



Measure M
Taxpayers Oversight Committee
at the Orange County Transportation Authority
600 S. Main Street, Orange CA, Room 154/155
April 26, 2011
6:00 p.m.
AGENDA



- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for February 8, 2011**
- 4. Chairman's Report**
- 5. Action Items**
 - A. Approve Quarterly Measure M Revenue & Expenditure Report
- 6. Presentation Items**
 - A. Project T Update
 - ARTIC
 - High Speed RailPresentation – Jennifer Bergener, Program Manager, Rail Facilities
 - B. M2 Freeway Environmental Mitigation Program Update
Presentation – Dan Phu, Project Manager, M2 Environmental Mitigation Program
 - C. Combined Transportation Funding Programs (CTFP) Semi-Annual Review
Presentation – Kia Mortazavi, Executive Director, Planning
- 7. Annual Eligibility Review Subcommittee Report**
- 8. Audit Subcommittee Report**
- 9. Committee Member Reports**
- 10. OCTA Staff Update**
- 11. Public Comments***
- 12. Adjournment**

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

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

Measure M Taxpayers Oversight Committee

**February 8, 2011
Meeting Minutes**

Committee Members Present:

David Sundstrom, County Auditor-Controller, Co-Chairman
Richard Egan, First District Representative
Diana Hardy, First District Representative
Howard Mirowitz, Second District Representative, Co-Chairman
Dowling Tsai, Third District Representative
Edgar Wylie, Third District Representative
Gregory Pate, Fourth District Representative
John Stammen, Fourth District Representative
James Kelly, Fifth District Representative
Tony Rouff, Fifth District Representative

Committee Member(s) Absent:

Anh-Tuan Le, Second District Representative

Orange County Transportation Authority Staff Present:

Will Kempton, Chief Executive Officer
Ellen Burton, Executive Director, External Affairs
Kia Mortazavi, Executive Director, Planning
Andy Oftelie, Deputy Director, Finance and Administration
Ken Phipps, Executive Director of Finance and Administration
Alice Rogan, Community Relations Officer
Janet Sutter, Interim Director, Internal Audit

Member of the Public

Jane Reifer
Wayne King

1. Welcome

Co-Chairman Howard Mirowitz began the meeting at 6:00 p.m. and welcomed everyone. The Taxpayers Oversight Committee (TOC) members each introduced themselves. Co-Chairman Mirowitz gave an overview and history of the M1 and M2 sales tax initiative.

2. Pledge of Allegiance

Omitted

3. ANNUAL MEASURE M PUBLIC HEARING

a. Overview of Taxpayers Oversight Committee

Co-Chairman Howard Mirowitz outlined the workings of the TOC.

b. Review of the 2010 Taxpayers Oversight Committee Actions

Co-Chairman David Sundstrom reported on the key activities of the TOC during 2010.

c. Local Eligibility Subcommittee Report

Edgar Wylie, Chairman of the Annual Eligibility Review Subcommittee (AER), reviewed the duties of the AER and reported on the major actions of the Subcommittee during 2010.

d. Audit Subcommittee Report

As Chairman of the Audit Subcommittee, Co-Chairman David Sundstrom reviewed the duties of the Audit Subcommittee and reported on the major actions of the Subcommittee during 2010.

e. Public Comments

Wayne King from Roads Work Best, said he was there to speak to money allocated to the Anaheim Regional Transportation Intermodal Center (ARTIC) which would serve High Speed Rail. He alleged it was very unlikely High Speed Rail would ever come to Anaheim and if it does it would be 20 or 30 years from now. He suggested the money allocated to this plan under "Project T" in the M2 Plan be moved to someplace else. The \$99 million could be better spent on other projects.

Co-Chairman David Sundstrom said because of Brown Act restrictions the TOC could not respond to Mr. King but he will be addressing this in his Chairman's Report at the TOC regular meeting following the Public Hearing.

f. Adjournment of the Public Hearing

Co-Chairman David Sundstrom adjourned the Annual Measure M Public Hearing at 6:25 p.m.

4. Approval of Minutes/Attendance Report for December 14, 2010

A motion was made by Edgar Wylie, seconded by Richard Egan and carried unanimously to approve the December 14, 2010 TOC minutes and attendance report.

5. Chairman's Report

Chairman David Sundstrom said he had been made aware of potential problems and/or issues with the High Speed Rail project. He thought Wayne King's concerns may be well founded. He requested this item be agendaized for the next TOC meeting.

6. Action Items

A. Measure M1 Revenue and Expenditure Quarterly Report (December 2010)

A motion was made by Howard Mirowitz, seconded by Edgar Wylie and carried unanimously to receive and file the Measure M1 Revenue and Expenditure Quarterly Report (December 2010).

B. M2 Revenue and Expenditure Annual Report (June 2010)

A motion was made by Edgar Wylie, seconded by Gregory Pate and carried unanimously to receive and file M2 Revenue and Expenditure Annual Report (June 2010).

C. Annual Hearing Follow-up and Compliance Findings

As a result of the February 8, 2011 Annual Public Hearing, Co-Chairman David Sundstrom presented a draft letter from the TOC to the OCTA Board of Directors finding OCTA in compliance and proceeding in accordance with the M1 and M2 Plan.

Alice Rogan presented additional public comments obtained from the TOC Website. Most of these comments were requesting more money for bus transit.

Richard Egan suggested next year he would like to see how long the people stay on the Website so he could know if they are really paying attention to OCTA.

Co-Chairman David Sundstrom said he wrote a letter to the editorial section of the Orange County Register announcing the Public Hearing and indicating the public's comments are welcome at the meeting, but the letter was not published by the newspaper.

