



Measure M
Taxpayers Oversight Committee
at the Orange County Transportation Authority
600 S. Main Street, Orange CA
February 10, 2009, 6:00 p.m.



AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. ANNUAL MEASURE M PUBLIC HEARING**
 - a. Overview of Taxpayers Oversight Committee**
 - b. Review of the 2008 Taxpayers Oversight Committee Actions**
 - c. Growth Management Subcommittee Report**
 - d. Audit Subcommittee Report**
 - e. Public Comments***
 - f. Adjournment of Public Hearing**
- 4. Approval of Minutes/Attendance Report for December 9, 2008**
- 5. Chairman's Report**
- 6. Action Items**
 - A. Measure M Revenue & Expenditure Quarterly Report (Dec. 08)**
Receive and File
 - B. Annual Hearing Follow-up and Compliance Findings**
Presentation – David Sundstrom, Taxpayers Oversight Committee Co-Chair
- 7. Presentation Items**
 - A. Measure M Quarterly Report**
Presentation – Kia Mortazavi, Executive Director, Development
 - B. M2 Readiness Report**
Presentation – Andy Oftelie, manager of Financial Planning and Analysis
 - C. Economic Recovery Actions and Guiding Principles for Implementation**
Presentation – Kia Mortazavi, Executive Director, Development
- 8. Committee Member Reports**
- 9. OCTA Staff Update**
- 10. Public Comments***
- 11. Adjournment**

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

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

4.

**APPROVAL OF MINUTES/
ATTENDANCE REPORT OF
DECEMBER 9, 2008**

Measure M Taxpayers Oversight Committee

**December 9, 2008
Meeting Minutes**

Committee Members Present:

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

Committee Members Absent:

None

Orange County Transportation Authority Staff Present:

Tom Bogard
Julianne Brazeau
Marissa Espino
Kia Mortazavi
Ken Phipps
Alice Rogan
Andrea West

Members of the Public

None

1. Welcome

Chair David Sundstrom welcomed the committee and started the meeting at 6:17 p.m.

2. Pledge of Allegiance

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

3. Approval of Minutes for August 12, 2008

A motion was made by Charles Smith and seconded by Fred Von Coelin to approve the October 14, 2008 TOC meeting minutes and attendance report. The motion passed unanimously.

4. Chairman's Report

Chair David Sundstrom had no new items to report.

5. Action Items

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

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

6. Presentation Items

A. Sales Tax Update

Ken Phipps, Director of Finance, Administration and Human Resources, provided a Revised Fiscal Year 2008-09 LTA Forecast and Analysis. Ken reported the LTA collected more than \$273 million in sales tax for FY 2007-08. For this report OCTA is using UCLA's projections for Los Angeles of negative two percent in sales tax revenues for FY 2008-09. Currently Chapman University is meeting to project a number unique to Orange County that may be closer to negative five percent. OCTA will update these numbers and report to the Audit Subcommittee in January.

Chair David Sundstrom asked what number went to the Board for the revised budget. Ken said that number was 1.56 percent, but it was bracketed saying this is a temporary number. What this means on the Measure M side is less money available for Metrolink, turn-backs to the cities will be reduced, and in areas where there is un-programmed money –such as in the freeway mode – the funds will be reduced.

Chair David Sundstrom asked when will staff be going back to the Board with subsequent budget revisions. Ken Phipps said the Chapman University forecast will be a large part of that revision and we need to wait to get those numbers.

Chair David Sundstrom said during the Audit Subcommittee meeting, it was said staff does not expect there to be a deficit in the freeway mode. Ken said a deficit is not expected in the freeway mode. But a reduction is expected – not as much reserves as originally projected.

Howard Mirowitz asked why in the actual year budget the variance is more than 11percent. Ken explained that the original forecast was based on four percent growth each year. If you look at (b) Revised FY 2008-09 Actuals/Forecast, we are looking at numbers roughly close to those of FY 2005-06.

B. Freeway Program Update

Tom Bogard, Director of Highway Projects Delivery, provided a presentation on the status of the Freeway Program. The presentation included information on Revenue

Sources, M2 Expansion Plan, M2 Freeway Projects, M2 Early Action Plan, Project Development Process, Revenue Trends, Potential Revenue Funds, Cost Trends, and Cost Management Strategies. Tom also handed out a list of (32) active projects. Tom summarized there are some positives ahead and not all bad news. This is due to lower material, labor and land purchase costs.

Chair David Sundstrom asked about the project timeline for the Garden Grove (SR-22) freeway. Kia Mortazavi stated that it took 11 years. Tom Bogard said design/build was used which shortened the construction period.

James Kelly asked whether the list of active projects handout reflect only Measure M projects. Tom Bogard said about half the projects are Measure M funded.

Chair David Sundstrom questioned what four construction projects are currently under way. Tom said the I-5 North, I-5 South at Oso Parkway, I-5 South at Culver, and Imperial Highway grade separation.

Frederick Von Coelin asked if the people doing the forecasting take into account the growth of population in California or Orange County. Ken Phipps said yes, they are taking this into consideration and he suspects the growth will reduce some, but not significantly.

James Kelly asked if the passage of Los Angeles County's Measure R will have any impact on Orange County highway projects. Tom Bogard explained Measure R is mostly inclusive of rail and bus transit projects, with some money going to the I-5.

Howard Mirowitz asked about the contractor base with which OCTA has to work. Tom Bogard commented OCTA staff meets monthly with professional groups and while they are hurting, they are not going out of business at this point. The contractors are hopeful with regards to the President-Elect's Economic Stimulus package.

Alice Rogan commented that the committee asked last meeting about the costs of rubberized asphalt vs. standard asphalt costs. Tom Bogard explained the purpose of rubberized asphalt is for recycling purposes and that it actually costs a premium of about 10% more. He said there are some rebates available to help offset the costs.

Charles Smith commented it is supposed to be cheaper, but it is not. Tom Bogard said that is correct.

C. Economic Recovery Strategies and Actions

Kia Mortazavi, Executive Director of Development, presented information on strategies and actions for economic recovery. He said one source of potential funding is the Federal Economic Stimulus program. OCTA is working to get Orange County projects on this list by contacting the cities to find out what "shelf-ready" projects they have available. OCTA is also looking into how to get relief from

procedures and regulations. OCTA has located more than \$2 billion in shelf-ready projects from the cities and OCTA freeway and transit projects. The OCTA projects include SR-57, SR-91 (71 to the 241), a parking structure at the Tustin rail station and Fullerton rail station, and bus improvements. These projects will support more than 50,000 jobs.

Charles Smith asked if the regulations are new. Kia Mortazavi said yes, the green house gas regulations are fairly new. AB32 requires studies be done at the project level, where as before projects were lumped under Measure M for the study. OCTA will be asking Washington to suspend those regulations in order to have these projects ready for consideration in the Federal Economic Stimulus package.

James Kelly asked if our Orange County is the largest in the nation. Chair David Sundstrom said there are a number of Orange Counties in the nation and we are the largest. In fact this Orange County is the sixth largest county in America and has an economy equivalent to Israel's.

D. Freeway Mitigation Outreach Program

Marissa Espino, Senior Community Relations Specialist, gave a brief update on the public outreach program for Freeway Mitigation Programs. She explained how habitat conservation is a component of the outreach and an inventory is being built to locate these opportunities in association with the Environmental Clean-Up Allocation Committee (ECAC). There are also ongoing general awareness efforts including brochures and presentations.

James Hillquist asked who will be getting the letters soliciting input into the inventory. Marissa Espino said about 600 letters will be sent out to land owners, local government, developers, conservation organizations, community groups, and environmental groups. We are working with our committees to make sure we target the correct people and we will also be doing some email blasts.

Howard Mirowitz asked if under Measure M, the property needs to be adjacent to a freeway. Marisa Espino said it does not need to be adjacent to a freeway project, just needs to be in the county – there can be an exchange for freeway projects.

Hamid Bahadori asked given the significant downfall forecast, how high of a priority is right-of-way (ROW) acquisition for environmental mitigation? Marissa Espino said she was not sure, but Monte Ward would know and she could get the information. Alice Rogan commented that with low ROW costs, acquisition at this time would be a benefit.

James Kelley asked if outreach includes schools and student projects. Marissa Espino said she would look into doing outreach to schools.

E. Measure M Annual Hearing Planning

Alice Rogan, Community Relations Officer, handed out information regarding the Measure M Annual Hearing. Alice said this will be the 18th Annual Measure M Public Hearing and the goal is to listen to public comments and determine whether OCTA is proceeding in accordance with the Traffic Improvement and Growth Management Plan. This meeting will be on Tuesday, February 10. Alice explained Gilbert Ishizu will open the meeting as the Co-Chairman and provide the welcome and overview of the committee. Charles Smith will give an update on the Growth Management Program. Chairman David Sundstrom will give an update on the Annual Audit. The meeting will conclude with Chairman David Sundstrom conducting the Public Hearing.

Chairman David Sundstrom commented on the lack of public attendance in past years. Alice Rogan said sometimes people come, but not very often.

Charles Smith said one person came last year and spoke. Alice Rogan said the person asked a question in regard to Huntington Beach and we responded to her in letter format.

Charles Smith said another person had a good comment about SR-22 at Bristol. Alice Rogan said she believed that comment is still in Caltrans' hands. Kia Mortazavi said yes there are many facets to look at and Caltrans is still looking into that particular program.

7. Growth Management Subcommittee Report

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

8. Audit Subcommittee Report

Chair David Sundstrom said the Audit Subcommittee met earlier and discussed several items including the Sales Tax Update, progress of the annual audit and the annual audit of city compliance. During the annual city compliance audit there was discussion on whether to expand to two more cities and the cities of Laguna Beach and Cypress are now being included.

Alice Rogan said the Growth Management Subcommittee referred the City of Laguna Beach information to the Audit Subcommittee. The subcommittee asked for a legal opinion.

Charles Smith asked if there is a new city in Orange County based on the last election. Chairman David Sundstrom said no, Rossmore did not become a city.

9. Committee Member Reports

Chairman David Sundstrom stated the Audit Subcommittee will meeting on January 13 on the 5th floor to receive the external auditors report and to receive a report on financing by OCTA's Treasury Manager. He invited any committee members to come and brainstorm ideas for the next performance audit review under M2.

James Kelly asked if OCTA would be offering tours such as the I-5 tour to new members. Alice Rogan said, we don't have anything specific planned, but she will look into it. She said a tour of the Pacific Electric Right-of-Way may be an idea.

James Kelly asked if the June 9, 2009 meeting could be moved as he will be coming back to town late that day. Chairman David Sundstrom said meetings do not usually change, but his absence would surely be excused. Charles Smith suggested a notice of availability be sent to committee members to see if another day would work for the meeting.

10. OCTA Staff Update

Andrea West spoke about electronic agenda packets. She said in the future OCTA will email you links to the agenda items and you can print them if you want. This is an effort to reduce waste and save paper. Alice stated Agenda, Minutes and Attendance Report will still be mailed out as usual along with the links to items.

Andrea West asked if any committee member would like to receive hard copies in the future. Charles Smith and Edgar Wylie both said they would like to have hard copies sent to them.

11. Public Comments

No one from the public spoke.

12. Next Meeting Date – February 10, 2009

13. Adjournment

The meeting adjourned at 7:56p.m.



Taxpayers Oversight Committee
Fiscal Year 2008-2009
Attendance Record



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

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

Absences Pending Approval

Meeting Date

Name

Reason

6.

ACTION ITEMS

Measure M
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of December 31, 2008

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

See accompanying notes to Measure M Schedules

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

<i>(\$ in thousands)</i>	Quarter Ended Dec 31, 2008 (actual)	Year Ended Dec 31, 2008 (actual)	Period from Inception through Dec 31, 2008 (actual)	Period from January 1, 2009 through March 31, 2011 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
Tax revenues:					
Sales taxes	\$ 64,982	\$ 119,409	\$ 3,461,202	\$ 565,025	\$ 4,026,227
Other agencies share of Measure M costs	-	-	614	-	614
Operating interest	6,503	12,270	236,160	20,927	257,087
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous	-	-	801	-	801
Total tax revenues	71,485	131,679	3,719,460	585,952	4,305,412
Administrative expenditures:					
SBOE fees	735	1,469	50,440	5,255	55,695
Professional services, non-project related	295	352	18,943	3,791	22,734
Administration costs, non-project related	1,292	2,540	75,100	12,575	87,675
Operating transfer out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	11	80	6,258	2,964	9,222
	2,333	4,441	185,649	24,585	210,234
Net tax revenues	\$ 69,152	\$ 127,238	\$ 3,533,811	\$ 561,367	\$ 4,095,178
		(C.2)	(D.2)	(E.2)	(F.2)
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 1,169,999	\$ -	\$ 1,169,999
Interest revenue from bond proceeds	-	-	136,067	-	136,067
Interest revenue from debt service funds	311	1,115	78,928	8,983	87,911
Interest revenue from commercial paper	4	26	6,071	-	6,071
Orange County bankruptcy recovery	-	-	21,585	-	21,585
Total bond revenues	315	1,141	1,412,650	8,983	1,421,633
Financing expenditures and uses:					
Professional services, non-project related	29	29	8,835	-	8,835
Payment to refunded bond escrow	-	-	153,861	-	153,861
Bond debt principal	-	-	767,400	236,555	1,003,955
Bond debt interest expense	14	6,695	541,238	21,712	562,950
Orange County bankruptcy loss	-	-	48,826	-	48,826
Other, non-project related	-	-	9,099	-	9,099
Total financing expenditures and uses	43	6,724	1,529,259	258,267	1,787,526
Net bond revenues (debt service)	\$ 272	\$ (5,583)	\$ (116,609)	\$ (249,285)	\$ (365,894)

See accompanying notes to Measure M Schedules

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

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

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

Project Description	Net Tax Revenues Program to date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion	Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures through Dec 31, 2008	Reimbursements through Dec 31, 2008	Net Project Cost	Percent of Budget Expended
(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)
(\$ in thousands)										
Local Street and Road Projects (21%)										
Master Plan of Arterial Highway Improvements	\$ 128,338	\$ 164,612	\$ 164,612	\$ 164,612	\$ -	\$ -	\$ 77,490	\$ 99	\$ 77,391	47.0%
Streets and Roads Maintenance and Road Improvements	513,762	595,376	595,376	595,376	-	-	507,010	-	507,010	85.2%
Growth Management Area Improvements	100,000	100,000	100,000	100,000	-	-	69,581	431	69,150	69.2%
Subtotal Projects	742,100	859,988	859,988	859,988	-	-	654,081	530	653,551	
Net (Bond Revenue)/Debt Service										
Total Local Street and Road Projects	\$ 742,100	\$ 859,988	\$ 859,988	\$ 859,988	\$ -	\$ -	\$ 654,081	\$ 530	\$ 653,551	
%				21.1%					20.5%	
Transit Projects (25%)										
Pacific Electric Right-of-Way	\$ 17,099	\$ 19,815	\$ 15,000	\$ 14,000	\$ 5,815	\$ 1,000	\$ 16,438	\$ 2,604	\$ 13,834	92.2%
Commuter Rail	316,282	369,703	355,223	343,251	26,452	11,972	351,409	60,874	290,535	81.8%
High-Technology Advanced Rail Transit	387,579	449,149	431,575	464,580	(15,431)	(33,005)	90,297	6,430	83,867	19.4%
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	20,000	-	-	17,010	-	17,010	85.1%
Transitways	142,492	165,128	146,381	126,348	38,780	20,033	162,520	36,687	125,833	86.0%
Subtotal Projects	883,452	1,023,795	968,179	968,179	55,616	-	637,674	106,595	531,079	
Net (Bond Revenue)/Debt Service			55,616	55,616	(55,616)	-	55,533		55,533	
Total Transit Projects	\$ 883,452	\$ 1,023,795	\$ 1,023,795	\$ 1,023,795	\$ -	\$ -	\$ 693,207	\$ 106,595	\$ 586,612	
%				25.1%					18.4%	
Total Measure M Program	\$ 3,533,811	\$ 4,095,178	\$ 4,089,539	\$ 4,080,008	\$ 15,170	\$ 9,531	\$ 3,740,056	\$ 556,896	\$ 3,183,160	

See accompanying notes to Measure M Schedules

7.

PRESENTATION ITEMS



Measure M Readiness and Market Studies

Board of Directors
January 12, 2009

Completed Studies

PB Consult

Organizational Capacity and
Readiness (*OCTA*)

OCBC

Readiness and Absorption Capacity
(*Other Agencies*)

OCBC

Market Conditions Analysis

LMS Consulting

M2 Administrative Requirements

Major Findings

Strengths

- No fatal flaws in current processes
- Market conditions support aggressive schedule
- Generally positive perceptions of OCTA

Opportunities

- Improve procurement process
- Focus on project manager role
- Focus efforts on early development process
- New M2 requirements

Action Items

	PB	OCBC1	OCBC2	LMS
Emphasize Project Management	X	X	X	X
Actively Manage Early Development Process		X	X	
Strengthen Relationships with Affected Agencies/Jurisdictions	X	X	X	X
Develop Competencies and Capabilities	X	X	X	X
M2 Protocols	X	X	X	X
Refine Procurement Process	X	X	X	



January 12, 2009

To: Members of the Board of Directors

From: Arthur T. Leahy, Chief Executive Officer

Subject: Economic Stimulus Actions and Guiding Principles for Implementation

Overview

As the federal government considers adopting a plan to stimulate the economy through infrastructure investments, a set of principles are proposed to guide discussions.

Recommendation

Adopt the Guiding Principles for the Implementation of an Economic Stimulus Package.

Discussion

In September, the United States (U.S.) House of Representatives (House) passed H.R. 7110, the Job Creation and Unemployment Relief Act of 2008. H.R. 7110 contained a \$60.8 billion economic stimulus package that included funding for infrastructure, energy, and social services. The U.S. Senate did not concur with the House package and passed their own proposal in November, S. 3689. The \$100 billion Senate proposal included funding for the auto industry, transportation and infrastructure improvements, research, Medicaid, law enforcement, home foreclosure relief, and job training. Its ultimate passage was also unsuccessful.

Recent discussions have included stimulus packages as large as \$500-\$850 billion or more across various economic sectors. The latest proposal outline from the U.S. House Transportation and Infrastructure Committee Chairman Representative, James Oberstar (D-MN), included \$52.5 billion for highways, transit, rail, and aviation infrastructure spending.

While the final dollar amount and delivery method of any economic stimulus package ultimately agreed to by Congressional and Senate leadership is yet unknown, states and regions across the country have prepared multi-billion dollar lists of infrastructure projects that can be ready to go quickly and stimulate the economy through the creation of jobs.

Anticipating an opportunity to fund shovel-ready projects, staff has taken a number of actions to prepare projects for quick implementation. With respect to highway projects, OCTA has directed its freeway design consultants to modify their design submittals to the California Department of Transportation (Caltrans) to include all required design documents at an earlier stage. This will allow OCTA to eliminate a review cycle by Caltrans to have plans ready for bidding several months earlier. In addition, OCTA has been working with the California Transportation Commission to grant allocation of funds in tandem with completion of the plans. The Caltrans review cycle changes and earlier allocation will save six months in the project schedule. Both Caltrans and CTC have conceptually agreed to the above changes. In addition to the possibility of federal funding, these actions will allow OCTA to take advantage of the favorable contracting opportunities that are foreseen in the near-term.

With respect to bus transit project delivery, staff has reviewed its internal process to reduce time in project delivery schedules and is proceeding on the following items:

- Staff is preparing bid documents (invitation for bid – IFB) for several transit related projects using plans that were developed earlier in the year. The projects involve improvements at the Orange County Transportation Authority (OCTA) bus bases, including vehicle lifts, fall protection systems, etc. This action will allow OCTA to be ready to issue construction contracts soon after Congress enacts a bill.
- Staff intends to use a sole-source contract to perform elevator upgrades at OCTA bases. The above actions will enable the OCTA Board of Directors (Board) to award the construction contract based on outcome of the federal legislation.
- Staff will request Board approval to amend the budget for existing transit capital project engineering contracts. The additional budget will fund development of environmental clearance and design-build documents for parking structures at several transit facilities, including Golden West Transit Center and Irvine Bus Base.

These transit capital projects are needed improvements but were deferred earlier in the year due to the economic crisis and reduction in transit funding. Another group of actions to enable projects for economic stimulus funding has focused on rail projects within existing operating rights-of-way. The specific actions include:

- Using an existing commuter rail project management service contract to prepare to begin work on environmental clearance and preliminary design of two-mile double track work in Laguna Niguel area south of the train station.
- Requesting Metrolink to begin design of railroad tie replacement and additional trackage along the Orange County line.

The above rail projects will provide operational flexibility and reliability as well as reduce long-term maintenance costs. When design is complete and funding is defined, the OCTA Board will be asked to approve an amendment to the Metrolink Service Expansion construction contract as the means to implement the projects.

Regardless of the size of the package, there are several common threads that have emerged that are likely to be found in any final economic stimulus package. This includes "use it or lose it" provisions requiring agencies to obligate at least 50 percent of the funds in 90 to 180 days and the remaining funds within one year. Additionally, members of the incoming Administration, as well as leadership in the House and Senate, have indicated they are extremely reluctant to "earmark" the bill with specific project lists. Rather, they seem to be inclined to distribute the funding by formula to the states, with some spending criteria attached.

Caltrans has formed a multi-level working group to discuss how to distribute funding that could come to California. The OCTA has been an active participant in these discussions. OCTA has also been an active participant at the federal level with members of leadership and the transition team on the components of the federal plan.

In order to better influence these negotiations and discussions, it is recommended that OCTA adopt a set of guiding principles for the implementation of any economic stimulus plan. The draft principles included in Attachment A demonstrate areas of focus, concern, and priority to ensure that Orange County receives a fair share of the federal funds through this process.

