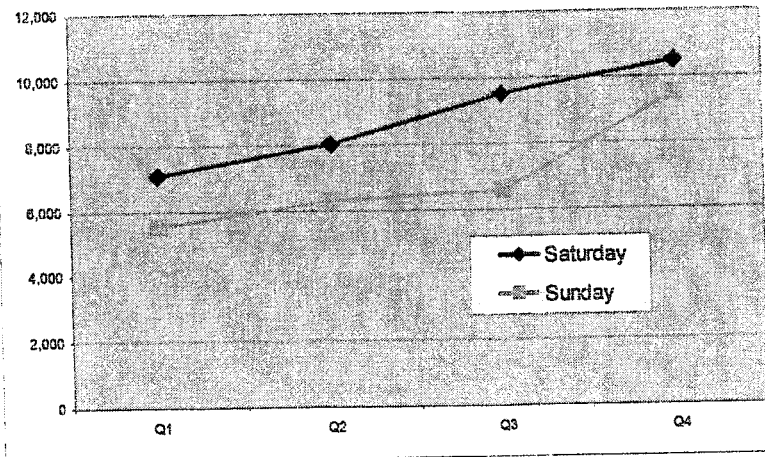


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Weekend Ridership – OC Line



Total Weekend Ridership FY 2007-08 -- OC Line

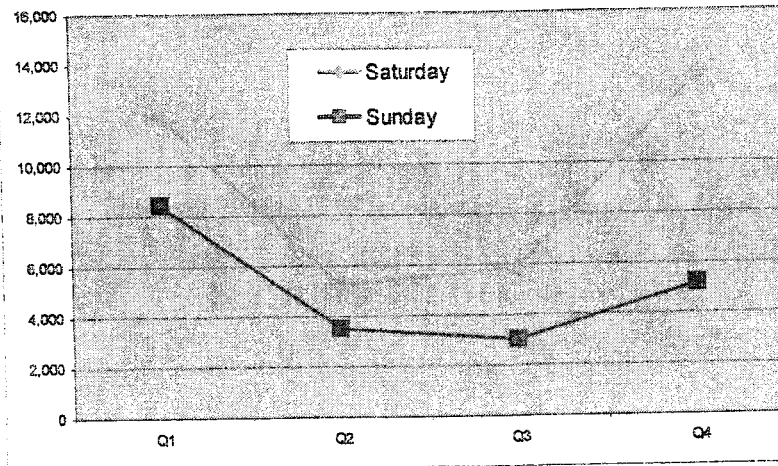


7

Weekend Ridership – IEOC Line

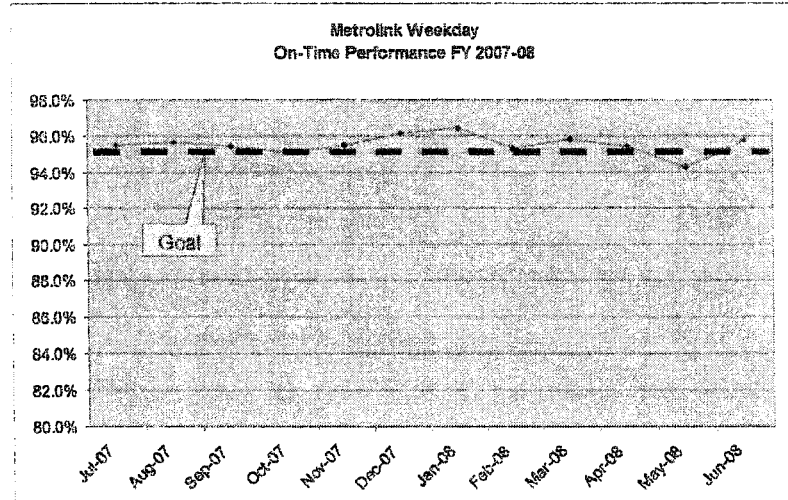


Total Weekend Ridership FY 2007-08 -- IEOC Line



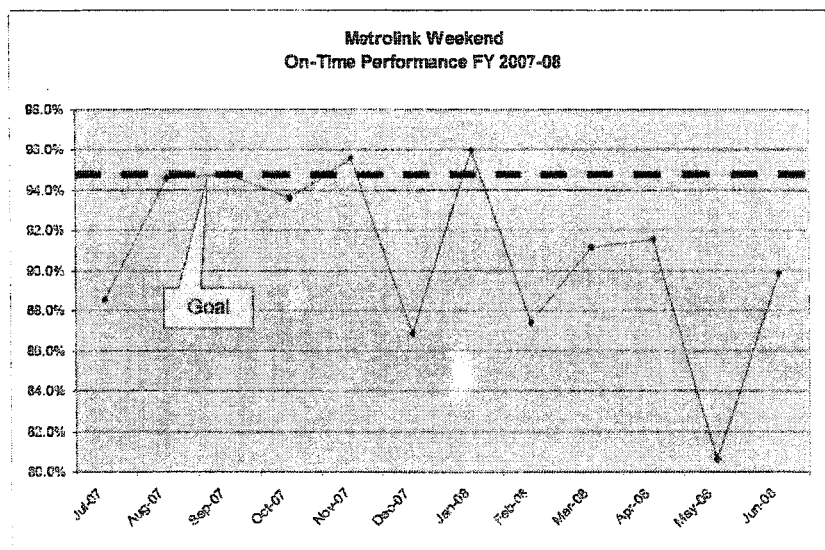
8

Weekday On-Time Performance



9

Weekend On-Time Performance



10



BOARD COMMITTEE TRANSMITTAL

September 22, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Preliminary Criteria for Property Acquisition and Restoration for Renewed Measure M Program-Level Freeway Mitigation

Transportation 2020 Committee Meeting of September 15, 2008

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Adopt the preliminary criteria for evaluating the biological mitigation potential of properties that may be acquired or restored, which will help guide outreach efforts.
- B. Direct staff to implement a public outreach plan to build an inventory of potential conservation sites.



September 15, 2008

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Preliminary Criteria for Property Acquisition and Restoration for Renewed Measure M Program-Level Freeway Mitigation

Overview

Renewed Measure M provides for program-level biological mitigation, through acquisition or restoration of habitat, for 13 freeway projects subject to agreement between the Orange County Transportation Authority and state and federal resource agencies. The Environmental Oversight Committee, appointed by the Board of Directors to provide guidance on developing and implementing such an agreement, is recommending preliminary criteria for evaluating the biological mitigation potential of properties that may be acquired or restored. The criteria will help direct outreach efforts and guide property owners and managers who may be interested in participation.

Recommendations

- A. Adopt the preliminary criteria for evaluating the biological mitigation potential of properties that may be acquired or restored, which will help guide outreach efforts.
- B. Direct staff to implement a public outreach plan to build an inventory of potential conservation sites.

Background