A motion was made by John Stammen, seconded by Gregory Pate and carried unanimously to approve the letter to the OCTA Board finding OCTA in compliance with the M1 and M2 plan for 2010.

Co-Chairman David Sundstrom said given all the opportunities provided to people to respond to the TOC on the how Measure M is working, he is not unduly upset so few people attend the Annual Public Hearing. It just means everyone is doing a good job.

7. Presentation Items

A. M2 Local Agency Expenditure Report

Andy Oftelie gave an overview of the new M2 requirement to receive M2 funds. All local agencies are now required to submit each year an Annual Expenditure Report accounting for the use of M2 net revenue. The M2 Ordinance specifically requires reporting on starting and ending balances, use of interest earning, use of developer fees, and funds used to satisfy their local maintenance of effort requirements. This report is due six months after to local agencies fiscal year.

James Kelly suggested wording changes in the last part of the draft letter going to the local agencies from the TOC.

Co-Chairman David Sundstrom asked if the annual audit managers could be asked to include this as part of the "agreed upon procedures." Andy Oftelie said yes, the local agencies have been told the Local Agencies Expenditure Reports would go to the TOC.

8. Committee Member Reports

James Kelly reported on the recent activities of the M2 Environmental Oversight Committee (EOC). All property appraisals have been completed and the EOC is in the process of allocating funds and making offers on three properties.

James Kelly questioned an agreed upon procedure in the City of Tustin's audit report. He questioned their \$50,000 allocation to administrative overhead. The City said this was an error and agreed to reimburse OCTA. He was wondering if they ever explained their methodology. Janet Sutter said the auditor's report from Mayor Hoffman's office basically said there was no methodology behind the charge. This is why they agreed to reimburse. James Kelly suggested this was something the TOC should be concerned with. Janet Sutter said she agreed and would follow-up with the Audit Subcommittee.

Richard Egan asked if indirect charges are acceptable or not and are guidelines given? Janet Sutter said it is acceptable to have indirect charges but there must be a cost allocation methodology behind it; Measure M does not dictate a methodology.

Co-Chairman David Sundstrom asked who signs the audits and do they certify the audit. Janet Sutter said typically the Director of Finance signs a management letter for the audit. Co-Chairman Sundstrom suggested that maybe the City should be required to certify the accuracy of the Expenditure Reports that will be required starting this year. Andy Oftelie agreed to include a certification of this Report.

9. OCTA Staff Update

Wil Kempton reported on the State Budget. The big question from the transportation agency's perspective is what will happen to the Gas Tax Swap. The Governor's

budget does propose reinstating the Gas Tax Swap. OCTA supports this because it includes an increase in the sales tax on diesel fuel which would provide money for the State Transit Assistance Program. State Transit Assistance Program dollars are needed to support the transit program. If this does not pass it could mean serious cuts to some programs.

Wil Kempton congratulated the TOC on the great job they were doing noting they were part of why Measure M is so successful. People voted for Measure M because they got what they paid for with the first Measure M and the TOC is part of that. The Annual Hearing would be packed if there was any sense the Measure M dollars were being misspent.

Tony Rouff said on January 31, he attended a public information meeting in San Clemente on the proposed extension of HOV lanes. He reported there was a great deal of interest for this project.

Co-Chairman Howard Mirowitz reported he believed the challenge going forward will be the I-405 project and the public's perception of what Measure M is delivering versus what was promised.

Co-Chairman David Sundstrom reported the new auditor selection is moving forward and there were a number of firms submitting proposals. Richard Egan and Howard Mirowitz will be sitting on the selection panel and Jim Kelley and Greg Pate have also volunteered to review the proposals.

Alice Rogan suggested the TOC keep the "Give Us Your Feedback" tab on the TOC OCTA Website year round, it seems to be a very useful tool.

Alice Rogan reported on the start of the new member recruitment, there will be vacancies in the Second District and Third District.

James Kelley asked if anyone had information on the Lehman Brothers issue. He would like to know if there was a big concern and how much money is at risk? Ken Phipps said the SWAPs were on the SR-91 so it is not a Measure M issue. There is a hedge issue of \$100 million of variable element on the 91 Express Lanes. This concerned the Lehman Brothers bankruptcy which is non functional. OCTA has a private placement with the County for two years and is exploring ways to resolve the SWAP.

Co-Chairman Howard Mirowitz asked about the payment. Ken Phipps said the net is an expense to us. It is being recognized on the books but the funds are not being released.

Wil Kempton talked about the OCTA's complete transparency regarding employee compensation.

10. Public Comments

There were no further Public Comments

11. Adjournment

The Measure M Taxpayers Oversight Committee meeting adjourned at 7:20 p.m.
The next meeting will be April 12, 2011.