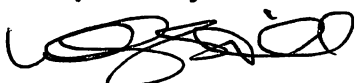
Summary

As the federal government considers the development of an economic stimulus package, guiding principles are recommended for adoption to direct future discussions and negotiations.

Attachment

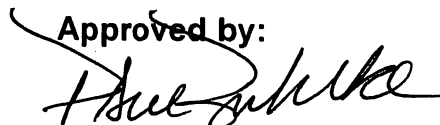
- A. Guiding Principles for the Implementation of an Economic Stimulus Package, January 12, 2009

Prepared by:



Wendy Villa
State Relations Manager
(714) 560-5595

Approved by:



P. Sue Zuhlke
Chief of Staff
(714) 560-5574

Guiding Principles for the Implementation of an Economic Stimulus Package January 12, 2009

Federal

- Highway transportation funds should be allocated through the Surface Transportation Program (STP) by formula to the states and require sub-allocations of funds to the regions.
- Transit funding should be allocated through the Federal Transit Administration 5307 Urbanized Area Formula Program and include funding for operations to preserve service and jobs.

State

- Funds allocated to the state should be distributed two-thirds to regional transportation planning agencies (RTPA), with the Boards of the RTPA's further allocating funds to cities and counties.
- Federal economic stimulus funds should not be used to supplant existing state commitments to projects and programs.
- If federal economic stimulus funds are used on Proposition 1B projects, the previous Proposition 1B commitments for that project should remain with that county for reallocation to another project.
- Projects should not require approval from the California Transportation Commission (CTC); however, the CTC should certify project proposals from the regions.
- Projects should be consistent with those currently eligible under the federal STP program, including:
 - Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges
 - Capital costs for transit projects, including vehicles and facilities
 - Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation, pedestrian walkways, and accessibility projects
 - Highway and transit safety infrastructure improvements and programs and railway-highway grade crossings
 - Highway and transit research and development
 - Capital and operating costs for traffic monitoring, management, and control facilities and programs
 - Surface transportation planning programs
 - Transportation enhancement activities
 - Transportation control measures
 - Environmental mitigation
 - Projects relating to intersections that have disproportionately high-accident rates; have high levels of congestion, and are located on a Federal-aid highway.
 - Capital costs of intelligent transportation systems



January 26, 2009

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: Economic Recovery Actions and Guiding Principles for Implementation

Overview

As the federal government considers adopting a plan to stimulate the economy through infrastructure investments, a set of principles are proposed to guide discussions and implementation.

Recommendation

Adopt the Guiding Principles for Project Eligibility and Distribution of Transportation Funding within an Economic Recovery Package.

Background

Since September of 2008, the United State House of Representative and Senate each have proposed different legislation to aid economic recovery through investment in infrastructure.

Recent discussions have included recovery packages as large as \$500 billion to \$850 billion or more across various economic sectors. A proposal outline from the House Transportation and Infrastructure Committee Chairman, James Oberstar (D-MN), included \$52.5 billion investment for highways, transit, rail, and aviation infrastructure spending in the near-term.

While the final dollar amount and delivery method of any economic recovery package ultimately agreed to by Congressional and Senate leadership is yet unknown, states and regions across the country have prepared multi-billion dollar lists of infrastructure projects that can be ready to go quickly and stimulate the economy through the creation of jobs.

Discussion

Anticipating an opportunity to fund shovel-ready projects, staff has taken a number of actions to prepare projects for quick implementation. With respect to highway projects, the Orange County Transportation Authority (OCTA) has directed its freeway design consultants to modify design submittals to the California Department of Transportation (Caltrans) to include all required design documents at an earlier stage. This will allow OCTA to eliminate a review cycle by Caltrans to have plans ready for bidding several months earlier. In addition, OCTA has been working with the California Transportation Commission (CTC) to grant allocation of funds in tandem with completion of the plans. The Caltrans review cycle changes and earlier allocation will save six months in the project schedule. Both Caltrans and the CTC have conceptually agreed to the above changes. In addition to the possibility of federal funding, these actions will allow OCTA to take advantage of the favorable contracting opportunities that are foreseen in the near-term.

With respect to bus transit project delivery, staff has reviewed its internal process to reduce time in project delivery schedules and is proceeding on the following items:

- Staff is preparing bid documents (invitation for bids) for several transit related projects using plans that were developed earlier in the year. The projects involve improvements at the OCTA bus bases, including vehicle lifts, fall protection systems, etc. This action will allow OCTA to be ready to issue construction contracts soon after congress enacts a bill.
- Staff intends to use a sole-source contract to perform elevator upgrades at OCTA bases. The above actions will enable the OCTA Board of Directors (Board) to award the construction contract based on outcome of the federal legislation.
- Staff will request Board approval to amend the budget for existing transit capital project engineering contracts. The additional budget will fund development of environmental clearance and design-build documents for parking structures at several transit facilities, including the Golden West Transit Center and the Irvine Bus Base.

These transit capital projects are needed improvements but were deferred earlier in the year due to the economic crisis and reduction in transit funding. Another group of actions to enable projects for economic recovery funding has focused on rail projects within existing operating rights-of-way. The specific actions include:

- Using an existing commuter rail project management service contract to prepare to begin work on environmental clearance and preliminary design of two-mile double track work in the Laguna Niguel area south of the train station.
- Requesting Metrolink to begin design of railroad tie replacement and additional trackage along the Orange County line.

The above rail projects will provide operational flexibility and reliability as well as reduce long-term maintenance costs. When design is complete and funding is defined, the OCTA Board will be asked to approve an amendment to the Metrolink Service Expansion Program construction contract as the means to implement the projects.

A draft list of OCTA sponsored economic recovery projects is included as Attachment A. This list was developed assuming relief from certain federal requirements, in particular the use of state environmental studies in lieu of federal environmental studies. However, the language in the proposed federal stimulus does not provide any relief from federal requirements. Staff will continue to monitor and advocate for relief. In addition, OCTA has worked with Orange County cities and the County of Orange to compile a list of ready-to-go projects. A summary list is included as Attachment B and the full list is provided as Attachment C.

OCTA staff have been discussing the issue of federal requirements and tight turn-around deadlines with the OCTA Technical Advisory Committee at the December and January meetings. Given the fluid nature of the federal stimulus legislation, OCTA staff have requested local agencies to prioritize shelf-ready projects. Guidance provided to local agencies in this regard is included as Attachment D. The goal is to use the information provided by the agencies to develop an overall list for Orange County based on Board guidance and federal stimulus requirements.

Regardless of the size of the package, several common threads have emerged that are likely to be found in any final economic recovery package. This includes "use it or lose it" provisions requiring agencies to obligate at least 50 percent of the funds in 90 to 180 days and the remaining funds within one year. Additionally, members of the incoming Administration, as well as leadership in the House and Senate, have indicated reluctance to "earmark" the bill with specific project lists. Rather, the House and Senate seem to be inclined to distribute the funding by formula to the states, with some spending criteria attached.

The distribution of highway funds in California will be influenced by how Congress sends the funds to the states. Previous economic recovery legislation (introduced but not enacted) designated the funds as Surface Transportation Program (STP) funds to provide for a formulaic distribution to states and identified the types of projects that would be eligible for funding. Under existing federal law, 23 USC §133(d)(3), STP funds are required to be further allocated within each state, providing for 62.5 percent of the funds to be distributed to metropolitan areas and 37.5 percent of these funds to be obligated by the state. The previous economic recovery legislation, however, specifically excluded the requirement for the sub-allocation.

Under existing state law, federal highway funds that are not directed by federal law for specific purposes are deposited in California's State Highway Account (SHA). Funds in this account are first used to fulfill the needs of the State Highway Operations and Protection Program (SHOPP). Any remaining funds are distributed through the State Transportation Improvement Program (STIP) with 75 percent of the funds allocated to regional agencies and 25 percent of the funds allocated to the state. Because the needs of the SHOPP are so great, all federal funds allocated to the state that have been deposited in the SHA have been used to fund SHOPP projects and not distributed through the STIP.

Caltrans has formed a multi-level working group comprised of representatives from Caltrans, the CTC, the California League of Cities (League), the California State Association of Counties (CSAC), the California Association of Councils of Government, the California Transit Association, regional transportation agencies, business groups, and environmental interests. One of the main purposes of this group is to discuss how to distribute funding that would come to California. OCTA has been an active participant in these discussions. The various interests groups have recommended a variety of methods to distribute the funds.

The League and CSAC have strongly advocated that the funds be equally distributed among the primary transportation infrastructure providers with one-third direct to cities and counties, one-third to regional transportation planning agencies, and one-third to the state. Recently, the League and CSAC have recognized the concern that local jurisdictions may not be able to fully obligate the funds under the existing federal requirements and have alternatively suggested that all or at least a portion of funds for cities and counties be "swapped" with the state for more Proposition 1B funds at a later date. It is unclear if this would be possible under Proposition 1B.

Regional transportation planning agencies (RTPAs) have advocated for direct sub-allocations through the existing STP program as outlined in federal law. This would provide for 62.5 percent of the funds to flow directly to these agencies. Should the federal economic recovery package exclude the requirement for sub-allocation, RTPAs have advocated for state legislation that two-thirds of the funds should be distributed to regional agencies and one-third to the state. This is how flexible federal funds are distributed today and use of this process ensures a more timely implementation and better consideration of local needs. One of the main reasons RTPAs do not want the funds distributed directly to cities and counties is the concern that the local jurisdictions do not have projects appropriately federalized, which would include being programmed in the Federal Transportation Improvement Program and having obtained all necessary National Environmental Policy Act clearances. However, regional agencies could further allocate funds to cities and counties based on need and project readiness while attempting to provide equity to the local jurisdictions. This would allow regions to obligate the funds in a timely manner to avoid losing these funds to the state or to the federal government for redistribution to other states.

Due to the dire financial situation at the state, unavailability of bond proceeds, and the impending possibility of having to shut down existing transportation construction projects at an ultimate cost of about \$400 million, Caltrans and the CTC have advocated for the economic recovery funds to be used to continue the existing 39 Proposition 1B construction projects being managed by Caltrans. These contracts total about \$1.5 billion. Furthermore, Caltrans has approximately \$400 million of SHOPP projects ready to advertise for bids that have been impacted by the state's budget issues.

If the federal legislation provides for sub-allocation to the metropolitan areas, existing state law includes a mechanism for these funds to be distributed to the RTPAs and OCTA would receive about 8.4 percent of the funds distributed to metropolitan areas. If, however, the federal funds are sent directly to the state, urgency legislation would be required to provide for allocation to the regions or to implement Caltrans' desire for the funds to be used for existing Proposition 1B projects currently under construction. Under this scenario it is unclear how much of the funds, if any, would come to Orange County.

OCTA has been an active participant at the federal level with members of leadership and the transition team on the components of the federal plan. On January 15, 2009, House Appropriations Chair, David Obey (D-Wisconsin), released an executive summary to the spending portion of the House Democrats' recovery legislation, which his panel hopes to mark up in the

following week. The summary provides the following appropriations for transportation:

- Highway and bridge construction projects: \$30 billion
- New construction capital grants for commuter and light rail: \$1 billion
- Upgrades and repair for existing transit systems: \$2 billion
- Transit capital assistance for buses and equipment: \$6 billion
- Amtrak and intercity rail: \$1.1 billion

Specific language introduced in the "American Recovery and Reinvestment Bill of 2009" indicates that highway funds will be distributed 55 percent to the state and "45 percent for the purposes described in section 133(d) of title 23, United States Code." A \$30 billion highway program distributed through the STP would generate approximately \$2.8 billion for California. Based on how the language in the bill is interpreted, OCTA would be eligible for \$59.6 million to \$105.9 million. If all of the highway funds were further allocated in accordance with 23 USC §133(d)(3), OCTA would be eligible for approximately \$147 million. With respect to transit capital assistance for buses and equipment, these funds will be distributed using existing formulas and OCTA should receive approximately \$65.3 million. Additionally, the Southern California Regional Rail Authority can receive \$50 million from the \$2 billion available for upgrades and repair for existing rail transit systems. Historically, these funds have been used to modernize the Metrolink infrastructure.

Recently, the House Transportation and Infrastructure Committee released its definition of "shovel-ready" deadlines for the use of economic recovery funds. These deadlines include a 90-day use it or lose it requirement for half of the funds. If the funds are not obligated within the 90-day period, the funds will be redistributed to other states.

"Shovel-ready" has been defined as follows:

- The project meets the normal eligibility requirements under existing federal highway, transit, or other grant programs
- The project has completed all necessary design work and right-of-way acquisition
- The project has completed all environmental reviews, including the issuance of the Environmental Impact Statement Record of Decision, if applicable
- The project must be in the appropriate State or Metropolitan Transportation Improvement Program

- The project is ready to be put out to bid, and contracts can be awarded and work underway within 90 days of enactment

In order to better influence these negotiations and discussions, it is recommended that OCTA adopt a set of guiding principles for the implementation of any economic recovery plan. The draft principles included in Attachment E demonstrate areas of focus, concern, and priority to ensure that Orange County receives a fair share of the federal funds through this process.

Summary

As the federal government considers the development of an economic recovery package, guiding principles are recommended for adoption to direct future discussions and negotiations. The following is brief outline of the stimulus program based on most recent information:

- Overall stimulus funds for transportation is approximately \$40 billion
- Funding to be distributed by formula to the states, with some spending criteria attached
- Orange County can receive funding for capital projects in the range of \$59.6 million to \$147 million (the variance in funding estimate is due to how the federal stimulus funds are categorized within the state)
- Another \$65.3 million is estimated to be available for Orange County transit capital projects and transit operations
- Funds will have use it or lose provisions
- Half of the funding is to be obligated in 90 to 120 days and the remaining funds put to work within one year
- A maintenance of effort will be required if federal government permits use of the funds to advance committed projects
- Projects must fulfill all required federal requirements, including scope, environmental analysis, permits, contracting, etc.

Attachments

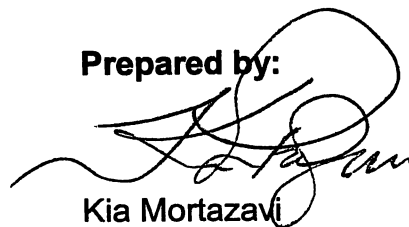
- A. Orange County Economic Stimulus Project Inventory
- B. Summary of Federal Economic Stimulus Construction Project Nominations
- C. Federal Economic Stimulus Construction Project Nominations
- D. Federal Economic Stimulus Strategy for Local Agencies' Projects
- E. Orange County Transportation Authority, Guiding Principles for Project Eligibility and Distribution of Transportation Funding Within the Economic Recovery Package, January 26, 2009

Prepared by:



P. Sue Zuhke
Chief of Staff
(714) 560-5574

Prepared by:



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

Orange County Economic Stimulus Project Inventory

Project Description	Stimulus Request (\$ x 1,000)	Minimum Number of Days to Project Contract Award*	Potential # of Jobs
SR-91 Eastbound New Lane from SR-241 to SR-71	\$ 105,000	90 Days	2,919
Traffic Light Synchronization Program	\$ 8,000	90 Days	222
Metrolink Positive Train Control	\$ 4,000	90 Days	111
Garden Grove - TMC Upgrade - Improve Traffic Mgmt.	\$ 1,859	90 Days	52
Subtotal - 90 Days to Contract	\$ 118,859		3,304
Bus Radio System Replacement	\$ 20,000	120 Days	556
Maintenance of Way Infrastructure	\$ 7,000	120 Days	195
SR-22 Soundwalls (various)	\$ 5,000	120 Days	139
I-5, El Camino Real Soundwall	\$ 4,420	120 Days	123
I-5, Vaquero Soundwall	\$ 3,200	120 Days	89
Vehicle Lifts Bus Base Capital Improvements	\$ 850	120 Days	24
Fall Protection Bus Base Capital Improvements	\$ 500	120 Days	14
Elevator Upgrades - Bus Base Capital Improvements	\$ 325	120 Days	9
Joint Sealant - Irvine base	\$ 250	120 Days	7
Subtotal - 120 Days to Contract	\$ 41,545		1,155
Metrolink Rail Tie Replacement	\$ 72,600	180 Days	2,018
Laguna Niguel - San Juan Capistrano Track Improvements	\$ 48,000	180 Days	1,334
Metrolink Track Turnout Replacement	\$ 6,025	180 Days	167
Metrolink Track MOW Disabled Car Set Out	\$ 3,425	180 Days	95
Metrolink Bridge Replacement	\$ 2,250	180 Days	63
Garden Grove Bus Base Annex Earthquake Retrofit	\$ 2,000	180 Days	56
Subtotal - 180 Days to Contract	\$ 134,300		3,734
SR-22/I605 carpool Connector	\$ 152,300	365 Days	4,234
SR-22/I-405 carpool Connector	\$ 107,700	365 Days	2,994
SR-57 Widening - Orangethorpe to Yorba Linda	\$ 80,000	365 Days	2,224
SR-57 Widening - Yorba Linda to Lambert	\$ 79,000	365 Days	2,196
SR-57 Widening - Katella to Lincoln	\$ 79,000	365 Days	2,196
Placentia Avenue - Rail/Road Improvements	\$ 57,000	365 Days	1,585
Bus Rapid Transit Capital Improvements	\$ 45,000	365 Days	1,251
Fullerton Depot Parking Structure	\$ 41,000	365 Days	1,140
ARTIC	\$ 30,000	365 Days	834
Placentia Commuter Rail Station	\$ 23,000	365 Days	639
Tustin Commuter Rail Station Parking Structure	\$ 18,000	365 Days	500
North Orange County Transit Center Development	\$ 10,000	365 Days	278
Farebox Upgrade	\$ 8,000	365 Days	222
Goldenwest Transportation Center Parking Structure	\$ 7,000	365 Days	195
Irvine Bus Base Parking	\$ 6,000	365 Days	167
Solar Panels at Goldenwest Center & Fullerton Park & Ride	\$ 4,000	365 Days	111
San Clemente Pedestrian Crossings	\$ 2,000	365 Days	56
Subtotal - 365 Days to Contract	\$ 749,000		20,822
Local Agency Projects	\$ 1,197,800		33,299
Total	\$ 2,241,504		62,314

* Project delivery dates assume relief from federal requirements.

Summary of Federal Economic Stimulus Construction Project Nominations

Agency	Number of Projects	Total Construction Value
Aliso Viejo	4	\$ 2,900,000
Anaheim	11	\$ 139,000,000
Brea	1	\$ 502,000
Buena Park	7	\$ 22,000,000
Costa Mesa	30	\$ 38,810,000
Cypress	5	\$ 6,670,000
Dana Point	4	\$ 28,000,000
Fountain Valley	4	\$ 3,700,000
Fullerton	7	\$ 25,500,000
Garden Grove	5	\$ 29,000,000
Huntington Beach	5	\$ 19,700,000
Irvine	5	\$ 38,000,000
Laguna Beach	7	\$ 12,250,000
Laguna Hills	4	\$ 6,000,000
Laguna Niguel	10	\$ 33,475,000
Laguna Woods	5	\$ 5,327,000
La Habra	7	\$ 9,735,000
Lake Forest	15	\$ 10,645,636
La Palma	3	\$ 3,650,000
Los Alamitos	6	\$ 4,750,000
Mission Viejo	10	\$ 21,850,000
Newport Beach	3	\$ 8,900,000
Orange	26	\$ 93,874,000
Placentia	4	\$ 16,950,000
Rancho Santa Margarita	11	\$ 8,890,000
San Clemente	43	\$ 35,690,000
San Juan Capistrano	6	\$ 11,680,000
Santa Ana	67	\$ 286,822,704
Seal Beach	8	\$ 21,350,000
Stanton	8	\$ 18,200,000
Tustin	8	\$ 83,200,000
Villa Park	8	\$ 3,144,545
Westminster	19	\$ 55,377,708
Yorba Linda	6	\$ 10,000,000
County Unincorporated	14	\$ 82,256,367
Totals	386	\$ 1,197,799,960