Since the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the Renewed Measure M (M2) Early Action Plan (EAP) on August 13, 2008, work has proceeded on implementation of the authorized Freeway Mitigation and Resource Protection Program. Because this is a new program and is not included in the first Measure M (M1), the program will require significant effort on the front end for program definition and design and the appropriate framing of policy and priority choices for the Transportation 2020 Committee and the Board to consider.

On October 22, 2007, the Board approved the membership for the Environmental Oversight Committee (EOC), authorized by the M2 Ordinance, to advise on program design and funding recommendations. The EOC is chaired by Director Patricia Bates and oversees the freeway mitigation program. The Transportation 2020 Committee and the Board must consider and approve any program, policy, or funding recommendation developed by the committees. Staff provides committee support.

Discussion

Significant progress has been made on the precursors for a master agreement among OCTA, the United States Fish and Wildlife Service, and the California Department of Fish and Game to mitigate the potential biological impacts of all 13 freeway projects in M2 and enable a streamlined project approval and permitting process. The EOC has provided a public forum for development of these building blocks and the overall program framework. The EOC also has formed two ad-hoc working groups – one dealing with how to inventory and document freeway impacts and mitigation opportunities; the other researching how to structure a draft agreement. The ad-hoc working groups' participants consist of staff from the state and federal resources agencies, non-profit environmental organizations, and OCTA.

Draft criteria to assist in the evaluation of potential mitigation opportunities have been approved by the EOC and are being presented for approval by the Transportation 2020 Committee and the Board (Attachments A, B, and C). These criteria are based on input from the resource agencies and EOC members. The criteria is intended to provide guidance to both the EOC and property owners and conservation organizations to help evaluate the potential resource and conservation value of properties that may be available for acquisition or restoration. At a future date, these criteria will include a mechanism for evaluating potential restoration projects that will ultimately lead to the selection of eligible properties.