Taxpayers Oversight Committee

Fiscal Year 2010-2011

Attendance Record



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

Meeting Date	13-Jul	10-Aug	14-Sep	19-Oct	9-Nov	14-Dec	11-Jan	8-Feb	8-Mar	12-Apr	10-May	14-Jun
Richard Egan		X		E		X		X				
Diana Hardy		X		E		X		X				
James Kelly		X		X		X		X				
Anh-Tuan Le		X		E		X		*				
Howard Mirowitz		X		X		X		X				
Gregory Pate		E		E		E		X				
Tony Rouff		X		X		X		X				
John Stammen		X		X		X		X				
David Sundstrom		X		X		X		X				
Dowling Tsai		X		X		X		X				
Edgar Wylie		X		X		X		X				

Absences Pending Approval

<u>Meeting Date</u>	<u>Name</u>	<u>Reason</u>
February 8, 2010	Anh-Tuan Le	Out of town

Action Items

Measure M1
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of March 31, 2011

(\$ in thousands)	Quarter Ended Mar 31, 2011	Year to Date Mar 31, 2011	Period from Inception to Mar 31, 2011
	(A)		(B)
Revenues:			
Sales taxes	\$ 60,231	\$ 173,334	\$ 4,002,136
Other agencies share of Measure M costs			
Project related	28,533	31,334	438,122
Non-project related	-	-	614
Interest:			
Operating:			
Project related	-	-	1,052
Non-project related	1,988	6,267	262,500
Bond proceeds	-	-	136,067
Debt service	(47)	425	82,054
Commercial paper	-	-	6,072
Orange County bankruptcy recovery	-	-	42,268
Capital grants	2,858	2,858	161,106
Right-of-way leases	130	293	5,438
Proceeds on sale of assets held for resale	-	-	24,575
Miscellaneous:			
Project related	-	-	26
Non-project related	-	-	775
Total revenues	93,693	214,511	5,162,805
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	681	2,043	56,326
Professional services:			
Project related	1,843	4,805	194,057
Non-project related	501	1,030	33,177
Administration costs:			
Project related	412	1,276	20,684
Non-project related	3,323	6,661	90,469
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	47	101	1,630
Non-project related	71	170	15,904
Payments to local agencies:			
Turnback	13,077	23,283	585,728
Other	15,793	28,376	736,288
Capital outlay	13,193	22,996	2,039,724
Debt service:			
Principal payments on long-term debt	82,795	82,795	1,003,955
Interest on long-term debt and commercial paper	2,307	4,623	561,545
Total expenditures	134,043	178,159	5,418,105
Excess (deficiency) of revenues over (under) expenditures	(40,350)	36,352	(255,300)
Other financing sources (uses):			
Transfers out:			
Project related	(117,438)	(126,037)	(380,701)
Non-project related	-	-	(5,116)
Transfers in project related	-	-	1,829
Bond proceeds	-	-	1,169,999
Advance refunding escrow	-	-	(931)
Payment to refunded bond escrow agent	-	-	(152,930)
Total other financing sources (uses)	(117,438)	(126,037)	632,150
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$ (157,788)	\$ (89,685)	\$ 376,850

See accompanying notes to Measure M Schedules

Measure M1
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of March 31, 2011

(\$ in thousands)	Quarter Ended Mar 31, 2011 (actual)	Year Ended Mar 31, 2011 (actual)	Period from Inception through Mar 31, 2011 (actual)	Period from April 1, 2011 forward (forecast)	Total
	(C.1)	(D.1)	(E.1)	(F.1)	
Tax revenues:					
Sales taxes	\$ 60,231	\$ 173,334	\$ 4,002,136	\$ -	\$ 4,002,136
Other agencies share of Measure M costs	-	-	614	-	614
Operating interest	1,988	6,267	262,500	5,184	267,684
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous, non-project related	-	-	775	-	775
Total tax revenues	62,219	179,601	4,286,708	5,184	4,291,892
Administrative expenditures:					
SBOE fees	681	2,043	56,326	-	56,326
Professional services, non-project related	501	1,030	24,316	398	24,714
Administration costs, non-project related	3,323	6,661	90,469	2,601	93,070
Operating transfer out, non-project related	-	-	5,116	-	5,116
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	71	170	6,804	311	7,115
	4,576	9,904	212,823	3,310	216,133
Net tax revenues	\$ 57,643	\$ 169,697	\$ 4,073,885	\$ 1,874	\$ 4,075,759
	(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	(47)	425	82,054	-	82,054
Interest revenue from commercial paper	-	-	6,072	-	6,072
Orange County bankruptcy recovery	-	-	21,585	-	21,585
Total bond revenues	(47)	425	1,415,777	-	1,415,777
Financing expenditures and uses:					
Professional services, non-project related	-	-	8,861	-	8,861
Payment to refunded bond escrow	-	-	153,861	-	153,861
Bond debt principal	82,795	82,795	1,003,955	-	1,003,955
Bond debt interest expense	2,307	4,623	561,545	-	561,545
Orange County bankruptcy loss	-	-	48,826	-	48,826
Other, non-project related	-	-	9,100	-	9,100
Total financing expenditures and uses	85,102	87,418	1,786,148	-	1,786,148
Net bond revenues (debt service)	\$ (85,149)	\$ (86,993)	\$ (370,371)	\$ -	\$ (370,371)