**ral Economic Stimulus
Construction Project Nominations**

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR, EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
Aliso Viejo	1	Asphalt Overlay-La Paz Rd	\$ 600,000	Aug-09		Feb-09	Categorical Exemption	No	Yes	Yes	95% design
Aliso Viejo	2	Asphalt Overlay-Aliso Creek Rd	\$ 750,000	Apr-09		Feb-09	Categorical Exemption	No	Yes	Yes	95% design
Aliso Viejo	3	Asphalt Overlay-Pacific Park Dr	\$ 800,000	Jun-09		Feb-09	Categorical Exemption	No	Yes	Yes	95% design
Aliso Viejo	4	Median Const.-Aliso Viejo Pkwy	\$ 750,000	Aug-08		Apr-08	Categorical Exemption	No		Yes	95% design
Anaheim	1	Gene Autry Way (West)/1-5 HOV Interchange Project	\$ 32,000,000	Mid 2009	CEQA	Aug-03	EIR, EA	Yes	Yes	Yes	65% design
Anaheim	2	Katella Smart Street Project from Humor to Jean	\$ 15,000,000	Spring 2009	CEQA	Jun-05	EIR	Yes	Yes	Yes	95% design
Anaheim	3	Arterial Pavement Reconstruction Projects	\$ 25,000,000	Early 2009 to late 2009	Under way	Mar-09	Exemption	No	NA	NA	35% design
Anaheim	4	Local Street Reconstruction Projects	\$ 20,000,000	Early 2009 to late 2009	Under way	Feb-09	Exemption	No	NA	NA	35% design
Anaheim	5	Citywide Sidewalk Construction & Reconstruction	\$ 20,000,000	Early 2009 to late 2009	Under way	Feb-09	Exemption	No	NA	NA	35% design
Anaheim	6	Corridor Beautification Projects	\$ 12,000,000	Early 2009 to late 2009	Under way	Feb-09	Exemption	No	NA	NA	65% design
Anaheim	7	Kraemer Blvd/La Palma Intersection Improvements	\$ 2,000,000	Spring 2009	CEQA	Sep-06	Exemption	Yes	NA	Yes	95% design
Anaheim	8	East Street/SR-91 Interchange	\$ 1,000,000	Spring 2009	CEQA	Jun-03	Exemption	No	NA	NA	95% design
Anaheim	9	Edison/Carbon Creek Bicycle Trail	\$ 2,000,000	Mid 2009	Under way	Spring 2009	Exemption	No	NA	Yes	35% design
Anaheim	10	Thomton/Brady Storm Drain Improvement	\$ 3,000,000	Spring 2009	CEQA	Nov-08	Exemption	No	NA	NA	100% design
Anaheim	11	Traffic Signal Safety, Construction, Reconstruction & ITS	\$ 7,000,000	Mid 2009 to late 2009	Under way	Feb-09	Exemption	No	NA	NA	35% design
Brea	1	Associated Road Rehabilitation Phase 2 Project 7259	\$ 502,000	Jun-09	Under way	N/A	Categorical Exemption	No	NA	NA	Environmental underway
Buena Park	1	Knott Avenue Rehabilitation	\$ 3,000,000	Jun-09	None	Jan-09	Categorical Exemption	No	NA	NA	Environmental underway
Buena Park	2	Western Avenue Rehabilitation	\$ 3,000,000	Jun-09	None	Jan-09	Categorical Exemption	No	NA	NA	Environmental underway
Buena Park	3	Firestone Avenue Rehabilitation	\$ 3,000,000	Jun-09	None	Jan-09	Categorical Exemption	Yes	Yes	No	95% design
Buena Park	4	Orangethorpe Avenue Rehabilitation	\$ 3,000,000	Jun-09	None	Jan-09	Categorical Exemption	Yes	Yes	No	65% design
Buena Park	5	Artesia Boulevard Rehabilitation	\$ 3,000,000	Jun-09	None	Jun-07	Categorical Exemption	Yes	Yes	Yes	95% design
Buena Park	6	Residential Street Improvements at Various Locations	\$ 5,000,000	Jun-09	None	Jan-09	Categorical Exemption	No	NA	NA	35% design
Buena Park	7	Dale Street Rehabilitation	\$ 2,000,000	Jun-09	None	Aug-07	Categorical Exemption	No	NA	NA	65% design
Cypress	2	Intersection Improvement @ Cerritos Avenue and Walker Street	\$ 370,000	Apr-09	CEQA	Jan-09	Categorical Exemption	No	NA	NA	10% design
Cypress	3	Installation of traffic Signal at Ball Road and Grindlay Street	\$ 300,000	Apr-09	CEQA	Jan-09	Categorical Exemption	No	NA	NA	10% design
Cypress	4	Moody Street Beautification	\$ 1,500,000	Jun-09	CEQA+NEPA	Mar-09	Categorical Exclusion	No	NA	NA	35% design
Cypress	5	Street Rehabilitation	\$ 2,500,000	Feb-09	CEQA	Jan-09	Categorical Exemption	No	NA	NA	95% design
Cypress	6	Signal & Transportation Improvements	\$ 2,000,000	Jun-09	CEQA	Mar-09	Categorical Exemption	No	NA	NA	10% design
Costa Mesa	1	Traffic Signal System Upgrade (Citywide)	\$ 2,600,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	2	Costa Mesa ITS Improvements (Citywide)	\$ 850,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	3	17th/Tustin Intersection	\$ 720,000	Jun-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	4	Harbor/Wilson Intersection	\$ 200,000	Jun-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	5	Baker/Bear Intersection	\$ 250,000	Jun-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	6	Harbor Boulevard Widening to Sunflower Avenue	\$ 600,000	Mar-09	CEQA	Feb-05	N/A	No	NA	NA	100% design
Costa Mesa	7	Red Hill Avenue reconstruction	\$ 4,500,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design

**Federal Economic Stimulus
Construction Project Nominations**

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR, EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
Costa Mesa	8	Mac Arthur Blvd. reconstruction	\$ 750,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	9	Wilson Street reconstruction	\$ 800,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	10	Bear Street reconstruction	\$ 1,200,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	11	Paularino Avenue reconstruction	\$ 1,100,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	12	Orange Avenue reconstruction	\$ 750,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	13	Santa Ana Avenue reconstruction	\$ 1,350,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	14	Orange Avenue reconstruction	\$ 700,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	15	West 18th Street reconstruction	\$ 480,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	16	Tustin Avenue reconstruction	\$ 1,350,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	17	Pomona Avenue reconstruction	\$ 2,000,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	18	Bristol Street reconstruction	\$ 2,500,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	19	South Coast Drive reconstruction	\$ 2,800,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	20	South Coast Drive reconstruction	\$ 900,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	21	Bristol Street rehab	\$ 1,400,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	22	Victoria Avenue rehab	\$ 2,000,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	23	Adams Avenue rehab	\$ 1,660,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	24	Wilson Street rehab	\$ 250,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	25	Vanguard Way reconstruction	\$ 2,500,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	26	Mendoza Drive reconstruction	\$ 2,500,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	27	Newport Blvd Frontage Rd. rehab	\$ 240,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	28	Newport Blvd Frontage Rd. rehab	\$ 260,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	29	Joann Street Bike Trail rehab and landscaping	\$ 800,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Costa Mesa	30	Joann Street Bike Trail rehab and landscaping	\$ 800,000	Mar-09	None	N/A	N/A	No	NA	NA	100% design
Dana Point	1	Residential Roadway Resurfacing-citywide	\$ 5,500,000	Mar-09	None	N/A	N/A	No	NA	NA	95% design
Dana Point	2	Town Center Streetscape and Pacific Coast Highway Entry Improvements	\$ 3,000,000	Jul-09	CEQA+NEPA	Oct-06	MND	No	NA	NA	35% design
Dana Point	2	Town Center Streetscape - Violet Lantern/Ruby Lantern Improvements	\$ 1,500,000	Jul-09	CEQA+NEPA	Oct-06	MND	No	NA	NA	35% design
Dana Point	2	Town Center Streetscape - Del Prado from Blue Lantern to Golden Lantern	\$ 18,000,000	Dec-09	CEQA+NEPA	Oct-06	MND	No	NA	NA	35% design
Fountain Valley	1	Residential rehabilitation	\$ 2,000,000	May-09	None	CEQA process minimal	N/A	No	NA	NA	Other
Fountain Valley	2	Slater: Euclid to SAR Roadway Rehab	\$ 700,000	Apr-09	None	CEQA process minimal	N/A	No	NA	NA	95% design
Fountain Valley	3	Warner: Magnolia to Bushard Roadway Rehab	\$ 500,000	Apr-09	None	CEQA process minimal	N/A	No	NA	NA	95% design
Fountain Valley	4	Bushard: Ellis to Talbert Roadway Rehab	\$ 500,000	Apr-09	None	CEQA process minimal	N/A	No	NA	NA	95% design
Fullerton	1	Harbor Blvd reconstr. & repair from Chapman to Berkeley	\$ 1,200,000	Apr-09	Under way	Mar-09	Categorical Exemption	No	NA	NA	100% design
Fullerton	2	Commonwealth Ave. repair, reconstruction & beautification	\$ 3,000,000	Jun-09	Under way	Jun-09	Categorical Exemption	No	NA	NA	95% design
Fullerton	3	Bastanchury Road Improvements - Harbor Blvd to Fairway Isle	\$ 3,500,000	Sep-09	Under way	On Hold pending funding allocation	NEPA/Mitigated Negative	Yes	Yes	No	95% design
Fullerton	4	Harbor Blvd slope repairs	\$ 2,700,000	Aug-09	Under way	Sep-09	Categorical Exemption	Yes	Yes	No	35% design
Fullerton	5	Harbor Beautification - Chapman to Valley View	\$ 2,200,000	Oct-09	Under way	Oct-09	Categorical Exemption	No	NA	NA	10% design

ral Economic Stimulus
Construction Project Nominations

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award or Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR/EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
Fullerton	6	Chapman Beautification - Harbor to Woods	\$ 3,100,000	Dec-09	Under way	Dec-09	Categorical Exemption	No	NA	NA	10% design
Fullerton	7	Lions Field Renovation and Expansion	\$ 9,800,000	Aug-09	Under way	Aug-09	Mitigated Negative Declaration	No	NA	NA	35% design
City of Garden Grove	1	Harbor Boulevard & Garden Grove Intersection Improvements	\$ 5,500,000	Jun-09	CEQA	May-01	Neg Dec	Yes	Yes	Yes	100% design
City of Garden Grove	2	Harbor Boulevard Arch Structure	\$ 11,000,000	Jun-09	CEQA	May-01	Neg Dec	Yes	Yes	Yes	100% design
City of Garden Grove	3	Slurry Seal Program	\$ 4,200,000	Jun-09	None	n/a	n/a	No	NA	NA	Other
City of Garden Grove	4	Overlay Program	\$ 5,500,000	Jun-09	None	n/a	n/a	No	NA	NA	Other
City of Garden Grove	5	Cross Gutter Replacement Program	\$ 2,800,000	Jun-09	None	n/a	n/a	No	NA	NA	Other
Huntington Beach	1	Arterial Rehabilitation Project (5 Streets)	\$ 5,000,000	Jun-09	Under way	N/A	CE Anticipated	No	NA	Yes	35% design
Huntington Beach	2	Arterial Rehabilitation Project (4 Streets)	\$ 4,000,000	Jun-09	Under way	N/A	CE Anticipated	No	NA	Yes	10% design
Huntington Beach	3	Arterial Block Wall Replacement @ Various Locations	\$ 6,500,000	Jun-09	Under way	N/A	CE Anticipated	No	NA	Yes	10% design
Huntington Beach	4	Bridge Preventative Maintenance (5 Bridges)	\$ 1,200,000	Jun-09	Under way	N/A	CE Anticipated	No	NA	Yes	10% design
Huntington Beach	5	Bridge Rehabilitation (3 Bridges)	\$ 3,000,000	Sep-09	Under way	N/A	MND Anticipated	No	NA	Yes	10% design
Irvine	1	Laguna Canyon/I-405 Widening	\$ 9,000,000	Feb-09	CEQA	Dec-05	Mitigated Neg. Dec	Yes	NA	No	100% design
Irvine / Santa Ana	2	Red Hill Rehabilitation	\$ 4,000,000	Feb-09	CEQA	Jan-09	Categorical Exemption	No	NA	NA	95% design
Irvine	3	Convert I-Shuttle Buses to natural gas or hydrogen	\$ 2,000,000	Jun-09	None	NA	NA	No	NA	NA	Other
Irvine / Irvine Company	4	133 Widening between I-405 to Lake Forest	\$ 8,000,000	Apr-09	CEQA	Yes/NA	EIR	No	NA	No	100% design
Irvine / Irvine Company	5	Lake Forest Extension between SR 133 & Bake PKWY	\$ 15,000,000	Apr-09	CEQA	Yes, NA	EIR	No	NA	No	95% design
Laguna Beach	1	Replace 200 LF of 72" diameter metal culvert under Oriole Drive	\$3,000,000	Mar-08	CEQA+NEPA	Categorical Exemption	Categorical Exemption	No	NA	NA	Other
Laguna Beach	2	North Laguna Alley Resurfacing	\$1,500,000	Mar-08	CEQA+NEPA	Categorical Exemption	Categorical Exemption	No	NA	NA	95% design
Laguna Beach	3	High Drive area & Top of The World area slurry seal	\$1,000,000	Mar-08	CEQA+NEPA	Categorical Exemption	Categorical Exemption	No	NA	NA	95% design
Laguna Beach	4	City parking lot resurfacing	\$500,000	Mar-08	CEQA+NEPA	Categorical Exemption	Categorical Exemption	No	NA	NA	95% design
Laguna Beach	5	Construct traffic round-about El Camino Del Mar	\$250,000	Jun-08	None	Negative Declaration		No	NA	NA	10% design
Laguna Beach	6	Replace failing ret walls at Third St., St. Anne's Dr., Ocean Frt.	\$4,000,000	Jun-08	CEQA+NEPA	Categorical Exemption	Categorical Exemption	No	NA	NA	Other
Laguna Beach	7	Citywide new sidewalk installation	\$2,000,000	Jun-08	None	Negative Declaration		No	NA	NA	10% design
Laguna Hills		Laguna Hills Drive Pavement Rehabilitation	\$ 1,000,000	Jun-09	Under way	Feb-09	Categorical Exemption	No		NA	100% design
Laguna Hills		Ridge Route Drive Pavement Rehabilitation	\$ 1,000,000	Jun-09	Under way	Feb-09	Categorical Exemption	No		NA	95% design
Laguna Hills		Avenida de la Carlota widening	\$ 2,500,000	Dec-09	Under way	Nov-09	EIR/EA	Yes	No	No	Environmental underw
Laguna Hills		Various - arterial highway access ramp replacements	\$ 1,500,000	Mar-09	Under way	Feb-09	Categorical Exemption	No		NA	100% design
Laguna Niguel	1	Citywide Sub Drain Installation Phase I	\$ 1,500,000	Feb-09	None	NA	NA	No	NA	NA	65% design
Laguna Niguel	2	Citywide Pavement Rehabilitation Phase I	\$ 3,000,000	Feb-09	None	NA	NA	No	NA	NA	65% design
Laguna Niguel	3	Avery Parkway Widening	\$ 1,000,000	Mar-09	CEQA	Feb-02	Categorical Exemption	No	NA	NA	100% design
Laguna Niguel	4	Citywide Sub Drain Installation Phase II	\$ 2,500,000	Apr-09	None	NA	NA	No	NA	NA	35% design
Laguna Niguel	5	Citywide Pavement Rehabilitation Phase II	\$ 5,000,000	Jun-09	None	NA	NA	No	NA	NA	35% design
Laguna Niguel	6	Citywide Sub Drain Installation Phase III	\$ 3,000,000	Jun-09	None	NA	NA	No	NA	NA	35% design
Laguna Niguel	7	Citywide Pavement Rehabilitation Phase III	\$ 5,000,000	Oct-09	None	NA	NA	No	NA	NA	35% design
Laguna Niguel	8	Marina Hills Playground Handicap Access	\$ 75,000	Mar-09	Under way	NA	Categorical Exemption	No	NA	NA	10% design

**Federal Economic Stimulus
Construction Project Nominations**

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR, EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
Laguna Niguel	9	Wader Pool Conversion	\$ 400,000	Feb-09	Under way	NA	Categorical Exemption	No	NA	NA	100% design
Laguna Niguel	10	Crown Valley Parkway Widening	\$ 12,000,000	Dec-09	CEQA+NEPA	Apr-08	Categorical Exemption	Yes	Yes	No	35% design
Laguna Woods	1	El Toro Rd/ Aliso Cr Rd, Ph. II	\$ 1,577,000	Jun-08	CEQA	Mar-03	ND	No	NA	NA	35% design
Laguna Woods	2	Santa Maria Multi-modal Trail	\$ 850,000	Jun-08	CEQA	Pending	ND	No	NA	NA	10% design
Laguna Woods	3	El Toro Rd Pymt Rehab	\$ 900,000	Mar-08	CEQA	Pending	Categorical Exemption	No	NA	NA	35% design
Laguna Woods	4	El Toro/Sevilla Storm Drain	\$ 850,000	Apr-08	CEQA	Pending	Categorical Exemption	No	NA	NA	10% design
Laguna Woods	5	Santa Maria Rehab	\$ 1,150,000	May-08	CEQA	Pending	Categorical Exemption	No	NA	NA	10% design
La Habra	1	Fire Station 194	\$ 3,800,000	Nov-08	CEQA	Sep-06	EIR	No	NA	Yes	Other
La Habra	2	Daycare Center	\$ 1,300,000	Mar-09	None			No	NA	Yes	95% design
La Habra	3	Neighborhood Traffic Management Plan (NTMP)	\$ 135,000	Dec-08	None			No	NA	NA	Other
La Habra	4	Residential Street Rehabilitation and Water Main Replacement	\$ 3,700,000	Feb-09	None			No	NA	NA	95% design
La Habra	5	Sidewalk and Curb Access Ramps	\$ 200,000	Mar-09	None			No	NA	NA	95% design
La Habra	6	Traffic Signal Improvements	\$ 100,000	Mar-09	None			No	NA	NA	95% design
La Habra	7	Sewer Lining Projects	\$ 500,000	Mar-09	None			No	NA	NA	95% design
Lake Forest	1	Construct a raised median and landscaped on Trabuco Road Streetscape	\$ 2,170,300	May-09	Under way		Categorical Exclusion for NEPA	No	NA	NA	65% design
Lake Forest	2	Street Resurfacing and Slurry Seals - various street throughout the City PW 2007.17D&E	\$ 1,890,000	Jun-09	Under way		Categorical Exemption	No	NA	NA	35% design
Lake Forest	3	Construct a raised median and landscaped as part of the Rockfield Streetscape Project	\$ 1,869,200	Apr-09	Under way		Categorical Exemption	No	NA	NA	65% design
Lake Forest	4	Upgrade ADA Wheelchair access ramp improvements throughout the City	\$ 667,437	Jan-09	CEQA	Oct-08	Categorical Exemption	No	NA	NA	100% design
Lake Forest	5	Install Traffic Signal Preemption for five response routes in the City	\$ 345,000	Jan-09	Under way		Categorical Exemption	No	NA	NA	95% design
Lake Forest	6	Construct 68 up lights as part of the El Toro Road Enhanced Landscape	\$ 138,000	Feb-09	Under way		Categorical Exemption	No	NA	NA	65% design
Lake Forest	7	Close the median "U-turn" lane access to Swartz Drive and construct a raised landscaped median island	\$ 163,000	Apr-09	CEQA	Sep-07	Categorical Exemption	No	NA	NA	95% design
Lake Forest	8	Construct median drains to the Lake Forest Drive Drainage Improvements Project	\$ 230,000	Feb-09	CEQA	Jul-08	Categorical Exemption	No	NA	NA	100% design
Lake Forest	9	Repair or provide new sidewalks as part of the Sidewalk Repairs	\$ 80,000	Mar-09	Under way		Categorical Exemption	No	NA	NA	35% design
Lake Forest	10	Construct a median nose on Trabuco Road and Lake Forest Drive	\$ 76,000	Jan-09	Under way		Categorical Exemption	No	NA	NA	95% design
Lake Forest	11	Construct a traffic signal at Bake Parkway and Rue de Fortuna	\$ 430,000	Jun-09	Under way		Categorical Exemption	No	NA	NA	10% design
Lake Forest	12	Construct a snack bar facility and restroom at Heroes Park	\$ 400,000	Mar-09	Under way		Categorical Exemption	No	NA	NA	35% design
Lake Forest	13	Replace play equipment at Borrego, Foothill Ranch Community, El Toro, Alton, and Ranchwood Parks	\$ 1,439,699	Feb-09	Under way		Categorical Exemption	No	NA	NA	100% design
Lake Forest	14	Renovation/Expansion of Etnies Skatepark	\$ 515,000	Aug	Under way		Categorical Exemption	No	NA	NA	10% design