At the same time the draft criteria was being developed, the EOC began creating an inventory of potential conservation sites for acquisition or restoration. The baseline for the inventory is formed by the Green Vision Plan, a comprehensive listing of potential conservation opportunities in Orange County developed by a consortium of non-governmental environmental groups. The Green Vision map (Attachment D) documents public and private protected lands and properties to purchase and restore in Orange County.

Public Outreach Plan

To build the inventory of potential conservation sites and share the preliminary criteria with potential property owners and conservation organizations, a general public outreach plan has been developed. The EOC is recommending a fair and open process that engages and solicits additional suggestions from the various target audiences, which include: landowners, local governments, conservation organizations, and community groups.

The primary goals of the communications plan are to increase awareness of the mitigation program and build an inventory of potential properties for mitigation with the use of the preliminary criteria as a guideline.

The strategy and tactics for implementing the public outreach program is as follows:

- Develop a database of key target audiences
- Identify distributors to help communicate the goals of the outreach program
- Coordinate with key environmental leaders to communicate with the environmental community
- Produce a web page under the M2 Environmental Programs page that allows target audiences to access information and enter their property information online
- Distribute a direct mail piece and an email-based solicitation flyer that directs the target audiences to the web site and to key contacts for further information

Implementation of the public outreach plan would begin in fall 2008 with a goal of having inventory by early 2009.

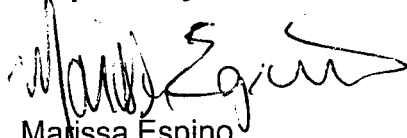
Summary

The Environmental Oversight Committee is recommending preliminary criteria for evaluating the biological mitigation potential of properties that may be acquired or restored. The criteria will help direct a public outreach plan and guide property owners and managers who may be interested in participation.

Attachments

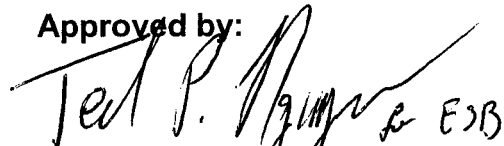
- A. Renewed Measure M Restoration Criteria
- B. Renewed Measure M Property Acquisition Criteria
- C. Renewed Measure M Property and Habitat Management Criteria
- D. Orange County Green Vision Map

Prepared by:



Marijssa Espino
Senior Community Relations Specialist
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Approved by:



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

Renewed Measure M Restoration Criteria

These restoration criteria were prepared for discussion with members of the Environmental Oversight Committee. The criteria are separated into four distinct categories.

BIOLOGICAL ASSESSMENT CRITERIA

The following criteria are intended to guide the permitting/resource agencies in the recommendation of restoration for the mitigation of habitat impacts by Renewed Measure M freeway projects. Each criterion includes a brief definition to clarify any potential misunderstandings. At a future date, and after more research and input, it is expected these criteria will include a mechanism for evaluating potential restoration projects.

- ☐ **Benefits Targeted Species**
The potential restoration site includes a net benefit (both immediate and long term) in the ecological value for target species through increased breeding/foraging habitat and increases connectivity between areas of suitable habitat.
- ☐ **Considers the Threat of Habitat Degradation and Urgency**
The threat of increasing the amount and coverage of non-native species determines restoration urgency, and there may be unique opportunities for restoration, such as burn areas.
- ☐ **Enhances Natural Lands Contiguity**
Restoration of this site will limit edge effect, supplement existing open space and improve the quantity and quality of core habitat.
- ☐ **Enhances Already Conserved Lands for Habitat and Wildlife Connectivity**
Allows funding of restoration and management endowments on previously conserved lands to benefit species and wildlife connectivity in situations deemed appropriate by the permitting/resource agencies.
- ☐ **Evaluates Adequacy of Protection and Management**
The existing level of protection, anticipated public use inside and adjacent to the restoration site should be considered.
- ☐ **Restores Impacted Habitats**
An inventory of the property shows it includes the same vegetative communities as those habitats lost to freeway projects, including habitats such as: coastal sage scrub, riparian woodlands, grasslands, etc. and possibly includes ties to historical land coverage.
- ☐ **Restores Sensitive Habitats**
The property's habitat restoration includes the restoration of species, sub-species, and natural communities ranked as sensitive under the California Natural Diversity Database (CNDDB).