See accompanying notes to Measure M Schedules

Measure M1
Schedule of Revenues and Expenditures Summary
as of March 31, 2011

Project Description	Net Tax Revenues Program to date		Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance		Expenditures through Mar 31, 2011 (N)	Reimbursements through Mar 31, 2011 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
	Actual (H)					Total Net Tax Revenues to Est at Completion (L)	Project Budget to Est at Completion (M)				
Freeways (43%)											
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 982,313	\$	982,766	\$ 810,010	\$ 789,022	\$ 193,744	\$ 20,988	\$ 869,689	\$ 85,574	\$ 784,115	96.8%
I-5 between I-5/I-405 Interchange and San Clemente	68,749		68,780	57,836	59,936	8,844	(2,100)	70,294	10,358	59,936	103.6%
I-5/I-405 Interchange	87,258		87,298	72,802	73,075	14,223	(273)	98,157	25,082	73,075	100.4%
SR-55 (Costa Mesa Fwy) between I-5 and SR-91 (Riverside Fwy)	58,172		58,199	44,511	49,349	8,850	(4,838)	55,514	6,172	49,342	110.9%
SR-57 (Orange Fwy) between I-5 and Lambert Road	29,086		29,099	24,128	22,758	6,341	1,370	25,617	2,859	22,758	94.3%
SR-91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	125,599		125,656	116,136	105,389	20,267	10,747	123,995	18,606	105,389	90.7%
SR-22 (Garden Grove Fwy) between SR-55 and Valley View St.	400,594		400,778	313,297	310,943	89,835	2,354	621,148	317,873	303,275	96.8%
Subtotal Projects											
Net (Bond Revenue)/Debt Service	1,751,771		1,752,576	1,438,720	1,410,472	342,104	28,248	1,864,414	466,524	1,397,890	
Total Freeways											
\$	1,751,771	\$	1,752,576	\$ 1,750,387	\$ 1,722,139	\$ 30,437	\$ 28,248	\$ 2,176,081	\$ 466,524	\$ 1,709,557	46.2%
Regional Street and Road Projects (11%)											
Smart Streets	\$ 153,644	\$	153,714	\$ 151,307	\$ 151,307	\$ 2,407	\$ -	\$ 169,435	\$ 11,739	\$ 157,696	104.2%
Regionally Significant Interchanges	89,625		89,667	89,667	89,667	-	-	65,175	146	65,029	72.5%
Intersection Improvement Program	128,036		128,095	128,095	128,095	-	-	96,477	214	96,263	75.1%
Traffic Signal Coordination	64,018		64,048	64,048	64,048	-	-	58,489	1,312	57,177	89.3%
Transportation Systems Management and Transportation Demand Management	12,804		12,810	12,810	12,810	-	-	7,952	149	7,803	60.9%
Subtotal Projects											
Net (Bond Revenue)/Debt Service	448,127		448,334	445,927	445,927	2,407	-	397,528	13,560	383,968	
Total Regional Street and Road Projects											
\$	448,127	\$	448,334	\$ 448,334	\$ 448,334	\$ -	\$ -	\$ 399,935	\$ 13,560	\$ 386,375	10.5%

Measure M1
Schedule of Revenues and Expenditures Summary
as of March 31, 2011

Project Description (G)	Net Tax Revenues Program to date (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Mar 31, 2011 (N)	Reimbursements through Mar 31, 2011 (O)	Project Cost (P)	Percent of Budget Expended (Q)
Local Street and Road Projects (21%)										
(\$ in thousands)										
Master Plan of Arterial Highway Improvements	\$ 163,236	\$ 163,357	\$ 163,357	\$ 163,357	\$ -	\$ -	\$ 112,846	\$ 99	\$ 112,747	69.0%
Streets and Roads Maintenance and Road Improvements	592,280	592,553	592,553	592,553	-	-	585,744	-	585,744	98.9%
Growth Management Area Improvements	100,000	100,000	100,000	100,000	-	-	86,140	431	85,709	85.7%
Subtotal Projects	855,516	855,910	855,910	855,910	-	-	784,730	530	784,200	
Net (Bond Revenue)/Debt Service										
Total Local Street and Road Projects	\$ 855,516	\$ 855,910	\$ 855,910	\$ 855,910	\$ -	\$ -	\$ 784,730	\$ 530	\$ 784,200	21.2%
Transit Projects (25%)										
Pacific Electric Right-of-Way	\$ 19,712	\$ 19,721	\$ 15,000	\$ 14,000	\$ 5,721	\$ 1,000	\$ 16,839	\$ 2,941	\$ 13,898	92.7%
Commuter Rail	367,676	367,854	352,681	361,330	6,524	(8,649)	411,438	60,805	350,633	99.4%
High-Technology Advanced Rail Transit	446,813	447,019	428,581	440,688	6,331	(12,107)	301,208	51,023	250,185	58.4%
Elderly and Handicapped Fare Stabilization	20,000	20,000	20,000	20,000	-	-	20,000	-	20,000	100.0%
Transitways	164,270	164,345	146,381	126,625	37,720	19,756	162,655	36,765	125,890	86.0%
Subtotal Projects	1,018,471	1,018,939	962,643	962,643	56,296	-	912,140	151,534	760,606	
Net (Bond Revenue)/Debt Service			56,296	56,296	(56,296)	-	56,296		56,296	
Total Transit Projects	\$ 1,018,471	\$ 1,018,939	\$ 1,018,939	\$ 1,018,939	\$ -	\$ -	\$ 968,436	\$ 151,534	\$ 816,902	22.1%
Total Measure M Program										
	\$ 4,073,885	\$ 4,075,759	\$ 4,073,570	\$ 4,045,322	\$ 30,437	\$ 28,248	\$ 4,329,182	\$ 632,148	\$ 3,697,034	

See accompanying notes to Measure M Schedules

Presentation Items



BOARD COMMITTEE TRANSMITTAL

February 14, 2011

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board *WK*
Subject: Anaheim Regional Transportation Intermodal Center Project Update

Transit Committee Meeting of January 13, 2011

Present: Directors Dalton, Glaab, Nguyen, Pulido, and Tait
Absent: Director Winterbottom

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations *(reflects change from staff recommendation)*

- A. Record Committee's support of the ARTIC project.
- B. Direct General Counsel to develop amended language for the Project T guidelines; return said guidelines to the Transit Committee at their meeting in February, then to full Board.

Note: The funding for ARTIC is comprised of Federal, State and both existing and renewed Measure M. The renewed Measure M funds are comprised of revenues from Projects R and T, \$17,600,000 and \$81.6 million, respectively, for a total \$99.2 million of renewed Measure M.