**ral Economic Stimulus
Construction Project Nominations**

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR/EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
Lake Forest	15	Construct pave-outs, curb, gutter, and sidewalks in the Light Industrial Street Improvements Project	\$ 232,000	Apr-09	Under way		Categorical Exemption	Yes	Yes	No	35% design
La Palma	1	Orangethorpe Pavement Rehab	\$ 650,000	Jun-09	Under way	anticipated Apr 2009	Categorical Exemption	No	NA	NA	35% design
La Palma	2	Moody Street Improvements	\$ 1,500,000	Jul-09	Under way	anticipated May 2009	Categorical Exemption	No	NA	NA	10% design
La Palma	3	Citywide Pavement Rehabilitation	\$ 1,500,000	May-09	Under way	anticipated Apr 2009	Categorical Exemption	No	NA	NA	10% design
Los Alamitos	1	Lexington Ave-Ceritos to RR Xing Rehabilitation	\$ 350,000	Jun-09	None	Exempt	N/A	No	NA	NA	95% design
Los Alamitos	2	Various Pavement Rehabilitation projects	\$ 1,900,000	Jun-09	None	Exempt	N/A	No	NA	NA	10% design
Los Alamitos	3	Katella Median Improvements-Walnut/Wallingsford to Los Alamitos	350000	Jun-09	Under way	May-09	Categorical Exemption	No	NA	NA	100% design
Los Alamitos	4	Corporate Center Drive/Calle Lee Rehab	\$ 500,000	Jun-09	None	Exempt	Categorical Exemption	No	NA	NA	Other
Los Alamitos	5	Ball Road Pavement Rehab	\$ 650,000	Jun-09	None	Exempt	Categorical Exemption	No	NA	NA	Other
Los Alamitos	6	Cerritos Ave Rehab	\$ 1,000,000	Jun-09	None	Exempt	Categorical Exemption	No	NA	NA	Other
Mission Viejo	1	Widen intersection of Oso Parkway at Marguerite Parkway	\$ 4,000,000	Mar-09	CEQA	05/01/05	IS/MND	Yes	Yes	Yes	100% design
Mission Viejo	2	Pavement rehabilitation of various residential streets	\$ 2,500,000	Apr-09	Under way	Feb 09 expected	Categorical Exemption	No	NA	NA	35% design
Mission Viejo	3	Pavement rehab of Olympiad Road - Alicia to Marguerite	\$ 550,000	Apr-09	Under way	Feb 09 expected	Categorical Exemption	No	NA	NA	35% design
Mission Viejo	4	Pavement rehab of Trabuco Rd - Los Alisos to City Limit	\$ 350,000	Apr-09	Under way	Feb 09 expected	Categorical Exemption	No	NA	NA	35% design
Mission Viejo	5	Widen intersection of Marguerite at Santa Margarita	\$ 150,000	Jun-09	CEQA	02/08/08	Categorical Exemption	No	NA	NA	35% design
Mission Viejo	6	Widen intersection of Los Alisos at Santa Margarita	\$ 200,000	Jun-09	CEQA	02/08/08	Categorical Exemption	No	NA	NA	35% design
Mission Viejo	7	Widen La Paz Road/Bridges - Muirlands to Chrisanta	\$ 7,500,000	Jun-09	NEPA	08/01/05	CE w/Studies	Yes	Yes	No	95% design
Mission Viejo	8	Completion of Citywide Traffic Signal Coordination Upgrade	\$ 750,000	Jul-09	Under way	April 09 expected	Categorical Exemption	No	NA	NA	95% design
Mission Viejo	9	Widen Intersection of Felipe Road at Oso Parkway	\$ 650,000	Jan-10	CEQA	02/08/08	Categorical Exemption	Yes	Yes	No	35% design
Mission Viejo	10	Oso Parkway Widening - Country Club to I-5	\$ 5,200,000	Jan-10	Under way	April 09 expected	MND	Yes	Yes	No	65% design
Newport Beach	1	Widen Jamboree Road Bridge over State Route 73	\$ 5,500,000	April or May 2009	CEQA+NEPA	Feb-06	Categorical Exemption	Yes	Yes	No	100% design
Newport Beach	2	Local Street Pavement Rehabilitation City Traffic Signal Modization (2 & 3)	\$ 1,000,000	April or May 2009	CEQA	within 30 days	Categorical Exemption	No			10% design
Newport Beach	3	plus 80 controller/cabinets	\$ 2,400,000	March or April 2009	CEQA	within 30 days	Categorical Exemption	No			65% design
Orange	1	Main Street Widening (only shortfall costs identified)	\$ 2,300,000	1-Dec-09	Under way	06/01/09	MND	Yes	Yes	No	95% design
Orange	2	Tustin/Chapman Intersection Widening - Phase II	\$ 3,300,000	1-Dec-09	Under way	01/13/09	MND	Yes	Yes	No	95% design
Orange	3	Tustin/Meats Intersection Widening (only shortfall costs identified)	\$ 2,300,000	1-Dec-09	Under way	06/01/09	MND	Yes	Yes	No	95% design
Orange	4	Batavia Street Rehabilitation from Katella to Taft	\$ 706,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	5	Batavia Street Rehabilitation from North Railroad to Lincoln	\$ 1,480,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	6	Cannon Street Rehabilitation from Goldenrod to North City Limit	\$ 580,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	7	Canyon View Avenue Rehabilitation from Chapman to Hidden Canyon	\$ 1,200,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	8	Canyon View Avenue Rehabilitation from Outrider to Newport Blvd.	\$ 570,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	9	Canyon View Avenue Rehabilitation from Skylark to Jamboree	\$ 530,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	10	Chapman Avenue Rehabilitation from Anita to Bitterbush	\$ 306,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	11	Chapman Avenue Rehabilitation from Main to Grand	\$ 1,300,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	12	Chapman Avenue Rehabilitation from Tustin to Wayfield	\$ 210,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design

**Federal Economic Stimulus
Construction Project Nominations**

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR/EIS/SEA)	Property required?	Willing to sell?	Property acquired?	Current Project Status
Orange	13	Chapman Avenue Rehabilitation from Hewes to Cannon	\$ 992,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	14	Chapman Avenue Rehabilitation from Cannon to Cliffway	\$ 1,373,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	15	Chapman Avenue Rehabilitation from City Limit to Newport Blvd.	\$ 975,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	16	Glassell Street Rehabilitation from Bluebridge to Fletcher	\$ 1,181,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	17	Hewes Street Rehabilitation from Philo to City Limit	\$ 762,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	18	Hewes Street Rehabilitation from 1090' N/o Adobe to City Limit	\$ 480,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	19	Jamboree Road Rehabilitation from Santiago Canyon to City Limit	\$ 2,831,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	20	Katella Avenue Rehabilitation from Struck to Ely City Limit	\$ 5,690,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	21	Lewis Street Rehabilitation from Garden Grove to N'y City Limit	\$ 1,739,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	22	Newport Blvd. Rehabilitation from City Limit to Canyon View	\$ 670,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	23	Newport Blvd. Rehabilitation from White Oak Ridge to SCR	\$ 1,298,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	24	Santiago Canyon Rd. Rehabilitation from Anapola to Jamboree	\$ 1,747,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
Orange	25	Meats Interchange at SR-55	\$ 55,000,000	1-Apr-13	CEQA+NEPA	11/01/10	EIR	Yes	Yes	No	Other
Orange	26	Tustin Street Rehabilitation from Collins Avenue to 520' S/o Bibby	\$ 4,354,000	1-Jun-09	CEQA	03/01/09	Categorical Exemption	No	NA	NA	65% design
County of Orange	1	Alton Parkway from Irvine Boulevard to Commercentre	\$ 28,362,367	Jun-09	CEQA	Sep-07	EIR	No	NA	NA	95% design
County of Orange	2	Antonio Parkway-Phase 1 from San Juan Creek to Ortega Hwy.	\$ 4,000,000	Feb-09	CEQA	Nov-04	EIR	No	NA	NA	95% design
County of Orange	3	Katella Avenue Smart Street from Stanton Channel to 150 feet east of Jean	\$ 9,000,000	May-09	CEQA	Feb-93	EIR	Yes	Yes	Yes	100% design
County of Orange	4	La Pata Avenue- Phase 1 from Ortega Highway to Planning Area 1 Boundary	\$ 5,000,000	Feb-09	CEQA	Nov-04	EIR	No	NA	NA	95% design
County of Orange	5	Laguna Canyon Rd Median and G-Line Contour Grading from SJHTC to I-405	\$ 700,000	May-09	CEQA+NEPA	Dec-02	EIR/EA	No	NA	NA	95% design
County of Orange	6	Moulton Parkway Widening Seg. 2/N from Santa Maria to El Pacifico	\$ 7,900,000	May-09	CEQA	Jul-05	EIR	Yes	Yes	Yes	100% design
County of Orange	7	Moulton Parkway Widening Seg. 3/O from Via Campo Verde to Santa Maria	\$ 7,200,000	Jan-10	CEQA	Jul-05	EIR	Yes	No	No	95% design
County of Orange	8	Newport Boulevard Sidewalk @ Greenbrier Road	\$ 500,000	Fall 09	CEQA	Fall 07	Negative Declaration	Yes	Yes	Yes	95% design
County of Orange	9	Bolsa Avenue from Magnolia to Beach Blvd.	\$ 540,000	Fall 09	CEQA	Pending	EIR	Unknown	Unknown	Unknown	65% design
County of Orange	10	Midway City - Drainage and Street Improvements within Midway City "Presidential Streets"	\$ 13,000,000	Aug-09	CEQA	Pending	EIR	Unknown	Unknown	Unknown	65% design
County of Orange	11	Edinger Avenue Bridge Design - Over Bolsa Chica Channel	\$ 1,000,000	Jan-09	CEQA	Pending	EIR	No	NA	NA	Other
County of Orange	12	Laguna Canyon Rd Revegetation - SJHTC to I-405	\$ 2,800,000	Nov-08	CEQA+NEPA	Dec-02	EIR/EA	No	NA	NA	100% design
County of Orange	13	Olive Island Sidewalk - Along Magnolia Avenue, Buena Vista Street, and Orange Olive Road	\$ 254,000	Dec-08	CEQA+NEPA	Jun-08	EIR	Yes	Yes	Yes	100% design
County of Orange	14	Brookhurst St -Katella Avenue to Ball Road (Anaheim)	\$ 2,000,000	Spring 10	CEQA	Pending	EIR	Yes	Unknown	No	Other
Placentia	1	Placentia Ave Rehabilitation - Palm St	\$ 1,100,000	Mar-09	NEPA	Jun-07	PCE	No	NA	NA	100% design
Placentia	2	Placentia Metrolink Station Parking St	\$ 14,000,000	Jan-10	CEQA	May-07	EIR	Yes	Yes	No	Other
Placentia	3	Widen Intersection at Kraemer Blvd / E	\$ 350,000	Jun-09	None	Mar-09	NA	No	NA	NA	Other
Placentia	4	Golden Avenue Bridge Replacement	\$ 1,500,000	Jun-10	None	NA	NA	No	NA	NA	Other

**General Economic Stimulus
Construction Project Nominations**

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR, EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
San Clemente	1	Ola Vista Rehabilitation, Ph. 1 (Ave. Palizada to Esplanade)	\$ 1,250,000	April 2009	None		Categorical Exempted	No			100% design
San Clemente	2	Ave. De La Estrella Reconstruction - Ave. Palizada to Ave. Presidio	\$ 800,000	May 2009	None		Categorical Exempted	No			100% design
San Clemente	3	Ola Vista Rehabilitation, Ph. 2 (Esplanade to Ave. Calafia)	\$ 1,500,000	May 2009	None		Categorical Exempted	No			100% design
San Clemente	4	Camino De Los Mares Frontage Road Rehabilitation - Calle Vaquero to Calle Nuevo	\$ 470,000	May 2009	None		Categorical Exempted	No			65% design
San Clemente	5	Ave Vaquero - Rehabilitation from Los Mares to MO1 drainage channel	\$ 280,000	May 2009	None		Categorical Exempted	No			65% design
San Clemente	6	Camino Vera Cruz - Rehabilitation from Ave. Pico to Vista Hermosa	\$ 1,300,000	May 2009	None		Categorical Exempted	No			100% design
San Clemente	7	Ave. La Pata Rehabilitation - Ave. Pico to Calle Amanecer	\$ 510,000	June 2009	None		Categorical Exempted	No			65% design
San Clemente	8	Calle Amanecer Rehabilitation - Ave. Pico to to La Pata, Calle Sombra and Calle Recodo Rehabilitation	\$ 1,300,000	June 2009	None		Categorical Exempted	No			65% design
San Clemente	9	Calle Sarmentoso Rehabilitation - Camino Vera Cruz to Camino Del Rio	\$ 1,000,000	July 2009	None		Categorical Exempted	No			100% design
San Clemente	10	Ave. San Diego, Ave. Lucia and Ave. Carmelo Reconstruction - (S. El Camino Real to Ave. Santa Margarita)	\$ 735,000	July 2009	None		Categorical Exempted	No			65% design
San Clemente	11	Calle Nuevo, Morada, Guadalajara, Amapola, Doncella, Esteban, Piedras Rehabilitation and Bellota Reconstruction	\$ 2,350,000	August 2009	None		Categorical Exempted	No			65% design
San Clemente	12	Traffic Signal Improvements at the following locations: Camino De Los Mares at Camino Del Rio; Camino Del Rio at Sarmentoso; Camino Vera Cruz at Costa; E. Camino Real at N/B I-5 ramps	\$ 1,265,000	August 2009	None		Categorical Exempted	No			65% design
San Clemente	13	Traffic Signal Video Detection for 50 intersections	\$ 1,500,000	August 2009	None		Categorical Exempted	No			65% design
San Clemente	14	Riacheuelo, Cerca, Llano, Ameillas, Pelodo and Torrentera Rehabilitation	\$ 795,000	August 2009	None		Categorical Exempted	No			65% design
San Clemente	15	Ave. Dolores Rehabilitation - (S. El Camino Real to Ave. San Luis Rey) and Ave. Santa Margarita Reconstruction- (S. El Camino Real to Ave. Dolores)	\$ 680,000	September 2009	None		Categorical Exempted	No			35% design
San Clemente	16	Camino De Los Mares Rehabilitation - Calle Vaquero to Calle Nuevo	\$ 795,000	October 2009	None		Categorical Exempted	No			35% design
San Clemente	17	Ave. San Pablo Rehabilitation - Ave. Acapulco to North end and Via Ensueno and Via Delfin Rehabilitation - Ave. San Pablo to end of cul de sacs	\$ 1,195,000	October 2009	None		Categorical Exempted	No			35% design
San Clemente	18	Arriba Linda and Cerro Cielo Rehabilitation - Entrada Paraiso to end of cul-de-sacs	\$ 250,000	October 2009	None		Categorical Exempted	No			35% design
San Clemente	19	Calle Gaucho Rehabilitation - Calle Guadalajara to Calle Frontera	\$ 425,000	October 2009	None		Categorical Exempted	No			35% design
San Clemente	20	Calle Gaucho Reconstruction - Calle Frontera to end of cul-de-sac	\$ 210,000	October 2009	None		Categorical Exempted	No			35% design
San Clemente	21	Calle Chueca and Via Chueca Rehabilitation	\$ 230,000	October 2009	None		Categorical Exempted	No			35% design
San Clemente	22	Ave. Vista Montana Rehabilitation - Calle Pastadero to upper Calle Del Cerro	\$ 580,000	October 2009	None		Categorical Exempted	No			35% design

**Federal Economic Stimulus
Construction Project Nominations**

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR/EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
San Clemente	23	Ave. Vista Montana Rehabilitation - Calle Pastadero to lower Calle Del Cerro	\$ 1,350,000	October 2009	None		Categorical Exempted	No			35% design
San Clemente	24	Calle Aguilera Rehabilitation - Ave. Vista Montana to Calle Pastadero	\$ 615,000	October 2009	None		Categorical Exempted	No			35% design
San Clemente	25	Calle De Los Molinos Rehabilitation - (Ave. Pico to N. El Camino Real)	\$ 915,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	26	Calle Valle Rehabilitation - (El Camino Real to Los Molinos, Calle Valle Loop	\$ 750,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	27	Rimrock Tract Rehabilitation - Arreos, Domador, Ganado, Cercado, Obrajero, Novilla, Vacuno, Hierro, Bonanza, Rebaro, Alforja, Estribo, Jinette, Cabillista Del Norte and Cabillista Del Sur	\$ 1,665,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	28	Rimrock Tract Rehabilitation - Estampida, Ensenada, Cadena, Sombreado, Inclinado, Altura, Aldeano and Alforimento	\$ 1,075,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	29	Calle Leticia, Mayita, Maria, and La Cima Rehabilitation - E. Ave. San Juan to end of cul-de-sacs	\$ 190,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	30	Calle Vallarta Rehabilitation (Via Bianco to 819 Calle Vallarta) and Calle Acanalado Rehabilitation (Calle Vallarta to end of cul-de-sac)	\$ 350,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	31	Via Cisco, Via Toluca and Via Zapata Rehabilitation (to end of cul de sacs)	\$ 415,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	32	Encino Lane and Arenoso Lane Rehabilitation - Ave. Palizada to end of cul-de-sac	\$ 235,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	33	Calle Campana Rehabilitation - (Camino De Los Mares to end of cul-de-sac) and Calle Canasta Rehabilitation (Calle Campana to end of cul-de-sac)	\$ 260,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	34	Ortega, Del Cerrito, Ardilla Lane, Gomez, Del Rito and E. Ave. Magdalena (Santa Margarita to Crespi)	\$ 825,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	35	Costa, Charco, Otero, Panadero, Arroyo, Caminante and Novilunio Rehabilitation (to end of cul de sacs)	\$ 360,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	36	Via Cisco, Via Toluca and Via Zapata Rehabilitation (to end of cul de sacs)	\$ 415,000	November 2009	None		Categorical Exempted	No			35% design
San Clemente	37	Calle Frontera Rehabilitation - (Ave. Pico to Ave. Faceta)	\$ 575,000	December 2009	None		Categorical Exempted	No			35% design
San Clemente	38	Calle Frontera Rehabilitation - (Ave. Faceta to Ave. Vista Hermosa)	\$ 580,000	December 2009	None		Categorical Exempted	No			35% design
San Clemente	39	Ave. Vaquero - Rehabilitation from San Gorgonio to Via Cascadita	\$ 790,000	December 2009	None		Categorical Exempted	No			35% design
San Clemente	40	Camino De Los Mares Rehabilitation - Calle Nuevo to Camino Vera Cruz	\$ 735,000	December 2009	None		Categorical Exempted	No			35% design
San Clemente	41	Via Tinaja and Via Senda Rehabilitation (Via Cascadita to end of cul de sacs)	\$ 290,000	December 2009	None		Categorical Exempted	No			35% design
San Clemente	42	Pedestrian Crossings Treatment at Various Railroad Track Locations	\$ 1,900,000	December 2009	None		EIR/EA	No			Other
San Clemente	43	City public alley (west of N. El Camino Real and S. El Camino Real between Boca de la Playa and Ave. Valencia)	\$ 2,000,000	December 2009	None		Categorical Exempted	No			10% design
San Clemente	1	Residential Street Improvements, see attached list	\$ 100,600,000	May-09	Under way	NA	NA	No	NA	NA	65% design
San Clemente	2	Bristol Phase I (Pine to Mc Fadden)	\$ 13,700,000	Fet	CEQA+NEPA		EIS	No	NA	NA	100% design

ral Economic Stimulus
Construction Project Nominations

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR, EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
Santa Ana	3	Civic Center Drive Rehabilitation: French to Santiago	\$ 1,460,000	May-09	Under way	NA	NA	No	NA	NA	65% design
Santa Ana	4	Fifth Street Rehabilitation: Fairview Street to Jackson Street	\$ 1,457,000	Jun-09	Under way	NA	NA	No	NA	NA	65% design
Santa Ana	5	McFadden Avenue Rehabilitation: Bristol to Flower	\$ 880,000	Jun-09	Under way	NA	NA	No	NA	NA	65% design
Santa Ana	6	McFadden Avenue Rehabilitation: Standard to Maple	\$ 1,400,000	Jun-09	Under way	NA	NA	No	NA	NA	65% design
Santa Ana	7	Segerstrom Avenue Rehabilitation: Bristol to Raitt	\$ 1,000,000	Jun-09	Under way	NA	NA	No	NA	NA	65% design
Santa Ana	8	Segerstrom Avenue Rehabilitation: Fairview to Harbor	\$ 835,000	Jun-09	Under way	NA	NA	No	NA	NA	65% design
Santa Ana	9	Segerstrom Avenue Rehabilitation: Raitt to Fairview	\$ 262,000	Jun-09	Under way	NA	NA	No	NA	NA	65% design
Santa Ana	10	First Street Bridge Replacement @ Santa Ana River	\$ 20,000,000	Sep-09	Under way	NA	NA	Yes	Yes	No	65% design
Santa Ana	11	Industrial Streets (area south of Centennial Park)	\$ 5,500,000	May-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	12	Industrial Streets (Gamsey Business District)	\$ 3,850,000	May-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	13	Centennial Park Loop Road and Parking Lots	\$ 1,880,000	Jun-09	Under way	NA	NA	No	NA	NA	35% design
Santa Ana	14	RTC Improvements (ADA upgrades, Façade Improvements, Fire Protection, Alarms)	\$ 4,600,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	15	17th Street Rehabilitation: Broadway to Grand	\$ 1,519,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	16	17th Street Rehabilitation: Bristol to Broadway	\$ 1,337,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	17	18th Street Rehabilitation: Grand to Old Tustin	\$ 1,319,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	18	1st Street Rehabilitation: Grand to I-5	\$ 1,576,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	19	1st Street Rehabilitation: Main to Grand	\$ 1,174,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	20	4th Street Rehabilitation: Minter to I-5	\$ 1,420,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	21	5th Street Rehabilitation: Ross to Mortimer	\$ 312,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	22	Bristol Street Rehabilitation: MacArthur to Segerstrom	\$ 1,065,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	23	Bristol Street Rehabilitation: Segerstrom to Warner	\$ 1,010,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	24	Bristol Street Rehabilitation: Sunflower to MacArthur	\$ 690,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	25	Broadway Rehabilitation: Mainplace to Civic Center	\$ 6,860,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	26	Broadway Rehabilitation: 1st to McFadden	\$ 1,410,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	27	Broadway Rehabilitation: McFadden to Edinger	\$ 950,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	28	Broadway Rehabilitation: Edinger to Anahurst	\$ 480,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	29	Cabrillo Park Drive Rehabilitation: 4th to 17th	\$ 2,306,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	30	Edinger Avenue Rehabilitation: SA River to Bristol	\$ 4,665,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	31	Edinger Avenue Rehabilitation: Main to Grand	\$ 2,867,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	32	Euclid Street Rehabilitation: Westminster to Bolsa	\$ 1,531,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	33	Euclid Street Rehabilitation: Bolsa to McFadden	\$ 735,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	34	Fairview Street Rehabilitation: MacArthur to Sunflower	\$ 497,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	35	Fairview Street Rehabilitation: Edinger to Warner	\$ 1,307,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	36	Fairview Street Rehabilitation: Warner to MacArthur	\$ 1,640,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	37	Fairview Street Rehabilitation: NCL to Westminster	\$ 1,156,000	Jun-09	Under way	NA	NA	No	NA	NA	Other