OTHER CRITERIA

This list includes the secondary tier of evaluation criteria after the biological criteria are considered. It is expected that these criteria would require a simpler evaluation (such as yes, no, maybe) and the answers may merely play an informational role.

- ☐ **Aligns with Resource Agency Priorities**
Proposed restoration meets resource agencies' particular requirements (e.g., the restoration satisfies the agencies' (Army Corp of Engineers, Regional Water Quality Control Board, and Department of Fish and Game) definition of habitat creation for the purposes of no-net loss policies for wetlands) and/or is determined to otherwise benefit fish and wildlife resources and the habitats upon which they depend.
- ☐ **Includes Support from Local and State Governments**
This acquisition is supported by local cities, appropriate JPAs, the county or other governmental entities.
- ☐ **Includes Support from the Community**
This acquisition is supported by the public, environmental and community organizations.
- ☐ **Utilizes Partnership and Leveraging Opportunities**
Working on this restoration project would be enhanced by existing conservation efforts, partnerships and/or includes existing funding.

CO-BENEFITS

Where applicable, the following criteria would assist in the event the above criteria are roughly equal. These may take on a simpler evaluation (such as yes, no, or maybe) and the answers may merely play an informational role.

Includes:

- Watershed Protection
- Proximity to Underserved Area
- Scenic/Viewshed/Enhanced recreation experience
- Economic Benefits (supports local businesses)
- Public Access
- Archeological Sites
- Cultural and Historical Sites
- Paleontological Sites
- Trail Connectors

RESTORATION CONSTRAINTS

The following criteria are potential constraints to restoration, but detailed information regarding some of these constraints may not be available until later in the evaluation process.

- ☐ **Considers Cost**
In addition to streamlining OCTA's regulatory process, the intent of the comprehensive environmental mitigation program is to provide the greatest possible biological benefit for the region with the available funding. Consequently, the cost of potential restoration will be an important factor in selecting mitigation sites.
- ☐ **Determines Hazardous Conditions**
Through a Phase I – Environmental Site Assessment, determine the property's historical use and any potential or known hazardous materials on-site.
- ☐ **Includes Access to Site**
The restoration site is accessible for restoration work, maintenance and management.
- ☐ **Includes Availability and Delivery of Water**
The water used for the restoration is available, does not increase environmental impacts when delivered to the site and works with local water agencies to ensure groundwater sources are not impacted by water withdrawal.

Renewed Measure M Property Acquisition Criteria

These acquisition criteria were prepared for discussion with members of the Environmental Oversight Committee of M2. The criteria are separated into four distinct categories.

BIOLOGICAL ASSESSMENT CRITERIA

The following criteria are intended to guide the permitting/resource agencies in the recommendation of sites for the mitigation of habitat impacts by Renewed Measure M freeway projects. Each criterion includes a brief definition to clarify any potential misunderstandings. At a future date, and after more research and input, it is expected these criteria will include a mechanism for evaluating potential acquisitions.

- ☐ **Aligns with Impacted Habitats**
An inventory of the property shows it includes the same vegetative communities as those habitats lost to freeway projects, including habitats such as: coastal sage scrub, riparian woodlands, grasslands, etc.
- ☐ **Conserves Sensitive Habitats**
The property's habitat includes the conservation and possible restoration of species, sub-species, and natural communities ranked as sensitive under California Natural Diversity Database (CNDDB).
- ☐ **Considers Property Acreage**
Generally larger properties are better.
- ☐ **Contains Target Species**
The potential property includes the presence of endangered, threatened, species of special concern, and other sensitive species impacted by freeway projects.
- ☐ **Considers the Threat of Development and Urgency**
The evaluation considers where the landowner is in CEQA and other permitting processes, quantifies the degree of the development threat, and determines if this acquisition creates an opportunity for leveraging expiring conservation funding.
- ☐ **Enhances Natural Lands Connectivity, including significant Wildlife Corridors**
Acquisition of this property would connect to existing protected areas, examine the effects on multiple taxa (such as birds, large mammals) and could be identified as an essential habitat linkage in regional or local plans.
- ☐ **Enhances Natural Lands Contiguity**
The property borders existing open spaces and acquisition increases the amount of core habitat or reduces edge effects.
- ☐ **Includes Species/Habitat Diversity**
The property includes a wide variety of habitat types and species (including subspecies, if known). Special emphasis would be provided for properties with examples of various

stages of vegetative structural diversity and functional ecosystem diversity present (e.g., habitat with a natural flood regime).