January 13, 2011

To: Transit Committee

From: Will Kempton, Chief Executive Officer

Subject: Anaheim Regional Transportation Intermodal Center Project Update

Overview

Over the past several years, the Orange County Transportation Authority Board of Directors has taken several actions to approve the development and advancement of the Anaheim Regional Transportation Intermodal Center. This facility will serve existing Amtrak and Metrolink rail services and Orange County Transportation Authority bus services, as well as allow for the future planned expansion of these services and integration of new services, including high-speed rail and the Anaheim Rapid Connection. The City of Anaheim is currently underway with the environmental clearance and design efforts for the project. This report provides a brief history of the project and an update on the current status.

Recommendation

Receive and file as an information item.

Background

The City of Anaheim (City) and the Orange County Transportation Authority (OCTA) have been working cooperatively on the development of the Anaheim Regional Transportation Intermodal Center (ARTIC) since 2005. Numerous steps have been taken in the development of this project. A chronological listing of past actions by the OCTA Board of Directors (Board) related to ARTIC is provided in Attachment A.

Beginning in 2005, OCTA and the City executed a memorandum of understanding to guide the planning and development of a future multimodal transit center. Then in 2006, OCTA purchased 13.5 acres of land for a future facility to accommodate planned and anticipated transit growth and the future convergence of multiple transit services. The existing station is not easily

accessible from the surrounding arterials (Katella Avenue) and is further constrained by event traffic which prevents OCTA bus service from servicing the station directly and impacts passengers driving to the station. There is limited ability to expand the existing station due to parking capacity constraints associated with the Angel Stadium of Anaheim leaseholders. The ARTIC location provides direct access to Katella Avenue and is immediately adjacent to the railroad right-of-way and the existing station. The ARTIC site will also allow for future expansion to accommodate continued growth and potential public-private partnerships and other private investment to offset the ongoing operations and maintenance, as well as to provide a return on the initial investment.

In late 2007, OCTA took two significant actions to advance the development of ARTIC. First, the Board approved the ARTIC project concept report which included a three-phase 20-year development approach to ARTIC to include the fully integrated multimodal transit facility as the initial phase, to be followed by expansion of the transit center and future development, including private sector investment on the site as part of phases 2 and 3. The second action was to fund the early project development activities through Cooperative Agreement No. C-7-1288 with the City.

In 2009, the City successfully competed for and secured funding through the Measure M2 Regional Gateways Program (Project T). Project T provides funding to implement the local improvements necessary to connect planned future high-speed rail systems to stations on the Orange County Metrolink route. The program aims to upgrade station infrastructure (signal improvements, platform lengths, trackwork, etc.), expand stations for regional travel, and modify stations for improved access to other transportation systems such as bus and shuttle services that may evolve from the OCTA Go Local Program. Project T also aims to provide key connections to the State of California's 800-mile High-Speed Rail (HSR) project which designates the City as the southern terminus.

The ARTIC is anticipated to serve as an intermodal hub for existing transit services, including Amtrak, Metrolink, and OCTA buses, as well as the future expansion of these services, (including the planned Metrolink Service Expansion Program), future bus rapid transit service, local and international buses, shuttles, bicycles, pedestrians, the Anaheim Rapid Connection, HSR, and the proposed California to Nevada Maglev which is planned from ARTIC to the Ontario International Airport and on to Las Vegas, Nevada. Through this co-location of multiple transit services in an area adjacent to major activity centers and dense commercial and residential communities, the ARTIC

provides the opportunity for many to leave cars behind and travel to and from the area surrounding it.

Discussion

There are numerous activities underway with the implementation of ARTIC. The ARTIC project is currently in the environmental clearance and design phase.

Environmental Status

In November 2008, Cooperative Agreement No. C-8-1118 with the City stipulated that OCTA was to be the lead agency responsible for the environmental clearance of ARTIC, and the City was to be responsible for the design, construction, and operations and maintenance of the facility. In November 2009, OCTA and the City mutually agreed the project would be more efficiently completed by the City assuming lead responsibility for the entire project. OCTA would continue to have an active role in project oversight and the review and approval of the transportation elements, specifically the operational functionality and efficiency of ARTIC. These redefined roles and responsibilities were defined and agreed to in Cooperative Agreement Nos. C-9-0802 and C-9-0821.

The City Council certified the California Environmental Quality Act Environmental Impact Report (EIR) in November 2010. This certification provides the clearance necessary to achieve the Notice of Determination (NOD). The National Environmental Policy Act Environmental Assessment (EA) prepared on behalf of the Federal Transit Administration is currently under review with that agency. A Finding of No Significant Impact (FONSI) and NOD for the project is anticipated in February 2011.

Design Status

In May 2009, the City procured and awarded the architectural and engineering design contract to Parsons Brinckerhoff/HOK and subsequently awarded contracts to Anaheim Gateway Partners (a joint venture of STV, Inc., Harris & Associates, and Tishman) and Kleinfelder, Inc., for program management and environmental clearance components, respectively.

The City has also made significant progress on the design of ARTIC. To achieve this progress, the City has worked concurrently with all transportation service providers, including Amtrak, HSR, Metrolink, and OCTA to ensure that the needs of every provider are met in the ARTIC facility. Design is currently at 15 percent.

HSR Integration

The ARTIC is currently planned as the southern terminus for the future HSR. Although the first significant development of that system will occur in California's Central Valley, the implementing legislation for the Proposition 1A funds call for the HSR to be fully implemented by 2020, including its connection to Southern California, terminating in the City.