**Federal Economic Stimulus
Construction Project Nominations**

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR, EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
Santa Ana	38	Fairview Street Rehabilitation: Westminster to 1st	\$ 1,299,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	39	Fairview Street Rehabilitation: 1st to Edinger	\$ 1,579,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	40	Flower Street Rehabilitation: Edinger to Sunflower	\$ 2,021,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	41	Grand Avenue Rehabilitation: Warner to Dyer	\$ 1,061,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	42	Grand Avenue Rehabilitation: Edinger to Warner	\$ 1,297,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	43	Greenville Street Rehabilitation: Edinger to Warner	\$ 2,835,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	44	Lyon Street Rehabilitation: Chestnut to McFadden	\$ 2,331,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	45	MacArthur Boulevard Rehabilitation: Bristol to Hutton Center	\$ 2,732,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	46	MacArthur Boulevard Rehabilitation: Harbor to Bristol	\$ 4,573,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	47	McFadden Avenue Rehabilitation: WCL to Harbor	\$ 6,978,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	48	McFadden Avenue Rehabilitation: Bristol to Flower	\$ 880,200	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	49	McFadden Avenue Rehabilitation: Standard to Maple	\$ 211,300	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	50	McFadden Avenue Rehabilitation: Harbor to Fairview	\$ 1,781,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	51	McFadden Avenue Rehabilitation: Fairview to Raitt	\$ 2,130,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	52	Plaza Drive Rehabilitation: MacArthur to Sunflower	\$ 890,604	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	53	Raitt Street Rehabilitation: Edinger to St. Gertrude	\$ 1,365,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	54	Raitt Street Rehabilitation: McFadden to Edinger	\$ 455,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	55	Raitt Street Rehabilitation: St. Gertrude to Warner	\$ 255,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	56	Santa Ana Boulevard Rehabilitation: Santiago to Grand	\$ 2,454,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	57	Santa Ana Boulevard Rehabilitation: Raitt to Bristol	\$ 813,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	58	Santa Ana Boulevard Rehabilitation: Bristol to Main	\$ 2,324,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	59	Santa Ana Boulevard Rehabilitation: Main to Santiago	\$ 677,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	60	Segerstrom Avenue Rehabilitation: Bristol to Raitt	\$ 1,980,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	61	Segerstrom Avenue Rehabilitation: Fairview to Harbor	\$ 835,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	62	Sullivan Street Rehabilitation: 1st to McFadden	\$ 2,072,600	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	63	Warner Avenue Rehabilitation: Main to Grand	\$ 1,318,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	64	Wright Street Rehabilitation: 17th to Santa Clara	\$ 1,445,000	Jun-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	65	R-1 Storm Drain (design build)	\$ 31,200,000	Apr-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	66	S-1 Storm Drain (design build)	\$ 10,500,000	Apr-09	Under way	NA	NA	No	NA	NA	Other
Santa Ana	67	Bristol Phase I- MWD Water Improvements	\$ 1,300,000	Feb-09	CEQA+NEPA		EIS	No	NA	NA	Other
San Juan Capistrano	111	Camino Capistrano & Del Obispo Intersection Improvements	\$1,600,000	Jun-09	CEQA	Jan-09	ND	Yes	Yes	No	95% design
San Juan Capistrano	119	Preventative Street Maintenance Program 09/10 Work	\$3,500,000	May-09	CEQA	Aug-08	CE	No			95% design
San Juan Capistrano	122	Del Obispo Circulation Improvements and Bridge Widening	\$3,800,000	Jun-09	CEQA+NEPA	Mar-09	MND	Yes	Yes	No	95% design
San Juan Capistrano	404	Junipero Serra Rd/Rancho Viejo Road Intersection Improvement	1,100,000	May-09	CEQA	May-08	ND	No			95% design
San Juan Capistrano	R-12	Downtown Beautification Program	\$1,300,000	Jun-09	CEQA	Mar-09	CE	No			95% design
San Juan Capistrano	454	Library Repairs and Rehabilitation	380,000	Jun-09	CEQA	Mar-09	CE	No			95% design
San Juan Capistrano	1	This project will rehabilitate portions of the San Gabriel River Trail and the River's End (1st Street) Parking Lot.	\$ 2,000,000	Jun-	CEQA	No	MND	No	NA	NA	95% desir

**Local Economic Stimulus
Construction Project Nominations**

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR, EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
Seal Beach	2	This project will renovate the main floor restrooms to current ADA requirements, renovate the bottom floor lockers, property evidence room and main floor kitchen.	\$ 800,000	Feb-09	None			No	NA	NA	95% design
Seal Beach	3	To repair, reline, upsize and rehabilitate sewer pipes and pump stations city wide.	\$ 3,000,000	Feb-09	Under way		MND+CEQA Plus	No	NA	NA	95% design
Seal Beach	4	This project will add, upgrade and rehabilitate storm drain pipes and facilities citywide.	\$ 5,000,000	Jun-09	None			No	NA	NA	35% design
Seal Beach	5	This program replaces portions of deteriorated concrete sidewalks, curbs and gutters within the City.	\$ 2,500,000	Jan-09	None			No	NA	NA	95% design
Seal Beach	6	The project proposes to grind and overlay the asphalt in most areas, install sidewalk, curb and gutter and a Class 2 bicycle lane	\$ 1,500,000	Apr-09	None			No	NA	NA	95% design
Seal Beach	7	This project will resurface arterial streets per the Pavement Management System. The City has designated previous funding in this category for paving Seal Beach Boulevard from Bolsa to PCH. \$475,000 of the \$1.5 million needed has been set aside thus far.	\$ 4,250,000	Jun-09	None			No	NA	NA	10% design
Seal Beach	8	This program provides funding for the annual and emergency replacement of water system components such as pipelines, water valves, and water station components. Specific locations are consistent with the Water Master Plan.	\$ 2,300,000	Jun-09	None			No	NA	NA	65% design
Stanton	1	Intersection Improvements for Beach Boulevard and Stanford Avenue	\$ 500,000	Mar-09	CEQA+NEPA	Dec-08	NOE	No	Yes	Yes	95% design
Stanton	2	Garden Grove Sewer Improvements	\$ 1,600,000	Jan-09	CEQA+NEPA	Dec-08	NOE	No	Yes	Yes	100% design
Stanton	3	City Corporation Yard	\$ 7,000,000	Feb-09	CEQA	Aug-08	MND	No	Yes	Yes	100% design
Stanton	4	City Sheriff Station	\$ 1,800,000	Jan-09	CEQA	Dec-08	NOE	No	Yes	Yes	100% design
Stanton	5	City Fire Station	\$ 6,000,000	Apr-09	CEQA	Feb-09	MND	No	Yes	Yes	35% design
Stanton	6	Local Paving Program	\$ 300,000	Mar-09	CEQA	Feb-09	NOE	No	Yes	Yes	65% design
Stanton	7	PCC Rehabilitation	\$ 200,000	Mar-09	CEQA	Feb-09	NOE	No	Yes	Yes	100% design
Stanton	8	Arterial Paving Program	\$ 800,000	Jan-09	CEQA	Feb-09	NOE	No	Yes	Yes	100% design
Rancho Santa Margarita	1	Alicia Parkway Pavement Rehabilitation - Construction	\$ 625,000	Jun-09	Under way	Mar-09	Exempt	No	NA	NA	10% design
Rancho Santa Margarita	2	Santa Margarita Parkway Rehabilitation - Las Flores to Alma Aldea	\$ 770,000	Jun-09	Under way	Mar-09	Exempt	No	NA	NA	environmental under
Rancho Santa Margarita	3	Melinda Road Rehabilitation - State Route 241 to Altisma	\$ 500,000	Jun-09	Under way	Mar-09	Exempt	No	NA	NA	environmental under
Rancho Santa Margarita	4	Antonio Landscape Medians - South City Limits to Tijeras Creek Bridge	\$ 2,330,000	Jun-09	Under way	Mar-09	Exempt	No	NA	NA	environmental under
Rancho Santa Margarita	5	Antonio Parkway Pavement Rehabilitation - Coto de Caza to Bienvenidos	\$ 600,000	Jun-09	Under way	Mar-09	Exempt	No	NA	NA	environmental under
Rancho Santa Margarita	6	Antonio Parkway Pavement Rehabilitation - Via Honesto to Coto de Caza	\$ 1,255,000	Jun-09	Under way	Mar-09	Exempt	No	NA	NA	environmental under
Rancho Santa Margarita	7	Avenida Empresa Pavement Rehabilitation - SMP to Comercio	\$ 350,000	Jun-09	Under way	Mar-09	Exempt	No	NA	NA	environmental under
Rancho Santa Margarita	8	Antonio Parkway Pavement Rehabilitation - Empresa to Bandaras	\$ 910,000	Jun-09	Under way	Mar-09	Exempt	No	NA	NA	environmental under
Rancho Santa Margarita	9	Santa Margarita Parkway Road Widening from 241 to Las Flores (Westbound)	\$ 900,000	Jun-09	Under way	Mar-09	Exempt	Yes	Yes	No	environmental under
Rancho Santa Margarita	10	Robinson Ranch Traffic Calming and Pavement Rehabilitation	\$ 500,000	Jun-09	Under way	Mar-09	Exempt	No	NA	NA	environmental under
Rancho Santa Margarita	11	City Wayfinding Signage Installation	\$ 150,000	Jun-09	Under way	Mar-09	Exempt	No	NA	NA	environmental under
Tustin	1	Tustin Ranch Road Extension from Walnut Ave. to Valencia Ave. - New Major Arterial	\$ 24,000,000	Jun-09	CEQA	Dec-04	EIR	Yes	Yes	No	65% design

**Federal Economic Stimulus
Construction Project Nominations**

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR, EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
Tustin	2	Newport Ave. Extension - Phase II: from Edinger Ave. to Myrtle Ave., including railroad underpass and realignment of flood control channel. Arterial Gap Closure	\$ 35,000,000	Jul-09	CEQA	12/17/1990 Supplement 5/5/03	EIR	Yes	Yes	No	65% design
Tustin	3	Jamboree Road Pavement Rehabilitation & Median Improvement from 2,750 feet north of Tustin Ranch Road to north City Limits	\$ 5,000,000	Jun-09	Under way	Apr-09	Categorical Exemption	No	NA	NA	Other
Tustin	4	Tustin Ranch Road Pavement Rehabilitation & Median Improvement from Bryan Ave. to Jamboree Road	\$ 5,500,000	Jun-09	Under way	Apr-09	Categorical Exemption	No	NA	NA	Other
Tustin	5	Edinger Ave. Rehabilitation between Jamboree Road and West of Santa Fe Channel	\$ 1,100,000	Aug-09	Under way	Jun-09	Categorical Exemption	No	NA	NA	Other
Tustin	6	Irvine Blvd. Storm Drain between El Modena-Irvine Channel and SR-55 (Phases II & III)	\$ 7,800,000	Jul-09	CEQA	Sep-02	Mitigated Negative Declaration	No	NA	NA	95% design
Tustin	7	Mitchell Ave. Storm Drain and Pavement Rehabilitation between Newport Ave. and Red Hill Ave.	\$ 2,300,000	Jul-09	Under way	May-09	Categorical Exemption	No	NA	NA	Other
Tustin	8	Red Hill Avenue Pavement Rehabilitation between Barranca Parkway and Edinger Avenue	\$ 2,500,000	Aug-09	Under way	Jun-09	Categorical Exemption	No	NA	NA	Other
Villa Park	1	Lemon St. road rehabilitation from Villa Park Rd. to Valley.	\$ 395,621	Jun-09	Under way		Categorical Exemption	No	NA	NA	65% design
Villa Park	2	Lemon St. Landscape Medians from Santiago to Valley	\$ 422,153	Jun-09	Under way		Categorical Exemption	No	NA	NA	65% design
Villa Park	3	Lemon and Valley intersection improvements; Roundabout	\$ 157,955	Jun-09	Under way		Categorical Exemption	No	NA	NA	65% design
Villa Park	4	Retaining Wall Reconstruction off Cannon St.	\$ 450,000	Jun-09	Under way		Categorical Exemption	No	NA	NA	35% design
Villa Park	5	Taft Ave. Medians and Street Work	\$ 473,816	Jun-09	Under way		Categorical Exemption	No	NA	NA	100% design
Villa Park	6	Street Maintenance Program	\$ 450,000	Feb-08	CEQA	Nov-08	Categorical Exemption	No	NA	NA	100% design
Villa Park	7	Sewer Improvement Projects	\$ 670,000	Mar-08	Under way	Feb-08	Categorical Exemption	No	NA	NA	100% design
Villa Park	8	Mesa Street Guardrail Projects	\$ 125,000	Feb-08	Under way	Feb-08	Categorical Exemption	No	NA	NA	100% design
Westminster	1	BROOKHURST St Improvement from Hazard Ave to Bolsa Ave	\$ 1,053,360	Jun-09	CEQA	Feb-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	2	EDWARDS St Improvement from I-405 to Bolsa	\$ 833,280	Jun-09	CEQA	Feb-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	3	MAGNOLIA St Improvement from Westminster to Hazard	\$ 917,280	Jun-09	CEQA	Feb-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	4	BROOKHURST St Improvement from Bolsa Ave to Edinger (City Limit)	\$ 1,896,804	Jun-09	CEQA	Feb-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	5	SPRINGDALE St Improvement from 22 Fwy to Harold (South City Limit)	\$ 2,391,984	Jun-09	CEQA	Feb-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	6	City-wide Residential street improvements	\$ 15,000,000	Sep-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	7	(4 segments on Westminster, 3 segments on Bolsa, Hoover, Magnolia, 2 segments on Ward, & Mc Fadden)	\$ 13,000,000	Sep-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	8	City-wide Concrete improvements	\$ 3,000,000	Sep-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	9	Concrete Improvements at 9 Rail Road locations	\$ 360,000	Sep-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	10	Traffic Signals Installation at 6 locations	\$ 1,200,000	Sep-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	11	Traffic Signals Upgrades on Bolsa at the Mall (3 locations)	\$ 225,000	Sep-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	12	Rancho Rd improvements from N/O Railroad to Westminster	\$ 1,500,000	Sep-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	13	Water System Improvements	\$ 3,000,000	Sep-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	14	Storm Drain Improvements	\$ 3,000,000	Sep-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway

ral Economic Stimulus
Construction Project Nominations

Agency	Project Number	Project Description	Construction Value (\$)	Earliest Award of Construction	Environmentally Cleared?	Cleared When?	Clearance Type (EIR, EA, etc.)	Property required?	Willing seller?	Property acquired?	Current Project Status
Westminster	15	Relining Meinhardt Channels	\$ 500,000	Sep-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	16	Garden Grove Blvd Widening	\$ 1,000,000	Dec-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	17	Magnolia Landscaped median from Hazard to Mc Fadden	\$ 2,500,000	Dec-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	18	Goldenwest landscaped median from Hazard to Garden Grove	\$ 3,500,000	Dec-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Westminster	19	City-wide Bike Path Repave	\$ 500,000	Dec-09	CEQA	Jun-09	Categorical Exemption	No	NA	NA	Environmental underway
Yorba Linda	1	Village Ctr Dr. Rehab. - Manzanita to Fairmont	\$ 900,000	Jun-09	None	N/A	Exempt	No	NA	NA	95% design
Yorba Linda	2	Yorba Linda Blvd. Rehab - Casa Loma to Van Buren	\$ 1,000,000	Jun-09	None	N/A	Exempt	No	NA	NA	65% design
Yorba Linda	3	Yorba Linda Blvd. Rehab - Kellogg to Avocado	\$ 1,300,000	Sep-09	None	N/A	Exempt	No	NA	NA	10% design
Yorba Linda	4	Yorba Linda Blvd. Rehab - Rio Del Oro to Village Center	\$ 1,200,000	Sep-09	None	N/A	Exempt	No	NA	NA	10% design
Yorba Linda	5	Village Ctr Dr. Rehab. - Yorba Linda Blvd. to Fairmont	\$ 1,600,000	Sep-09	None	N/A	Exempt	No	NA	NA	10% design
Yorba Linda	6	La Palma Avenue Rehab	\$ 4,000,000	Sep-09	None	N/A	Exempt	No	NA	NA	10% design

Federal Economic Stimulus Strategy For Local Agencies' Projects

1/14/2009

- Federal economic stimulus (FES) funds could flow via Surface Transportation Program (RSTP) with new Caltrans streamlining provisions included in state statute
- Streamlining federal and Caltrans' processes is strongly supported by OCTA but plans must consider "status quo" programming actions (RTIP/FTIP, PES, and E-76) given current uncertainty and long-lead times
- Project delivery requirements are likely to be 90 to 180 days (construction or contract award -TBD) from February 2009
- Status quo programming actions could limit project nominations to those in RTIP/FTIP and environmentally cleared (including three-year update provisions)
- Timeframes and programming limitations also suggest "clean" street rehabilitation projects should be a focus (but not necessarily limited to) of the FES funds.
- Timeframes also suggest a traditional OCTA "call for projects" not practical
- OCTA proposing:
 - Local agencies develop street rehabilitation / other project lists in priority order - List 1: Projects not requiring streamlining; List 2: Projects requiring streamlining
 - Projects submitted to OCTA in priority order based on project readiness and need – funding "cutline" for each agency established once appropriation levels are known
 - Capacity-increasing projects should be limited to projects with an approved E-76 (existing federal funds but additional funding needed)
 - Group similar projects into one PES and E-76 per agency to reduce paperwork and streamline process (once funding level is established). Requires Caltrans and FHWA input.
 - Regional projects will also be submitted by OCTA. These projects will emphasize improvements to freeway and transit systems.
 - Next steps (discuss specific actions and deadlines)

**Orange County Transportation Authority
Guiding Principles for Project Eligibility and Distribution of Transportation
Funding within an Economic Recovery Package
January 26, 2009**

Federal

- Highway transportation funds should be allocated through the Surface Transportation Program (STP) by formula to the states and require sub-allocations of funds to the regions.
- Transit funding should be allocated through the Federal Transit Administration Urbanized Area Formula Program, Section 5307, and include funding for operations to preserve service and jobs.
- Federal economic recovery funds should not be used to supplant existing resources and recipients should be required to provide a certification of maintenance of effort.
- Stimulus funds should be permitted to accelerate planned projects provided reallocated state transportation funding commitments are retained for new projects within a reasonable time frame.

State

- If the federal economic recovery package does not sub-allocate funding to regions, funds allocated to the state should be distributed two-thirds to regional transportation planning agencies (RTPAs), with the Boards of the RTPAs further allocating funds to cities and counties.
- Stimulus funds should be permitted to accelerate planned projects provided reallocated transportation funding commitments to local agencies are retained for new projects within a reasonable time frame.
- Recipients should be required to provide a certification of maintenance of effort.
- If federal economic recovery funds are used on Proposition 1B projects, the previous Proposition 1B commitments for that project should remain with that county for reallocation to another eligible project.
- Projects should not require approval from the California Transportation Commission.
- Projects should be consistent with those currently eligible under the federal STP program, including:
 - Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges (exclusive of local and rural roads classified as minor collectors)
 - Capital costs for transit projects, including vehicles and facilities
 - Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation, pedestrian walkways, and accessibility projects
 - Highway and transit safety infrastructure improvements and programs and railway-highway grade crossings
 - Highway and transit research and development
 - Capital and operating costs for traffic monitoring, management, and control facilities and programs

- Surface transportation planning programs
- Transportation enhancement activities
- Transportation control measures
- Environmental mitigation
- Projects relating to intersections that have disproportionately high-accident rates, have high levels of congestion, and are located on a federal-aid highway
- Capital costs of intelligent transportation systems

Orange County Transportation Authority

- First priority to Renewed Measure M Early Action Plan projects.
- Second priority to projects supporting Renewed Measure M
- Third priority to local agencies projects based on project readiness and need.

INFORMATION ITEMS



January 19, 2009

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Renewed Measure M Project T Funding Guidelines

Overview

On November 24, 2008, the Board of Directors reviewed an initial approach to developing competitive funding guidelines for Renewed Measure M's Project T (Convert Metrolink Stations to Regional Gateways). This competitive transit program will provide funding to convert key Metrolink stations to regional gateways that connect to planned high-speed rail systems. The draft funding guidelines are presented for approval, and these guidelines are the basis of a recommended call for projects.

Recommendations

- A. Approve the Project T (Convert Metrolink Stations to Regional Gateways) funding program guidelines.
- B. Direct staff to issue a call for projects and return to the Transportation 2020 Committee with programming recommendations in March 2009.

Background

Twenty-five percent of Renewed Measure M (M2) net revenues are available for the development and implementation of a countywide transit program that will enhance the public transportation system in Orange County. Four of the six new M2 transit program elements are proposed for competitive calls for projects consistent with the M2 Ordinance. The competitive transit programs include: Project S (Transit Extensions to Metrolink), Project T (Convert Metrolink Stations to Regional Gateways), Project V (Community Based Transit/Circulators), and Project W (Safe Transit Stops) (Attachment A). Collectively, the Orange County Transportation Authority (OCTA) is referring to this group of competitive transit programs as the M2 Transit Funding Program (TFP). Local agencies will need guidance on how to submit competitive funding

applications to OCTA. As a result, TFP guidelines need to be developed and approved by the Board of Directors (Board).

Discussion

In November 2008, the Board reviewed a draft funding program framework for Project T. This competitive transit program will provide funding to convert key Metrolink stations to regional transportation gateways that connect to planned high-speed rail systems. Staff has added details to the framework since that time and is recommending approval of the Project T funding guidelines for a call for projects. Guidelines for the other three programs will also be presented in early 2009. The Project T funding guidelines are discussed below and presented in Attachment A.

The Project T guidelines recommend that OCTA program 20 years of Project T revenue in the initial call for projects. This represents a significant investment in the regional gateway program and allows local agencies to use the revenue commitment to issue debt, design, and construct regional gateway facilities. Staff recommends that the remaining Project T revenues, covering the last ten years of M2, be held in reserve for a future call for projects and economic uncertainty.

The guidelines also address the areas of eligible agencies and Metrolink stations. Only agencies that have designated stations on planned high-speed rail systems may submit Project T funding applications. At present, the cities of Anaheim and Irvine are included as designated stations for high-speed transit systems in the 2008 Regional Transportation Plan (RTP). This approach is consistent with the Project T description in the M2 Transportation Investment Plan that acknowledges various potential high-speed rail proposals. Other stations may be eligible for Project T revenues if these are added through RTP updates.