- ☐ **Provides for Quality Habitat or Potential for Quality Habitat**
The property includes mature habitats or property constraints are minimal and property has a high potential to support high-quality habitat after acquisition.

OTHER CRITERIA

This list includes the secondary tier of evaluation criteria after the biological criteria are considered. It is expected that these criteria would require a simpler evaluation (such as yes, no, maybe) and the answers may merely play an informational role.

- ☐ **Aligns with Resource Agency Priorities**
The property is included on the Department of Fish and Game and United States Fish and Wildlife Service's list of acquisition priorities.
- ☐ **Includes a Cooperative Landowner**
The landowner effectively coordinates with the entity responsible for acquisition to complete tasks required for acquisition.
- ☐ **Includes Support from Local and State Governments**
This acquisition is supported by local cities, appropriate JPAs, the county or other governmental entities.
- ☐ **Includes Support from the Community**
This acquisition is supported by the public, environmental and community organizations.
- ☐ **Utilizes Partnership and Leveraging Opportunities**
Working on this acquisition would be enhanced by existing conservation efforts, partnerships and/or includes existing funding.

CO-BENEFITS

The following criteria would assist in the event the above criteria are roughly equal. These may take on a simpler evaluation (such as yes, no, or maybe) and the answers may merely play an informational role.

Includes:

- Archeological Sites
- Cultural and Historical Sites
- Paleontological Sites
- Watershed Protection
- Proximity to Underserved Area
- Scenic/Viewshed
- Trail Connectors
- Economic Benefits (supports local businesses)

PROPERTY CONSTRAINTS

The following criteria are potential constraints to property acquisition, but detailed information regarding some of these constraints may not be available until later in the evaluation process.

- ☐ **Considers Cost**
In addition to streamlining OCTA's regulatory process, the intent of the comprehensive environmental mitigation program is to provide the greatest possible biological benefit for the region with the available funding. Consequently, the cost of potential acquisitions will be an important factor in selecting mitigation sites.
- ☐ **Consider Conflicting Easements or Inholdings**
The property may have restrictive deeds, easements, other agreements, and/or inholdings that would limit management/public use options.
- ☐ **Considers Neighboring Land Uses**
Neighboring land uses may decrease the habitat mitigation value of the mitigation property.
- ☐ **Considers Other Complications**
The property may have unidentified complications associated with acquisition and management including, vector control, vandalism, inadequate access, significant obstacles to restoring water quality (toxics, pesticides, salts), etc.
- ☐ **Considers the extent of Isolation or Habitat Fragmentation**
The property may be fragmented or isolated from other valuable habitats that may impede its long-term biological value. Fragmented or isolated habitats would make it challenging to have a variety of flora and fauna.
- ☐ **Determines Hazardous Conditions**
Through a Phase I – Environmental Site Assessment, determine the property's historical use and any potential or known hazardous materials on-site.
- ☐ **Understands Management Encroachments**
The property may have unauthorized users; there are adopted plans for future infrastructure that may be inconsistent with habitat mitigation; or the type and quantity of public use inside or adjacent to the property (e.g. vegetative fuel modification zones are adjacent).

Renewed Measure M Property and Habitat Management Criteria

Endowments will be provided through Measure M funding for long term management of the acquired and restored properties. The amount of funding provided will be determined in each case through the preparation of Property Analysis Record (PAR) or an equivalent method. A PAR analysis involves application of a computer database methodology developed by the Center for Natural Lands Management for estimating the required amount for endowments. Every effort will be made to work with partners to leverage the available Measure M funding to accomplish the necessary long-term management of acquired and restored habitat.

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Orange County
 Planning & Development



DRAFT

A Vision for Orange County....

This map is the result of a regional collaboration among the Orange County Board of Supervisors, the Orange County Board of Directors, and the Orange County Board of Directors. It is a vision for the future of Orange County, and it is a vision that we hope will inspire and guide the future of Orange County.

- Key Watersheds, Watersheds, or Riparian Features
- Key Conservation Priorities
- Current Protected Lands
- Other Map Layers
- Key Watersheds, Watersheds, or Riparian Features
- Key Conservation Priorities
- Current Protected Lands
- Other Map Layers

1
 An enlarged Green Vision map
 will be available at the Sept. 23
 Board Meeting. The map is also
 available online at
www.ocda.net/greenvisionmap.pdf