The City's design team has coordinated extensively with the HSR project team. The teams have been working to resolve issues regarding the size and location of necessary parking, location of a maintenance facility, accommodating the track and platforms within the constraints of the existing site, and minimizing the impacts of the alignment options. Through this coordinated effort, the design teams have identified components needed for HSR in the future to integrate seamlessly with ARTIC. The HSR team has developed a conceptual project layout that allows HSR to access the ARTIC site directly without impacting the existing State Route 57 Freeway overpass. The project teams will continue to work towards resolving the remaining issues surrounding layout and location of necessary infrastructure within the existing site and location of potential expansion of terminal space, as well as locations for a maintenance facility and adequate parking. These are significant issues that remain and will require a very coordinated effort between the City and HSR teams. This coordinated effort will ensure that any design elements implemented in the short term for ARTIC will not need to be removed to accommodate HSR in the future, thereby eliminating duplication and waste. The HSR concept alternatives are subject to change and are very preliminary at this stage of the HSR environmental clearance process.

Every aspect of ARTIC has been planned so that the project has independent utility and ARTIC will function independently of any other project, including that of the HSR project, while still serving the existing needs and maintaining the ability to accommodate future growth and expansion. The ARTIC project has undergone independent environmental analysis; in fact, coordination has ensured that any impacts associated with ARTIC were analyzed in the ARTIC EA/EIR independently from impacts associated with the HSR project which are analyzed in the HSR environmental document.

Funding

The first phase of the ARTIC project is currently fully funded through a combination of federal, state, and local funding sources as outlined in the table below. The project budget of \$183.8 million includes the terminal building

track/platform work, replacement of the railroad bridge over Douglass Road, bus facilities, roadway improvements, and parking. The State Transportation Improvement Program (STIP) funding has specific requirements for timely use and has been requested for allocation at the January 2011 California Transportation Commission meeting. The City is currently underway with a Request for Qualifications (RFQ) to secure a qualified contractor for the ARTIC terminal shell and enclosure. The award of this contract will meet the timely use requirements for the STIP funds, ensuring consistency with program requirements.

Funding Source	Amount (millions)
Measure M2 - Project T Bond Proceeds	\$ 99.2
Measure M - Transit Revenue	\$ 44.6
2008 State Transportation Improvement Program	\$ 29.2
Federal Earmark	\$ 3.2
Federal Transit Administration	\$ 7.6
TOTAL	\$ 183.8

Future HSR funding will be required to fully connect HSR to ARTIC. It is anticipated that future funding will be state or federal.

Next Steps

OCTA is planning to negotiate and execute a long-term lease agreement with the City for 13.5 acres of land owned by OCTA. The City's current schedule calls for the procurement of a general contractor starting construction in 2011. The ARTIC construction is planned to be complete and the new station operational in 2013. OCTA will continue to work in close coordination with the City and other project stakeholders to ensure the multimodal transit center is highly functional and operationally efficient for current and planned services.


Summary

The ARTIC project has made numerous accomplishments in project development, including achieving a consensus on the conceptual design and the pending FONSI/NOD for the EA/EIR. In the coming months, the ARTIC project will continue to proceed with development activities, including the RFQ process to secure a qualified contractor for the terminal shell and enclosure, execution of a long-term lease agreement between OCTA and City, as well as final environmental clearance.

Attachment

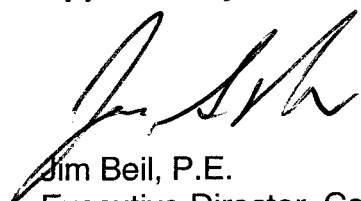
- A. Chronological Listing of Past Actions by the Orange County Transportation Authority Board of Directors on the Anaheim Regional Transportation Intermodal Center Project

Prepared by:



Jennifer Bergener
Director, Rail Programs
(714) 560-5462

Approved by:



Jim Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

Chronological Listing of Past Actions by the Orange County Transportation Authority Board of Directors on the Anaheim Regional Transportation Intermodal Center Project

The table below presents a timeline of the activities that have occurred to date for the ARTIC project. Shaded items are specifically related to Project T.

Date	Item	Key Action/Notes
October 14, 2005	Board of Directors (Board) Approved Five-Year Program	<ul style="list-style-type: none"> • Component of program to invest in gateways to regional rail to interconnect Metrolink to many modes (Phase 1 of ARTIC).
November 14, 2005	ARTIC Memorandum of Understanding (MOU)	<ul style="list-style-type: none"> • MOU for joint development of ARTIC. MOU prepared to outline initial cooperative effort for development of a site for transit use and established that funding, planning, design, construction, and operation details of ARTIC will be finalized at later date.
November 28, 2005	Board Approved Funding Strategy for Five-Year Program	<ul style="list-style-type: none"> • OCTA Board approved \$1.45 billion for five-year plan to improve freeways, streets, and transit service throughout Orange County. The nearly \$1.5 billion plan will pay for a wide variety of projects (including approximately \$60 million for ARTIC).
February 14, 2006	Board Approved List of Federal Transportation Appropriations Projects	<ul style="list-style-type: none"> • OCTA Board approved a recommended list of transportation projects to be submitted for fiscal year 2007 federal appropriations process. Each year, Congressional members submit a list of projects to be considered for federal funding. This year, the OCTA Board approved 14 projects for consideration. • ARTIC was one of the 14 projects included for consideration.
August 28, 2006	Board Approved Purchase of ARTIC Site	<ul style="list-style-type: none"> • OCTA Board approved spending \$32.5 million to purchase a 13.5-acre parcel owned by the County of Orange to make way for the future development of ARTIC. • The parcel is located adjacent to the OCTA-owned railroad right-of-way near Katella Avenue and Douglass Road, within walking distance of the Angel Stadium of Anaheim and Honda Center, formerly the Arrowhead Pond of Anaheim. The \$32.5 million purchase agreement includes \$10 million to compensate the County of Orange for relocation expenses. • The land purchase makes way for development of ARTIC. The facility is expected to become Orange County's primary transportation center and one of the largest transportation hubs in California, serving up to 35,000 riders a day by 2020. ARTIC will house everything from expanded Amtrak and Metrolink service to high-speed rail, including the possibility of magnetically-levitated trains. ARTIC also will serve as a center for OCTA's bus system, providing links to both conventional OCTA routes and limited-stop bus rapid transit service.