Staff also recommends that bond costs (either local agencies' or OCTA's but not both) be included as an eligible Project T expense to support project advancement. This approach ensures project and debt costs are accounted for by the project sponsors. Other requirements are also included in Attachment A, such as the requirement that Metrolink station operations and maintenance costs remain a non-OCTA responsibility, consistent with existing Board policy.

Competitive scoring criteria are also included in the draft guidelines. These address the areas of financial commitments, transit usage, project and high-speed rail readiness, intermodal connections, and regional markets/land use. Ranges of values have been added to each of the measures since the

framework discussion in November 2008, and these are further described in Attachment A. Finally, the guidelines address other M2 post-award requirements including timely use of funds, penalties for misuse of funds, audit procedures, and the project closeout process.

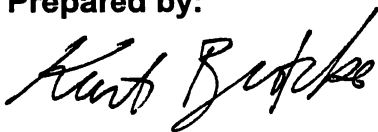
Staff is seeking approval of Project T funding guidelines. With approval, staff will release the call for projects with funding applications due from local agencies on February 20, 2009. Programming recommendations would return to the Transportation 2020 Committee on March 16, 2009, and to the Board on March 23, 2009. This timeframe allows local agencies about 20 working days to prepare applications and secure council resolutions.

Summary

Project T (Convert Metrolink Stations to Regional Gateways) funding guidelines are presented for Board approval. These guidelines are the basis of a call for projects with applications due February 20, 2009.

Attachments

- A. Project T Funding Program Guidelines
- B. Project T Competitive Scoring Criteria for Eligible Agencies and Projects

Prepared by:

Kurt Brotcke
Director, Strategic Planning
(714) 560-5742

Approved by:

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

Project T Funding Program Guidelines

Overview

This Renewed Measure M project establishes a competitive program for local jurisdictions to convert Metrolink stations into regional gateways for enhanced operations related to high-speed rail service. Projects must meet specific criteria in order to compete for funding through this program. In addition, local agencies will be required to demonstrate the ability to fully fund operations on an ongoing basis using non-Orange County Transportation Authority (OCTA) resources. Public/private partnershipsⁱ are encouraged but not required.

Objectives

- Modify existing Metrolink stations to accommodate high-speed rail service
- Expand multi-modal transit options for regional travel
- Deliver infrastructure in the initial phase of high-speed rail implementation where feasible

Project Participation Categories

Multi-modal transit facilities provide expanded transportation options for regional and long distance travel. These “hubs” provide a vital link in the mobility chain. Availability of viable stations is a critical consideration for high-speed rail service implementation. Each host community has unique needs and expectations related to high-speed rail systems. Conditions will differ from one location to the next and projects pursued under this program have significant latitude in how they address the challenge of delivering supporting facilities for high-speed rail services. The program categories listed below identify key project elements that can be pursued through the Project T funding source. Public/private partnerships and local funding sources may be used to leverage these elements.

- Station and passenger facilities necessary to support planned high-speed rail systemⁱⁱ
- Parking structures related to high-speed rail service
- Track improvements (e.g., track, switching, signal equipment)
- Traffic control enhancements for ingress/egress from public roadways
- Aesthetics limited to 10 percent of the Measure M funds (i.e., landscaping, non-standard lighting, on-site signage)
- On-site public art expenses limited to 1 percent of Measure M funds in order to improve the appearance and safety of the facility
- Off-site improvements cannot exceed 5 percent of Measure M funding requestⁱⁱⁱ
- Bond financing costs
- Construction management (not to exceed 15 percent of construction cost)

Commercial facilities that are not transit related are not eligible for Measure M funds.

Eligibility Requirements

Minimum eligibility and participation requirements must be considered before a project funding application is submitted. Adherence to strict funding guidelines is required by the ordinance. Additional standards have been established to provide assurance that Renewed Measure M (M2) funds are spent in the most prudent, effective manner. There is no guarantee that funding will be approved during a particular call for projects. If no acceptable project is identified during a funding cycle, a subsequent call for projects will be scheduled at an appropriate time.

- Station must be identified in constrained or unconstrained chapters of the 2008 Regional Transportation Plan for the initial M2 funding cycle
- Agency must demonstrate sufficient funding for first five years of operation with financial plan outlining funding strategy for ongoing operations and maintenance (cannot include OCTA funding sources)
- Project applications must be for complete projects (environmental clearance through construction)
- Project application must meet minimum competitive score to be deemed eligible and "of merit" (as determined by OCTA Board of Directors {Board})
- Capital improvements must adhere to public bidding requirements
- Complete applications must be approved by the applicant city council prior to submittal to OCTA to demonstrate adequate community and elected official support for initial consideration
- Applicant must be eligible to receive Measure M funding (established on an annual basis) to participate in this program

Funding Estimates

Funding will be provided on a pay-as-you go basis. The program will make an estimated \$174.9 million (nominal dollars) available during the initial 20-year period of the program (fiscal year 2011 through 2030). Funding for the remaining 10-year period of M2 will not be programmed until a future call for projects is warranted. This approach provides a hedge against economic uncertainty and preserves funding for future system expansion.

Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on projects with firm funding commitments and overall project readiness as shown on Attachment B. In addition, projects will be evaluated based upon existing and future transit usage, intermodal connectivity, and community land use attributes. Although match funding is not required,

projects that leverage M2 funds with at least 10 percent from other sources are encouraged and will be more competitive.

Application Process

Project allocations are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to fully evaluate the project proposal as outlined below.

- Complete information application
- Provide funding/operations plan
- Allocations subject to master funding agreement

A call for projects for the initial funding cycle is expected to be issued in January 2009 with applications due on February 20, 2009, or as determined by the OCTA Board. Complete project applications must be submitted by the established due date.

The funding plan shall include, at a minimum, the following information:

- Financials (funding needs, match funding availability, operations funding assurances, public/private partnership arrangements, bond financing projections)
- Project development and implementation schedule
- High-speed rail ridership projections
- Any additional information deemed relevant by the applicant

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. Once applications have been completed in accordance with the program requirements, the projects will be scored, ranked, and submitted to the Transportation 2020 Committee and the Board for consideration and funding approval.

The final approved application (including financial plan) will serve as the basis for any funding agreement required under the program.

Reimbursements

This program is administered on a reimbursement basis for capital improvements, planning, design, right-of-way (ROW) acquisition, and related bond financing costs. Reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and consistent with master funding agreement.

Status Reports

Projects selected for funding will be subject to submittal of an annual financial plan update in order to receive project reimbursement payments during the following fiscal year. The updated financial plan will be due as a supplement to the annual Measure M eligibility process (typically due on June 30th).

Project Cancellation

Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited (except where necessitated to bring the current phase to a logical conclusion). ROW acquired for projects which are cancelled prior to construction will require repayment to the contributing funding program(s) within a reasonable time as determined by the OCTA Board.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board.

Proceeds from the sale of excess ROW acquired with program funding must be paid back to the project fund as described in the master funding agreement.

APPLICATION GUIDELINES

Funding allocations provided through M2 are determined through a competitive application process. Project selection is based upon merit utilizing a series of qualitative and quantitative criteria. Candidate projects are required to submit a financial plan with sufficient data to enable an adequate evaluation of the application. Each jurisdiction is provided broad latitude in formatting, content, and approach; however, key elements described below must be clearly and concisely presented to enable timely and accurate assessment of the project.

Financial Details

Each candidate project must include all phases through construction of facilities and implementation of service. The financial plan will include, at a minimum, the following information:

- Estimated project cost for each phase of development (planning, environmental, permitting, design, ROW acquisition, construction, and project oversight)
- Funding request for each phase of project implementation with match funding amounts and sources clearly identified
- Realistic project schedule for each project phase
- Demonstrated financial commitments for match funding and ongoing operations (through first six years of operation)
- Discussion of contingency planning for revenue shortfalls
- Revenue projections and methodology where on-site commercial activity or advertising revenue is expected to support implementation and/or operations costs
- ROW status and strategy for acquisition
- Revenue sharing proposals (where applicable)

Technical Attributes

The formal application must include feasibility and efficacy components to demonstrate transportation benefit to ensure the selected project(s) meet the spirit and intent of M2. Merit will be demonstrated through technical attributes and industry standard methodologies. The following site-specific data will be included and fully discussed in the application:

- Current employment estimates within five mile radius of project site (cite reference)
- Freeway lane miles within five mile radius of site (provided by OCTA upon request)
- Planned job density within 1500 feet radius of project boundary, based upon current general plan
- Planned housing density within 1500 feet radius of project boundary, based upon current general plan
- Daily transit boardings within five mile radius of project boundary (include rail and fixed-route bus/shuttle)
- Daily transit boardings growth within five mile radius of project boundary, with projection methodology fully presented for opening day operations
- Description of all transit modes serviced by the site at time of application
- Discussion of new transit modes (including high-speed rail) served by the site as a result of proposed project (opening day)
- Service coordination plan (how will proposed project facilitate transfer between transit services?)

Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Council Resolution: A council resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

Lease/Cost Sharing Agreements: Copies of leases, cost sharing (match funding), and/or land dedication documents. Confidential agreements may be included by reference when accompanied by affidavit from City Treasurer or Finance Director.

Project Documentation: If proposed project has completed initial planning activities (such as project study report or equivalent, environmental impact report, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary to adequately evaluate the project application.

ⁱ Public/private partnerships are defined as direct financial contributions or ROW dedications for eligible program activities.

ⁱⁱ Program should not build retail or other leasable space. Mixed use and transit oriented development elements will be the responsibility of others.

ⁱⁱⁱ "Off-site" improvements adjacent to the project site such as monumentation, traffic control, etc.

Project T Selection Criteria for Eligible Agencies and Projects

Financial Commitment (30 points)

Total project cost (information only)	
\$ (capital)	<i>(No points)</i>
Percent of M2 for capital	
50% or less	16 points
51% to 65%	12 points
66% to 80%	8 points
81% to 90%	4 points
Level of commitment from private partners	
Investment agreement (binding)	8 points
Commitment letters	2 points
OCTA concurrence with financial assumptions/analysis	
Yes	6 points
No	0 points

Transit Usage (20 points)

Existing transit boardings (within five miles)	
>75,000 a day	4 points
50,000 to 75,000 a day	3 points
25,000 to 49,000 a day	2 points
<25,000 a day	1 point
Transit boardings growth (within five miles)	
>20,000 daily increase	8 points
15,000 to 20,000 daily increase	6 points
10,000 to 14,900 daily increase	4 points
<10,000 daily increase	2 points
Consistent ridership projections	
100% to 110% of OCTAM *	8 points
111 %to 120% of OCTAM	6 points
121 % to 140% of OCTAM	2 points
<i>* Projections below OCTAM get 8 points</i>	

Readiness (20 points)

High-speed rail system status	
In constrained 2008 RTP	10 points
Added in unconstrained RTP	2 points
Land acquired for total project	
Yes	5 points
No	0 points
Project design status	
Design complete	5 points
Environmental complete	3 points
PSR equivalent complete	1 point

Intermodal Connections (18 points)

Number of current transit modes provided	
>6	5 points
4 to 6	3 points
<4	1 point
Future increase in the number of transit modes	
>5 added	10 points
3 to 5 added	6 points
<3 added	2 points
OCTA concurrence with intermodal analysis	
Yes	3 points
No	0 points

Regional Markets/Land Use (12 points)

Adjacent freeway lane miles (within five miles)	
>500 lane miles	3 points
400 to 500 lane miles	2 points
<400 lane miles	1 point
Current employment (within five miles)	
>350,000	3 points
200,000 to 350,000	2 points
<200,000	1 point
Planned job density within 1,500 feet	
>2.0 avg. floor area ratio	3 points
1.5 to 2.0 avg. floor area ratio	2 points
<1.5 avg. floor area ratio	1 point
Planned housing density within 1,500 feet	
>35 dwelling units/acre	3 points
20 to 35 dwelling units/acre	2 points
<20 dwelling units/acre	1 point

* OCTAM - Orange County Transportation Analysis Model



January 26, 2009

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: Fourth Quarter 2009 Debt and Investment Report

Overview

The California Government Code authorizes the Orange County Transportation Authority Treasurer to submit a quarterly investment report detailing the investment activity for the period. This investment report covers the fourth quarter of 2008, October through December, and includes a discussion on the Orange County Transportation Authority's debt portfolio.

Recommendation

Receive and file the Quarterly Investment Report prepared by the Treasurer as an information item.

Background

The Treasurer is currently managing the Orange County Transportation Authority's (Authority) investment portfolio totaling \$990.6 million as of December 31, 2008. The portfolio is divided into two managed portfolios: the liquid portfolio for immediate cash needs and the short-term portfolio for future budgeted expenditures. In addition to these portfolios, the Authority has funds invested in debt service reserve funds for the various outstanding debt obligations.

The Authority's debt portfolio had an outstanding principal balance of \$447.5 million as of December 31, 2008. Approximately 56 percent of the outstanding balance is comprised of Measure M debt, 6 percent is associated with the Renewed Measure M program, and the remaining 38 percent is for the 91 Express Lanes.

Discussion

Economic Summary: Frequent change is nothing new in the financial markets. The year ending December 31, 2008, however, is a year unlike any in recent times. Pillars of Wall Street that have contributed to the world economy for decades have collapsed or been acquired, some with the aid of the United States Government and others by firms with a stronger balance sheet. While the fourth quarter experienced less volatility, largely due to federal stimulus efforts, there was no greater level of economic certainty by year-end.

The Federal Open Market Committee (Fed) lowered its benchmark Fed Funds Rate 175-200 basis points during three meetings in the final quarter of 2008. The Fed Funds Rate, currently at a target range of 0.00 percent to 0.25 percent, is the lowest level on record. Gross Domestic Product for the third quarter reflected a -0.5 percent decline. A Bloomberg survey of economists is forecasting a -4.5 percent to -6.5 percent drop in the last quarter of 2008. Unemployment reached 7.2 percent nationally, the highest level since 1990. The total number of unemployed labor force who are actively seeking jobs is currently 11.1 million.

Debt Portfolio Activity:

On December 19, 2008, the private placement transaction closed with the Orange County Investment Pool (OCIP) for the 91 Express Lanes variable rate debt. The 91 Express Lanes will pay 3.85 percent semi-annually to OCIP.

Staff continues to monitor the situation regarding the bankruptcy filing of Lehman Brothers Holdings Company (Lehman). Lehman served as one of the Authority's counterparties for the swap component of the variable rate bonds. Lehman has not made their counterparty payments to the Authority since September 1, 2008 (the last payment date prior to the bankruptcy filing). Lehman has failed to pay \$563,500 to the Authority. The Authority will continue to work with our bond counsel regarding our legal options.

On November 13, 2008, the Authority retired \$5 million in principal from the Measure M Tax-Exempt Commercial Paper program. The outstanding balances for each of the Authority's debt securities are presented in Attachment A.

Investment Portfolio Activity: During the quarter the Authority liquidated \$15,000,000 from the Local Agency Investment Fund and \$60,000,000 from the short-term portfolio to meet current cash flow needs. In November, the Authority transferred \$25,000,000 from each of the investment managers to

purchase the 91 Express Lanes Variable Rate Demand Bonds. The bonds were subsequently purchased by the Orange County Investment Pool. Proceeds from the sale were transferred back to the investment managers on December 19, 2008.

Investment Portfolio Compliance: As of December 31, 2008, the Authority's portfolio was in compliance with its investment policy. The Authority continues its policy of reviewing the contents of the investment portfolio on a daily basis to ensure compliance. Attachment B provides a comparison of the portfolio holdings as of December 31, 2008, to the diversification guidelines of the policy.

Investment Portfolio Performance Versus Selected Benchmarks: The Authority's investment managers provide the Authority and its financial advisor, Sperry Capital, with monthly performance reports. The investment managers' performance reports calculate monthly total rates of return based upon the market value of the portfolios they manage at the beginning of the month versus the market value at the end of the month. The market value of the portfolio at the end of the month includes the actual value of the portfolio based upon prevailing market conditions as well as the interest income accrued during the month.

The Authority has calculated the total returns for each of the investment managers for short-term operating monies and compared the returns to specific benchmarks as shown in Attachment C. Attachment D contains an annualized total return performance comparison by investment manager for the previous two years. Attachment E provides a two-year yield comparison between the short-term portfolio managers, the OCIP, and the Local Agency Investment Fund.

The returns for the Authority's short-term operating monies are compared to the Merrill Lynch 1-3 year Treasury Index benchmark. The Merrill Lynch 1-3 year Treasury Index is one of the most commonly used short-term fixed income benchmarks. Each of the four managers invests in a combination of securities that all conform to the Authority's 2008 Annual Investment Policy. For the quarter ending December 31, 2008, the weighted average total return for the Authority's short-term portfolio was 2.97 percent, 28 basis points above the benchmark return of 2.69 percent. For the 12-month period ending December 31, 2008, the portfolio's return totaled 5.83 percent, 78 basis points below the benchmark return of 6.61 percent for the same period.

Treasury yields were lower in December as worries about the credit crisis continued. Weak holiday sales, falling home prices, and further job losses all

contributed to a strong demand for treasury securities leading to higher prices and lower yields. As concerns over the safety of agency securities subsided, prices began to rise adding to the Authority's investment performance during the quarter. Investment managers continue to mitigate risk by allocating funds across high-quality fixed-income securities.

The short-term portfolio underperformed the benchmark during 2008 as the massive flight-to-quality pushed demand for the safety of treasury securities to record levels. The treasury sector outperformed all other non-treasury fixed income sectors resulting in a strong return for the Merrill Lynch 1-3 year Treasury Index benchmark.

Investment Portfolios: A summary of each investment manager's investment diversification, performance, and maturity schedule is provided in Attachment F. These summaries provide a tool for analyzing the different returns for each manager.

A complete listing of all securities is provided in Attachment G. Each portfolio contains a description of the security, maturity date, book value, market value, and current yield provided by the custodial bank.

Cash Availability for the Next Six Months: The Authority has reviewed the cash requirements for the next six months. It has been determined that the liquid and the short-term portfolios can fund all projected expenditures during the next six months.


Summary

As required under the California Government Code, the Orange County Transportation Authority is submitting its quarterly investment report to the Board of Directors. The investment report summarizes the Orange County Transportation Authority's Treasury activities for the period October 2008 through December 2008.

Attachments

- A. Orange County Transportation Authority Outstanding Debt December 31, 2008.
- B. Orange County Transportation Authority Investment Policy Compliance December 31, 2008.
- C. Orange County Transportation Authority Short-term Portfolio Performance Review Quarter Ending December 31, 2008.
- D. Orange County Transportation Authority Short-term Portfolio Performance as of December 31, 2008.
- E. Orange County Transportation Authority Comparative Yield Performance as of December 31, 2008.
- F. Investment Manager Diversification and Maturity Schedules December 31, 2008.
- G. Orange County Transportation Authority Portfolio Listing as of December 31, 2008.

Prepared by:



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

Approved by:



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

**Orange County Transportation Authority
Outstanding Debt
December 31, 2008**

Orange County Local Transportation Authority (OCLTA) - M1 Program

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2001 Second Senior Sales Tax Revenue Bonds	\$ 48,430,000	\$ 48,430,000	2011
1998 Second Senior Sales Tax Revenue Bonds	213,985,000	66,320,000	2011
1997 Second Senior Sales Tax Revenue Refunding Bonds	57,730,000	44,105,000	2011
1995 Tax-Exempt Commercial Paper	74,200,000	11,000,000	2011
1992 First Senior Sales Tax Revenue Bonds	350,000,000	77,700,000	2011
Sub-total	\$ 744,345,000	\$ 247,555,000	

Orange County Local Transportation Authority (OCLTA) - M2 Program

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2008 Tax-Exempt Commercial Paper	\$ 25,000,000	\$ 25,000,000	2011

91 Express Lanes *

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2003 Toll Road Revenue Refunding Bonds	\$ 195,265,000	\$ 174,940,000	2030

* Not reflected is the intra-agency borrowing (subordinated debt) for the purchase of the 91 Express Lanes in the amount of \$44,238,457.21

TOTAL OUTSTANDING BALANCE	\$ 447,495,000
----------------------------------	-----------------------

ORANGE COUNTY TRANSPORTATION AUTHORITY
Investment Policy Compliance
December 31, 2008

<u>Investment Instruments</u>	<u>Dollar Amount Invested</u>	<u>Percent Of Portfolio</u>	<u>Investment Policy Maximum Percentages</u>
U.S. Treasuries	\$320,059,907	32.3%	100%
Federal Agencies & U.S. Government Sponsored	281,242,287	28.4%	100%
State of California & Local Agencies *	-	0.0%	25%
Money Market Funds & Mutual Funds	137,861,136	13.9%	20%
Bankers Acceptances	0	0.0%	30%
Negotiable Certificates of Deposit	54,819,721	5.5%	30%
Commercial Paper	0	0.0%	25%
Medium Term Maturity Corporate Securities	96,768,837	9.8%	30%
Mortgage and Asset-backed Securities	58,971,004	6.0%	20%
Repurchase Agreements	0	0.0%	75%
Investment Agreements Pursuant To Indenture	0	0.0%	100%
Local Agency Investment Fund	3,350,401	0.3%	\$ 40 Million
Orange County Investment Pool	6,490,624	0.7%	\$ 40 Million
CAMP	0	0.0%	10%
Variable & Floating Rate Securities	14,481,785	1.5%	30%
Debt Service Reserve Funds - Investment Agreements	16,558,091	1.7%	Not Applicable
Derivatives (hedging transactions only)	0	0.0%	5%
TOTAL	<u>\$990,603,793</u>	100.0%	

* Balance does not include intra-agency borrowing for the purchase of the 91 Express Lanes in the amount of \$34,396,537.

Orange County Transportation Authority
Short-term Portfolio Performance Review*
Quarter Ending December 31, 2008

Month Ending	Merrill Lynch Treasury 1-3 Year Index Benchmark		JP Morgan		Payden & Rygel		Western Asset Mgmt		State Street Global Advisors	
	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration
10/31/2008	0.92%	1.69 years	0.20%	1.64 years	0.47%	1.62 years	0.07%	1.58 years	0.72%	1.75 years
11/30/2008	1.17%	1.72 years	1.41%	1.74 years	1.27%	1.70 years	1.27%	1.58 years	1.16%	1.74 years
12/31/2008	0.57%	1.76 years	1.61%	1.70 years	1.20%	1.81 years	1.49%	1.56 years	0.92%	1.73 years
Oct 08 - Dec 08 Total Return		2.69%	3.25%		2.97%		2.85%		2.83%	

HISTORICAL QUARTERLY RETURNS

Jan 08 - Mar 08 Total Return	2.98%	2.37%	3.01%	2.71%	2.99%
Apr 08 - Jun 08 Total Return	-0.86%	-0.31%	-0.85%	-0.36%	-0.87%
Jul 08 - Sep 08 Total Return	1.69%	-0.34%	1.22%	0.02%	1.53%
Oct 08 - Dec 08 Total Return	2.69%	3.25%	2.97%	2.85%	2.83%
12-Month Total Return	6.61%	5.01%	6.46%	5.27%	6.59%

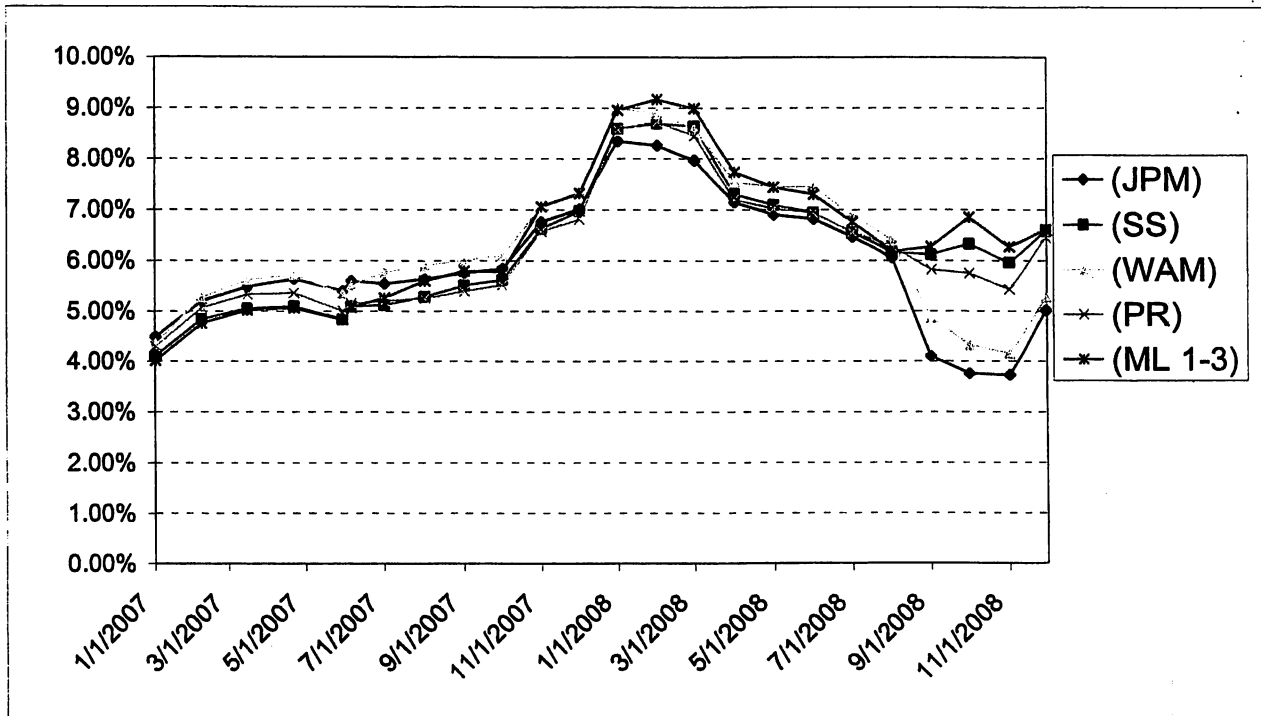
* - Month End Rates of Return are Gross of Fees

Orange County Transportation Authority

Short-Term Portfolio Performance

December 31, 2008

**Trailing 1-Year Total Return
Vs. The Merrill Lynch 1-3 Treasury Benchmark**



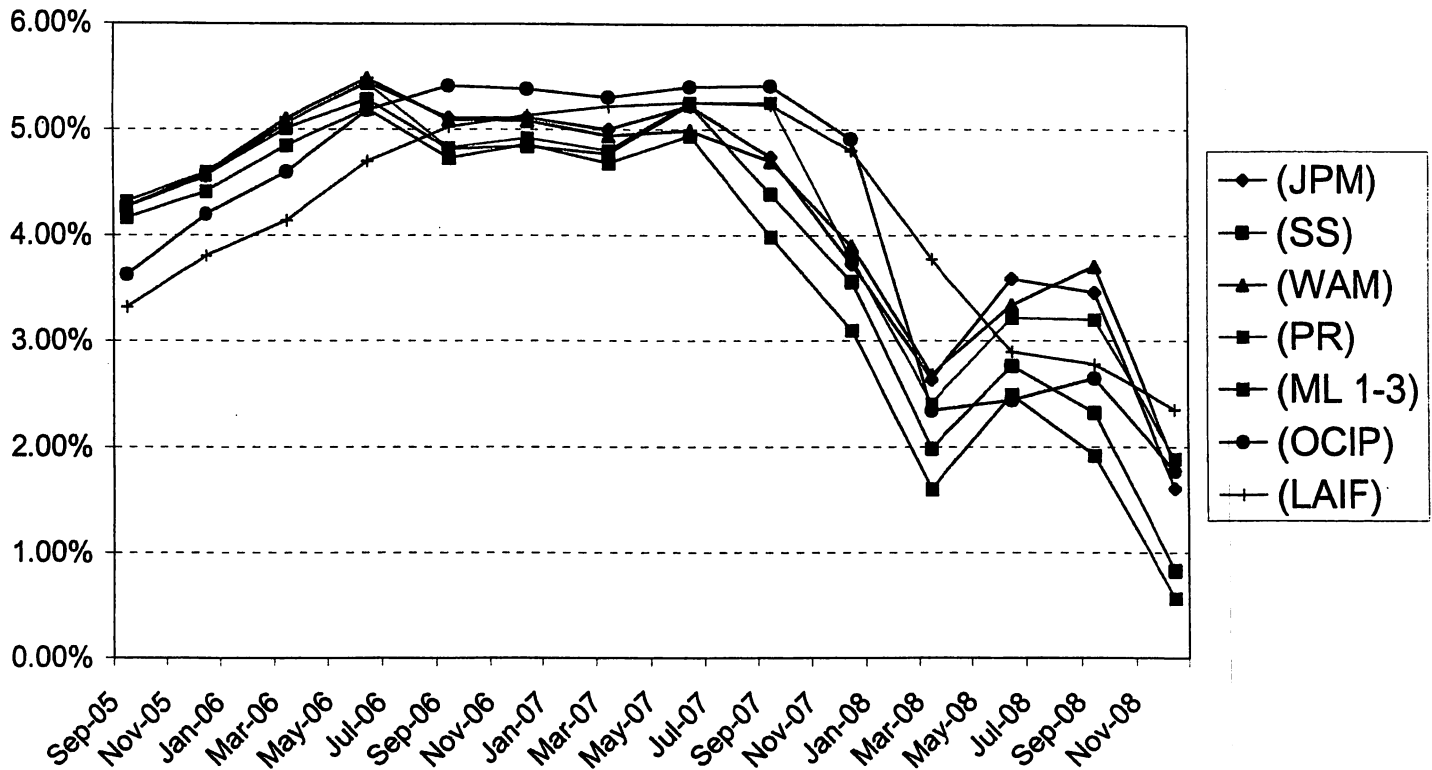
	JP Morgan (JPM)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	Merrill Lynch 1-3 Yr (ML 1-3)
Jan-07	4.49%	4.11%	4.36%	4.29%	4.01%
Feb-07	5.20%	4.84%	5.27%	5.06%	4.76%
Mar-07	5.48%	5.05%	5.62%	5.33%	5.02%
Apr-07	5.64%	5.09%	5.72%	5.36%	5.06%
May-07	5.39%	4.84%	5.35%	5.00%	4.83%
Jun-07	5.60%	5.09%	5.52%	5.15%	5.07%
Jul-07	5.54%	5.12%	5.77%	5.20%	5.26%
Aug-07	5.64%	5.28%	5.90%	5.25%	5.60%
Sep-07	5.76%	5.51%	6.01%	5.39%	5.80%
Oct-07	5.84%	5.62%	6.10%	5.52%	5.78%
Nov-07	6.76%	6.63%	7.07%	6.57%	7.06%
Dec-07	7.01%	6.97%	7.35%	6.81%	7.32%
Jan-08	8.34%	8.59%	8.99%	8.57%	8.95%
Feb-08	8.26%	8.69%	8.89%	8.73%	9.17%
Mar-08	7.97%	8.64%	8.60%	8.45%	8.99%
Apr-08	7.15%	7.31%	7.54%	7.20%	7.74%
May-08	6.90%	7.09%	7.45%	7.02%	7.44%
Jun-08	6.82%	6.94%	7.45%	6.94%	7.30%
Jul-08	6.47%	6.56%	6.89%	6.56%	6.76%
Aug-08	6.05%	6.17%	6.41%	6.29%	6.18%
Sep-08	4.10%	6.12%	4.86%	5.82%	6.27%
Oct-08	3.76%	6.33%	4.33%	5.75%	6.85%
Nov-08	3.73%	5.96%	4.15%	5.43%	6.27%
Dec-08	5.01%	6.59%	5.27%	6.46%	6.61%

Orange County Transportation Authority

Comparative Yield Performance

December 31, 2008

Historical Yields
Vs. The Merrill Lynch 1-3 Treasury Benchmark

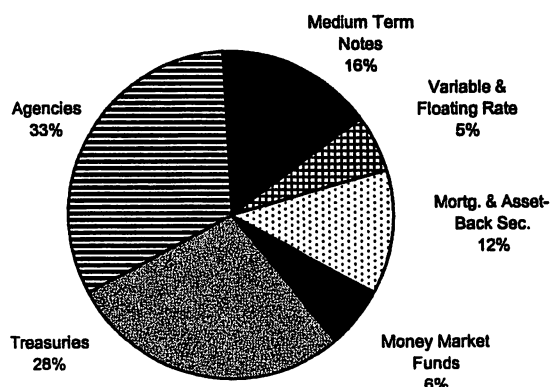


	JP Morgan (JPM)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	Merrill Lynch 1-3 Yr (ML 1-3)	(OCIP)	(LAIF)
Sep-05	4.27%	4.27%	4.27%	4.32%	4.17%	3.63%	3.32%
Dec-05	4.56%	4.57%	4.59%	4.60%	4.41%	4.20%	3.81%
Mar-06	5.06%	5.01%	5.10%	5.06%	4.85%	4.60%	4.14%
Jun-06	5.44%	5.28%	5.48%	5.43%	5.19%	5.18%	4.70%
Sep-06	5.11%	4.82%	5.09%	4.83%	4.73%	5.41%	5.02%
Dec-06	5.11%	4.84%	5.08%	4.92%	4.86%	5.38%	5.13%
Mar-07	5.00%	4.77%	4.94%	4.80%	4.68%	5.30%	5.21%
Jun-07	5.22%	5.23%	4.99%	5.25%	4.94%	5.40%	5.25%
Sep-07	4.74%	4.39%	4.70%	5.25%	3.99%	5.41%	5.23%
Dec-07	3.73%	3.56%	3.90%	3.78%	3.10%	4.91%	4.80%
Mar-08	2.63%	1.98%	2.67%	2.40%	1.60%	2.34%	3.78%
Jun-08	3.59%	2.76%	3.34%	3.22%	2.49%	2.44%	2.89%
Sep-08	3.46%	2.32%	3.71%	3.20%	1.92%	2.64%	2.77%
Dec-08	1.61%	0.83%	1.83%	1.89%	0.57%	1.77%	2.35%

Investment Manager Diversification and Maturity Schedules

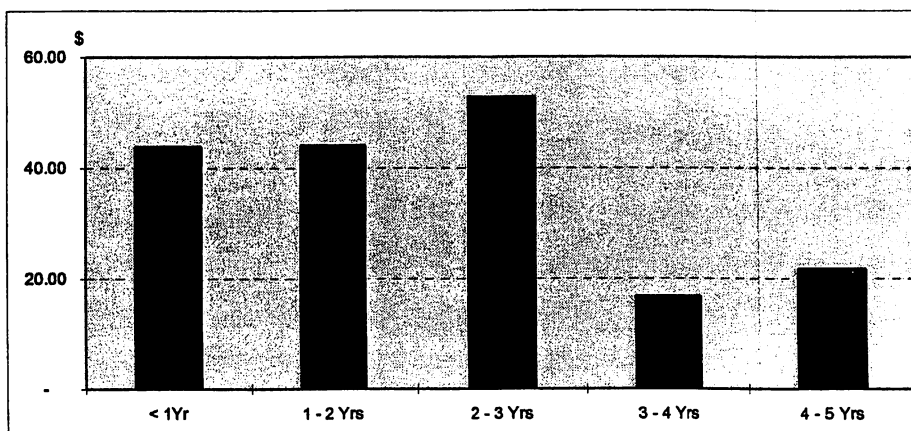
JP Morgan
December 31, 2008

SHORT-TERM PORTFOLIO (\$179.1 M)



	Book Value	Market Value
Treasuries	\$50,851,814	\$53,525,641
Agencies	56,955,440	59,097,783
Medium Term Notes	28,464,395	28,526,892
Variable & Floating Rate	9,801,785	9,532,722
Mortg. & Asset-Back Sec.	22,005,760	21,928,354
Money Market Funds	11,065,567	11,065,567
	<u>\$179,144,762</u>	<u>\$183,676,958</u>

Wtd Avg Maturity	2.06 Yrs
Duration	1.70 Yrs
Quarter-end Yield	2.21%
Benchmark Comparison	0.57%
Quarter Return	3.25%
Benchmark Comparison	2.69%
12 Month Return	5.01%
Benchmark Comparison	6.61%

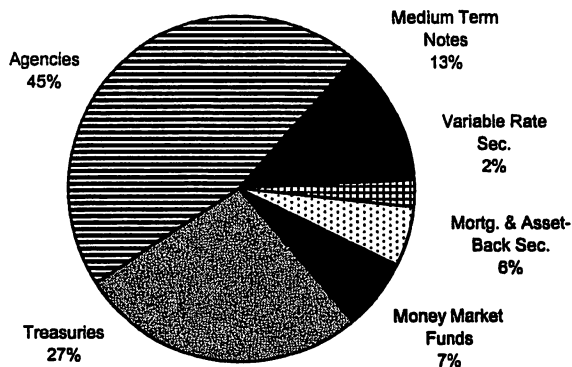


Investment Manager Diversification and Maturity Schedules

Western Asset Management

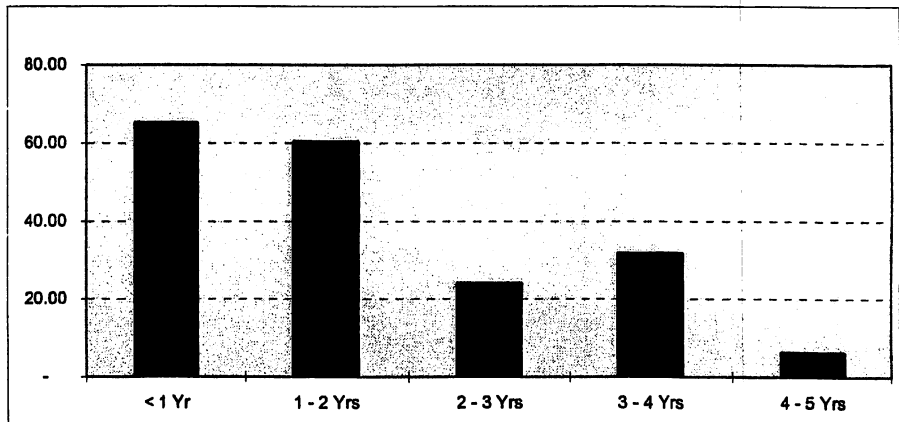
December 31, 2008

SHORT-TERM PORTFOLIO (\$188.2 M)



	Book Value	Market Value
Treasuries	\$50,936,617	\$51,055,282
Agencies	85,502,850	88,656,089
Medium Term Notes	23,966,599	22,062,744
Variable Rate Sec.	4,680,000	4,507,005
Mortg. & Asset-Back Sec.	10,400,709	10,540,277
Money Market Funds	<u>12,665,755</u>	<u>12,665,755</u>
	<u>\$188,152,530</u>	<u>\$189,487,151</u>

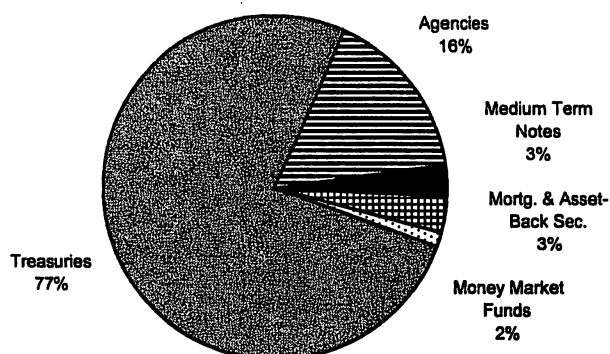
Wtd Avg Maturity	1.76 Yrs
Duration	1.56 Yrs
Quarter-end Yield	1.83%
Benchmark Comparison	0.57%
Quarter Return	2.85%
Benchmark Comparison	2.69%
12 Month Return	5.27%
Benchmark Comparison	6.61%



Investment Manager Diversification and Maturity Schedules

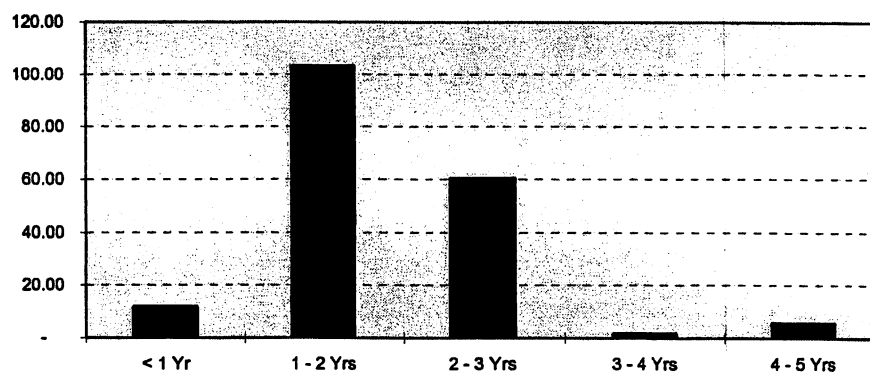
State Street
December 31, 2008

SHORT-TERM PORTFOLIO (\$183.4 M)



	Book Value	Market Value
Treasuries	\$139,504,893	\$142,242,311
Agencies	29,378,686	30,058,629
Medium Term Notes	5,950,272	6,233,982
Mortg. & Asset-Back Sec.	5,976,619	5,997,006
Money Market Funds	<u>2,542,328</u>	<u>2,542,328</u>
	<u>\$183,352,798</u>	<u>\$187,074,255</u>

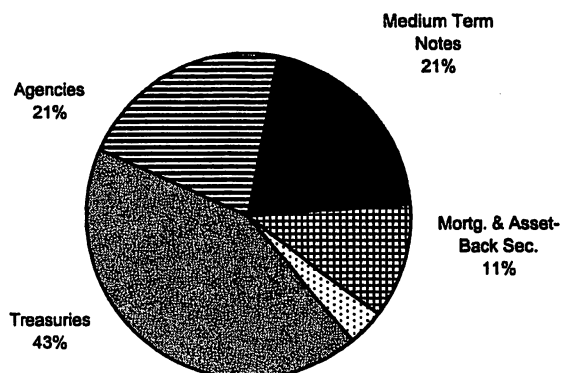
Wtd Avg Maturity	1.78 Yrs
Duration	1.73 Yrs
Quarter-end Yield	0.83%
Benchmark Comparison	0.57%
Quarter Return	2.83%
Benchmark Comparison	2.69%
12 Month Return	6.59%
Benchmark Comparison	6.61%



Investment Manager Diversification and Maturity Schedules

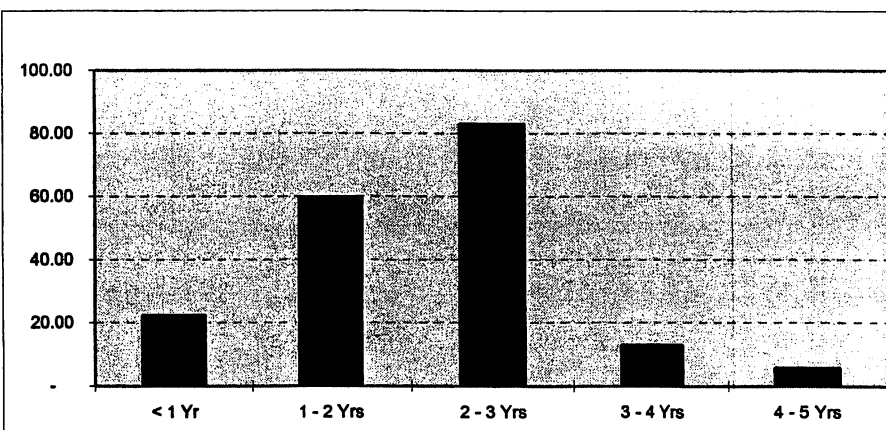
Payden & Rygel
December 31, 2008

SHORT-TERM PORTFOLIO (\$192.6 M)