Date	Item	Key Action/Notes
March 12, 2007	ARTIC Update	<ul style="list-style-type: none"> • Update on the transit needs assessment and technical studies underway to support Phase 1 of ARTIC. • Board directed staff to identify roles and responsibilities pursuant to the MOU between the City of Anaheim (City) and OCTA.
April 9, 2007	Federal Legislative Status Report	<ul style="list-style-type: none"> • Authorized Chief Executive Officer to file grant applications with the Federal Transit Administration to seek discretionary funding for ARTIC.
May 29, 2007	ARTIC Project Concept Report	<ul style="list-style-type: none"> • Approved the ARTIC project concept report, including a three-phase 20-year development strategy. Permitted staff to move forward with development of the project definition report. • Directed staff to assess interest from private sector investment in ARTIC.
August 13, 2007	ARTIC Public/Private Partnership	<ul style="list-style-type: none"> • Update to Board on opportunities for public/private financing partnerships for ARTIC project.
October 5, 2007	Guiding Principles for ARTIC	<ul style="list-style-type: none"> • Adopted a set of guiding principles: <ul style="list-style-type: none"> ○ OCTA and City will collaborate in planning for the 15-acre site ○ ARTIC will be used as a multi-modal transit facility ○ Private sector participation should be included to offset public expense ○ As major landowner, OCTA will have oversight and approval responsibilities regarding anything that affects financial performance of the site ○ City will function as lead for private sector solicitation process and development of the site plan. OCTA will fund such duties as identified in a cooperative agreement with the City
December 10, 2007	Cooperative Agreement No. C-7-1288 with City for ARTIC Development	<ul style="list-style-type: none"> • Authorized agreement for \$1,535,250 to City for ARTIC project development activities based upon the guiding principles approved by the OCTA Board on October 5, 2007.
January 28, 2008	Fiscal Year 2009 Transportation Appropriations Project List	<ul style="list-style-type: none"> • Work with City to establish ARTIC as one of the top fiscal year 2009 appropriations requests with Senator Feinstein's office (among Bristol Street widening and North Orange County grade separation projects).
September 22, 2008	Measure M2 (M2) Transit Funding Program Guidelines	<ul style="list-style-type: none"> • Requested Board direction on the development of the framework and competitive scoring criteria for M2 Project T (Convert Metrolink Stations to Regional Gateways).

Date	Item	Key Action/Notes
November 10, 2008	Cooperative Agreement No. C-8-1118 with City ARTIC and Project Description	<ul style="list-style-type: none"> • Approved the ARTIC project description which further refined the three-phase project development approach. • Authorized Cooperative Agreement No. C-8-118 with City to define roles and responsibilities: <ul style="list-style-type: none"> ◦ OCTA Roles: Lead agency for rail-related planning; Obtain full environmental clearance for station; Provide funding opportunities through eligible sources; Make available for lease the 13.5 acre site owned by OCTA to the developer; Retain oversight for all transit center activities ◦ City Roles: Conduct all procurement-related activities; Enter into agreement with a developer to fund and implement all non-transit-related improvements and own and operate the station; Serve as lead agency for all post transit center environmental activities; Make available for lease the 2.2 acre site owned by the City to the developer
November 24, 2008	M2 Transit Funding Program Guidelines	<ul style="list-style-type: none"> • Requested further Board direction on the development of the framework and competitive scoring criteria for M2 Project T (Convert Metrolink Stations to Regional Gateways).
January 26, 2009	M2 Project T Funding Guidelines	<ul style="list-style-type: none"> • Board approved Project T (Convert Metrolink Stations to Regional Gateway) funding program guidelines and scoring criteria. • Board directed staff to issue a call for projects and return with programming recommendations in March 2009.
February 9, 2009	ARTIC Update and Consultant Selection for Environmental Clearance	<ul style="list-style-type: none"> • OCTA Board selected the firm of Jones & Stokes Associates, Inc., in an amount not to exceed \$2,900,000, for environmental clearance and associated advanced conceptual design for ARTIC.
February 20, 2009	M2 Project T Funding Grant Application from City	<ul style="list-style-type: none"> • Application from City requesting Project T funds to complete Phase 1 of the ARTIC project (initial transit center facility).
Marh 23, 2009	M2 Project T Funding Recommendations	<ul style="list-style-type: none"> • Approved funding allocations for the cities of Anaheim, Fullerton, Irvine, and Santa Ana for respective station projects. • Directed staff to return with funding agreements with each local agency.
April 27, 2009	Funding for Metrolink Stations in Cities of Anaheim, Fullerton, Irvine, and Santa Ana	<ul style="list-style-type: none"> • Approved funding allocations for City using Measure M (M1), M2, and 2008 State Transportation Improvement Program (STIP) funds. • Approved funding allocations for cities of Fullerton, Irvine, and Santa Ana using federal and M1 funds. • Directed staff to return with funding agreements with each local agency.