	Book Value	Market Value
Treasuries	\$78,766,583	\$80,072,346
Agencies	39,367,484	39,906,600
Medium Term Notes	38,387,571	38,811,236
Mortg. & Asset-Back Sec.	20,587,916	20,697,371
Money Market Funds	<u>6,739,806</u>	<u>6,739,806</u>
	<u>\$183,849,359</u>	<u>\$186,227,360</u>

Wtd Avg Maturity	1.89 Yrs
Duration	1.81 Yrs
Quarter-end Yield	3.20%
Benchmark Comparison	0.57%
Quarter Return	2.97%
Benchmark Comparison	2.69%
12 Month Return	6.46%
Benchmark Comparison	6.61%



**Orange County Transportation Authority
Portfolio Listing
As of December 31, 2008**

LIQUID PORTFOLIO

<u>Description</u>	<u>Maturity Date</u>	<u>Book Value</u>	<u>Market Value</u>	<u>Yield</u>
<u>Cash Equivalents</u>				
Bank of the West CD	1/1/2009	42,524,414.58	42,524,414.58	N/A
FNMA Discount Note	2/13/2009	18,516,632.20	18,516,632.00	1.92%
FHLB Discount Note	2/13/2009	51,521,195.04	51,548,339.09	1.98%
Fidelity Funds Treasury I	N/A	8,911,498.44	8,911,498.44	0.60%
First American Treasury Obligations	N/A	68,732.32	68,732.32	0.58%
Goldman Sachs Financial Govt Fund	N/A	9,804,152.24	9,804,152.24	0.60%
Milestone Funds Treasury Obligations	N/A	15,030,368.19	15,030,368.19	0.62%
<i>Sub-total</i>		<u>146,376,993.01</u>	<u>146,404,136.85</u>	
<u>Local Agency Investment Fund (LAIF)</u>	N/A	3,350,401.16	3,350,401.16	0 2.78%
<u>Orange County Investment Pool (OCIP)</u>	N/A	6,490,624.25	6,490,624.25	2.64%
Liquid Portfolio - Total		<u>\$ 156,218,018.42</u>	<u>\$ 156,245,162.26</u>	

SHORT-TERM PORTFOLIO

<u>Description</u>	<u>Maturity Date</u>	<u>Book Value</u>	<u>Market Value</u>	<u>Yield</u>
<u>Equivalents</u>				
FHLB Discount Note	1/7/2009	1,849,976.88	1,849,992.29	0.04%
FHLB Discount Note	1/9/2009	6,499,130.56	6,499,321.67	0.13%
FHLB Discount Note	1/6/2009	999,928.89	999,940.00	0.08%
Milestone Funds Treasury Obligations	N/A	33,013,456.02	33,013,456.02	0.62%
<i>Sub-total</i>		<u>42,362,492.35</u>	<u>42,362,709.98</u>	
<u>U.S. Government & Agency Obligations</u>				
FHLB	9/18/2009	9,751,848.80	9,842,468.75	4.85%
FHLB	5/14/2010	4,309,269.98	4,561,523.44	4.62%
FHLB	9/10/2010	10,942,239.00	11,482,343.75	4.79%
FHLB	10/22/2010	5,954,490.00	6,337,500.00	4.14%
FHLB	12/10/2010	21,211,211.80	22,299,075.00	3.35%
FHLB	12/17/2010	4,093,920.00	4,183,750.00	3.46%
FHLB	6/24/2011	4,517,312.50	4,709,531.25	3.22%
FHLB	7/1/2011	4,095,373.00	4,226,250.00	3.43%
FHLB	9/16/2011	5,051,895.00	5,290,625.00	3.42%
FHLMC	6/11/2009	15,654,878.20	16,018,906.25	4.90%
FHLMC	11/3/2009	2,234,772.00	2,322,421.88	4.60%
FHLMC	6/28/2010	4,186,887.50	4,362,327.50	2.80%
FHLMC	10/18/2010	2,400,694.00	2,448,603.00	4.69%
FHLMC	10/25/2010	10,040,300.00	10,353,125.00	3.01%
FHLMC	2/15/2011	3,919,086.60	4,056,000.00	3.12%
FHLMC	2/24/2011	2,987,550.00	3,018,720.00	5.21%
FHLMC	4/1/2011	7,778,950.00	7,839,390.00	2.98%
FHLMC	4/11/2011	5,107,089.00	5,227,500.00	2.68%
FHLMC	6/29/2011	8,150,770.24	8,555,062.50	3.64%
FHLMC	7/14/2011	3,932,185.50	4,018,507.81	4.05%
FHLMC	1/15/2012	2,225,188.00	2,235,625.00	5.14%
FHLMC	10/25/2012	5,466,210.00	5,407,812.50	4.27%

Orange County Transportation Authority
Portfolio Listing
As of December 31, 2008

FHLMC	9/27/2013	2,962,377.90	2,909,250.00	3.82%
FNMA	12/15/2009	7,479,150.00	7,767,187.50	4.46%
FNMA	8/12/2010	9,989,350.00	10,356,250.00	3.13%
FNMA	8/15/2010	4,909,510.00	5,259,375.00	4.04%
FNMA	2/15/2011	10,296,284.10	10,637,171.88	4.20%
FNMA	5/15/2011	5,600,558.08	5,659,200.00	5.42%
FNMA	11/19/2012	6,609,876.00	6,601,875.00	4.31%
FNMA	4/9/2013	6,873,223.25	7,293,125.00	3.11%
FNMA	7/17/2013	322,263.00	323,531.25	4.05%
FNMA	12/11/2013	2,800,710.00	2,765,812.50	2.80%
US Treasury Note	9/15/2009	1,937,069.01	2,042,500.00	3.30%
US Treasury Note	12/15/2009	8,736,659.89	9,268,593.75	3.39%
US Treasury Note	2/15/2010	19,312,989.28	19,590,494.00	4.53%
US Treasury Note	3/15/2010	10,995,815.23	11,543,750.78	3.82%
US Treasury Note	4/15/2010	15,828,633.88	14,907,162.58	0.93%
US Treasury Note	4/15/2010	29,888,234.35	30,298,760.00	3.81%
US Treasury Note	5/15/2010	9,012,633.66	9,398,222.00	4.26%
US Treasury Note	7/31/2010	7,032,289.11	7,251,562.50	2.65%
US Treasury Note	9/30/2010	8,859,707.33	9,038,802.66	1.95%
US Treasury Note	10/31/2010	18,168,966.55	18,268,560.00	1.47%
US Treasury Note	11/15/2010	13,129,315.43	13,420,875.00	4.19%
US Treasury Note	11/30/2010	14,134,734.40	14,150,360.00	1.23%
US Treasury Note	2/28/2011	26,187,370.20	26,815,000.00	4.16%
US Treasury Note	4/15/2011	526,737.93	532,992.06	2.43%
US Treasury Note	6/30/2011	22,108,831.03	22,689,400.00	4.63%
US Treasury Note	10/31/2011	1,616,430.81	1,655,859.38	
US Treasury Note	11/15/2011	49,757,746.34	50,629,218.75	
US Treasury Note	11/30/2011	10,959,034.62	11,411,332.80	4.08%
US Treasury Note	12/15/2011	8,021,276.80	8,035,600.00	1.12%
US Treasury Note	4/15/2012	6,307,565.54	6,715,132.41	2.05%
US Treasury Note	5/31/2012	22,041,097.12	22,677,018.00	4.24%
US Treasury Note	3/31/2013	11,744,765.63	12,715,320.00	2.35%
US Treasury Note	5/31/2013	2,223,052.91	2,300,156.25	3.19%
US Treasury Note	11/30/2013	1,528,950.35	1,539,367.25	1.94%
<i>Sub-total</i>		<u>521,915,330.85</u>	<u>535,265,886.93</u>	

Medium Term Notes

3M Company	11/6/2009	1,999,120.00	2,069,940.00	4.95%
3M Company	11/1/2011	748,725.00	793,012.50	4.25%
Abbott Labs	5/15/2011	1,051,630.00	1,055,850.00	5.30%
Amgen Inc	11/18/2009	1,373,316.00	1,398,838.00	4.00%
Atlantic Richfield Company	4/15/2009	1,977,562.75	1,836,260.25	5.86%
Bank America Corp	2/17/2009	3,228,780.80	3,385,451.56	3.38%
Bank America Corp	12/23/2010	2,150,000.00	2,156,364.00	1.69%
Bank America Corp	9/15/2012	2,413,872.00	2,368,248.00	4.94%
Bank America Corp	5/1/2013	653,716.00	693,350.00	4.94%
Banque Paribas	3/1/2009	2,134,576.50	1,958,350.75	6.93%
BellSouth Corp	9/15/2009	3,964,430.00	4,065,876.00	4.18%
Berkshire Hathaway Financial Corp	1/15/2010	1,484,487.10	1,515,390.00	4.08%
Campbell Soup Co	2/15/2011	1,066,130.00	1,056,110.00	6.39%
Caterpillar Financial Services	12/1/2010	2,790,788.00	2,748,340.00	5.14%
Cisco Systems Inc	2/22/2011	2,562,850.00	2,595,312.50	5.05%
Citigroup Inc	2/21/2012	292,218.00	296,218.00	
Coca Cola Enterprises Inc	9/15/2009	3,750,600.00	3,812,958.00	
Credit Suisse First Boston USA	1/15/2009	1,940,500.00	1,999,760.00	
Genentech Inc	7/15/2010	737,077.50	758,467.50	4.35%

Orange County Transportation Authority
Portfolio Listing
As of December 31, 2008

General Electric Capital Corp	9/13/2010	2,803,749.00	2,910,237.00	4.23%
General Electric Capital Corp	12/1/2010	629,166.00	609,786.00	4.91%
General Electric Capital Corp	2/22/2011	2,122,400.00	2,070,000.00	5.91%
General Electric Capital Corp	12/9/2011	309,110.30	320,493.50	2.90%
Gillette Company	9/15/2009	484,250.00	507,515.00	3.74%
Goldman Sachs Group	1/15/2009	1,462,545.00	1,499,385.00	3.87%
Goldman Sachs Group	6/15/2010	488,545.00	492,695.00	4.56%
Goldman Sachs Group	1/15/2012	1,410,097.00	1,282,671.00	6.68%
Goldman Sachs Group	6/15/2012	2,350,843.20	2,462,235.20	3.11%
Heller Financial Inc	11/1/2009	2,081,240.00	2,037,780.00	7.23%
Honeywell International Inc	3/1/2010	2,973,796.00	2,920,540.00	7.19%
Household Financial Corp	5/15/2009	1,961,780.00	1,999,260.00	4.75%
HSBC USA Inc	12/16/2011	1,747,003.64	1,815,315.48	3.00%
IBM International Group Capital LLC	10/22/2012	628,494.00	626,058.00	4.83%
International Lease Finance Corp	11/29/2012	127,898.75	129,098.75	4.59%
John Deere Capital Corp	4/3/2013	1,557,441.60	1,493,310.00	4.70%
JP Morgan Chase & Co	12/1/2011	2,463,471.70	2,560,888.50	3.00%
JP Morgan Chase & Co	1/2/2013	1,059,110.00	1,014,550.00	5.66%
JP Morgan Chase & Co	5/1/2013	652,260.00	690,739.00	4.81%
Kimberly Clark Corp	2/15/2012	84,393.10	88,134.38	5.42%
Lehman Brothers Holdings	1/24/2013	1,013,340.00	95,000.00	0.00%
Lowes Company Inc	6/1/2010	127,993.75	129,848.75	7.94%
Merrill Lynch & Co Inc	8/15/2012	1,034,500.00	986,580.00	6.13%
Metropolitan Life Global	4/10/2013	2,851,458.40	2,646,198.40	5.50%
Morgan Stanley Co	12/1/2010	874,475.00	897,890.00	2.82%
Morgan Stanley Co	4/1/2012	1,075,180.00	966,790.00	6.82%
Metropolitan Rural Utilities Financial	8/28/2009	3,857,822.00	3,824,510.00	5.71%
National City Bank	8/24/2009	674,490.27	486,589.11	3.17%
Oracle Corp	1/15/2011	1,309,368.71	1,335,074.00	4.86%
Oracle Corp	4/15/2013	161,491.50	175,266.60	4.80%
Pepsi Bottling	2/17/2009	1,010,970.00	1,004,630.00	5.59%
PNC Corp	6/22/2012	1,009,920.00	1,009,990.00	2.27%
Principal Life Income Fundings	4/1/2009	2,145,825.00	2,254,297.50	3.19%
Suntrust Bank Senior Notes	11/16/2011	1,233,590.40	1,240,920.00	2.90%
United Parcel Service Inc	1/15/2013	1,037,880.00	1,031,540.00	4.36%
Verizon Global Corp	12/1/2010	2,990,512.00	2,935,408.00	6.91%
Wal Mart Stores	8/10/2009	3,701,945.78	3,532,762.80	6.67%
Wal Mart Stores	4/15/2013	670,294.80	689,617.60	4.12%
Walt Disney Co	12/1/2012	619,986.00	617,508.00	4.56%
Wells Fargo	6/21/2010	771,652.50	780,405.00	7.25%
Wells Fargo	8/9/2010	2,064,493.50	2,059,430.00	4.60%
Wells Fargo	12/9/2011	189,777.70	197,535.40	2.88%
Wells Fargo	1/31/2013	653,296.00	685,453.13	4.46%
World Savings Bank	12/15/2009	1,970,600.00	1,956,360.00	4.21%
Sub-total		96,768,837.25	95,634,393.16	

Variable Rate Notes

Allstate Life Global	2/26/2010	1,000,000.00	910,420.00	2.78%
American Express Credit Corp	6/19/2013	930,000.00	815,442.60	2.28%
American Honda Financial Corp	2/5/2010	1,230,000.00	1,216,912.80	3.26%
Bank New York Inc	2/5/2010	500,000.00	492,840.00	3.26%
Caterpillar Financial Services	2/8/2010	1,000,000.00	978,450.00	2.84%
Hewlett Packard Co	9/3/2009	1,325,000.00	1,316,268.25	2.62%
John Deere Capital Corp	2/26/2010	1,200,000.00	1,149,276.00	2.62%
JP Morgan Chase & Co	6/22/2010	1,750,000.00	1,701,875.00	1.56%
PNC Bank NA Pittsburgh	2/23/2009	575,000.00	575,384.68	3.73%

Orange County Transportation Authority
Portfolio Listing
As of December 31, 2008

PNC Bank NA Pittsburgh	8/5/2009	1,498,950.00	1,498,545.00	3.26%
UBS AG Stamford Medium Term Note	7/23/2009	2,000,000.00	1,989,687.50	3.82%
Wachovia Bank NA	12/2/2010	1,472,835.00	1,394,625.00	2.29%
<i>Sub-total</i>		<u>14,481,785.00</u>	<u>14,039,726.83</u>	

Mortgage And Asset-Back Securities

American Express Issuance Trust	1/18/2011	190,000.00	192,221.30	4.18%
American Honda Auto Lease Trust	1/15/2010	199,467.31	200,289.00	5.28%
American Honda Auto Lease Trust	10/15/2010	986,346.32	975,620.26	5.15%
American Honda Auto Lease Trust	1/23/2012	1,039,875.00	1,039,415.97	5.38%
Americredit Auto Receivable Trust	10/6/2010	75,449.06	75,416.09	5.11%
Bank of America Auto Trust	12/20/2010	1,455,000.00	1,470,141.00	5.27%
Caterpillar Financial Trust	5/25/2010	233,450.15	233,437.45	5.57%
Caterpillar Financial Trust	8/25/2011	494,687.50	496,296.75	5.66%
Citibank Credit Card Issuance	2/10/2011	4,979,275.00	4,997,562.00	4.85%
Citibank Credit Card Issuance	3/10/2011	997,343.75	999,443.50	5.87%
Citibank Credit Card Issuance	10/22/2012	313,094.06	323,402.39	4.94%
CNH Equipment Trust	8/16/2010	1,091,220.46	1,088,855.52	5.21%
FHLB Mortgage Pool	8/25/2009	939,606.42	964,887.32	4.05%
FHLB Mortgage Pool	11/25/2009	2,843,655.98	2,957,472.41	3.83%
FHLB Mortgage Pool	10/25/2010	5,559,822.88	5,621,787.62	4.67%
FHLMC Mortgage Pool	2/1/2009	639,601.76	636,349.89	4.49%
FHLMC Mortgage Pool	3/1/2009	355,557.74	352,287.84	4.49%
FHLMC Mortgage Pool	4/1/2009	2,384,293.15	2,385,677.82	3.99%
FHLMC Mortgage Pool	1/1/2010	1,397,872.10	1,436,270.90	4.00%
FHLMC Mortgage Pool	12/1/2010	1,232,136.64	1,252,459.90	
FHLMC Mortgage Pool	12/1/2010	1,196,640.83	1,218,691.86	
FHLMC Mortgage Pool	4/1/2011	1,484,756.50	1,507,601.17	5.40%
FHLMC Mortgage Pool	5/1/2011	3,681,420.52	3,645,349.24	4.51%
FHLMC Mortgage Pool	6/1/2011	3,242,642.03	3,250,195.33	3.99%
FHLMC Mortgage Pool	8/15/2011	3,744,769.46	3,822,010.81	5.15%
FHLMC Mortgage Pool	9/15/2011	2,312,945.03	2,358,652.56	5.27%
FHLMC Mortgage Pool	8/15/2012	6,028,125.00	6,064,143.00	4.45%
FNMA Mortgage Pool	1/1/2009	234.34	225.43	5.19%
FNMA Mortgage Pool	1/1/2009	458.28	440.86	5.78%
FNMA Mortgage Pool	6/25/2009	85,681.37	83,579.04	5.99%
FNMA Mortgage Pool	5/1/2010	1,510,008.96	1,559,414.77	4.49%
Ford Credit Auto Owner Trust	8/15/2011	3,127,851.56	2,976,603.08	5.57%
GE Capital Credit Card Master Trust	9/15/2012	3,039,843.75	2,925,948.90	5.20%
GS Auto Trust	12/15/2010	423,479.12	384,092.00	5.41%
GS Auto Trust	5/15/2011	55,839.40	42,719.18	2.65%
Harley-Davidson Motorcycle Trust	5/15/2012	46,827.56	49,468.24	3.22%
M&I Auto Trust	2/15/2011	585,442.91	588,515.84	4.93%
USAA Auto Owner Trust	2/15/2012	96,000.00	97,507.71	5.50%
USAA Auto Owner Trust	10/15/2012	130,200.00	133,269.05	4.87%
Volkswagen Auto Enhanced Trust	7/20/2012	114,298.75	115,597.03	4.74%
Wells Fargo Financial Auto Trust	5/15/2012	500,166.54	484,144.01	4.39%
World Omni Auto Trust	10/15/2010	155,616.42	155,543.21	5.01%
<i>Sub-total</i>		<u>58,971,003.61</u>	<u>59,163,007.25</u>	

Short-Term Portfolio - Total	\$	<u>734,499,449.06</u>	\$	<u>746,465,724.15</u>
-------------------------------------	-----------	------------------------------	-----------	------------------------------

**Orange County Transportation Authority
Portfolio Listing
As of December 31, 2008**

DEBT SERVICE RESERVE FUNDS

<u>Description</u>	<u>Maturity Date</u>	<u>Book Value</u>	<u>Required Amount</u>	<u>Yield</u>
<u>91 Express Lanes 2003 Refunding Bonds</u>	2030		24,022,092.96	
First American Treasury Obligations	N/A	24,022,092.96		0.58%
<u>91 Express Lanes 2003 Refunding Bonds - Operating & Maintenance Reserves</u>			12,295,306.43	
Operating Reserve - Bank of the West CD		3,214,418.63		1.65%
Maintenance Reserve - Bank of the West CD		9,080,887.80		1.65%
<u>Measure M Second Senior Sales Tax Bonds</u>			56,910,357.63	
<u>1992 Sales Tax Bonds -</u>	2011			
FSA GIC	2/15/2011	8,998,875.61		3.88%
Fidelity Funds Treasury I	N/A	6,232,457.71		0.60%
<u>1994 Sales Tax Bonds -</u>	2011			
CSFP Agmt - Various Treasury Securities		6,309,672.43		5.98%
Fidelity Funds Treasury I	N/A	6,863,670.73		0.60%
<u>1997 Sales Tax Bonds -</u>	2011			
FSA GIC	2/15/2011	1,249,542.82		3.88%
Fidelity Funds Treasury I	N/A	1,603,820.74		0.60%
<u>1998 Sales Tax Bonds -</u>	2011			
Fidelity Funds Treasury I		25,443,494.95		0.60%
<u>2001 Sales Tax Bonds -</u>	2011			
Fidelity Funds Treasury I	2/15/2011	6,867,391.37		0.60%
Debt Service Reserve Funds - Total		\$ 99,886,325.75		

	<u>Book Value</u>	<u>Market Value</u>
TOTAL PORTFOLIO	\$ 990,603,793.23	\$ 1,002,597,212.16

FFCB - Federal Farm Credit Banks
FHLB - Federal Home Loan Banks
FHLMC - Federal Home Loan Mortgage Corporation
FNMA - Federal National Mortgage Association
SLMA - Student Loan Marketing Association