Date	Item	Key Action/Notes
May 22, 2009	Cooperative Agreement No. C-9-0448 with City for ARTIC	<ul style="list-style-type: none"> • Full funding agreement for ARTIC Phase 1 that identifies the five funding sources (M1, M2, 2008 STIP, Proposition 116) and the associated availability schedule for each source.
June 22, 2009	ARTIC Project Update	<ul style="list-style-type: none"> • Update to Board on environmental clearance schedule and City's consultant selection process for architectural and engineering services.
October 26, 2009	Proposition 116 Program of Projects Amendment	<ul style="list-style-type: none"> • Redirected Proposition 116 funds that were previously allocated to ARTIC to other Orange County rail projects. • Approved the use of \$58.8 million in M1, M2, and federal funds to supplant the Proposition 116 fund swap.
November 23, 2009	Modifications to Roles and Responsibilities to Cooperative Agreement No. C-9-0821 with City for Environmental Clearance of ARTIC	<ul style="list-style-type: none"> • Approved Cooperative Agreement No. C-9-0821 to establish City as lead agency for environmental clearance of ARTIC. Permitted the transfer of \$3,645,307 to City to lead this effort. • Reassigned contract between OCTA and Jones and Stokes Associates, Inc., to City for support in completing environmental clearance.
January 25, 2010	Transportation Appropriations and Grant Application Project List	<ul style="list-style-type: none"> • Directed staff to pursue Federal Transit Administration Bus Livability Program funds in support of ARTIC.

*All items specific to M2, Project T are shaded in gray

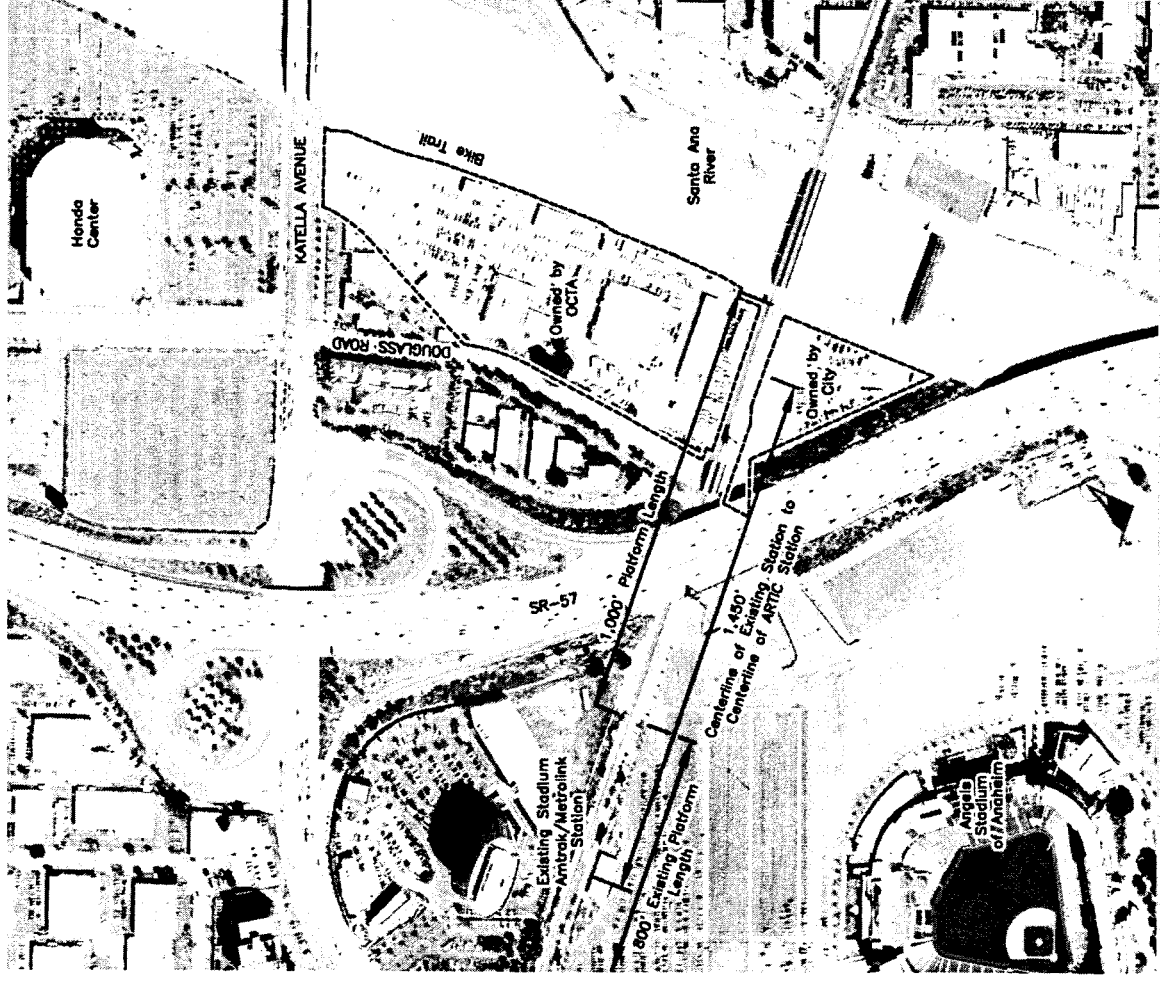
PowerPoint

Presentation

Anaheim Regional Transportation Intermodal Center Project Update



Project Location



- OCTA purchased 13.5 acres of land in 2006

- Land is adjacent to the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor and the City of Anaheim’s (City) 2.2 acres

- Current station is not easily accessible from Katella Avenue and is constrained by event traffic

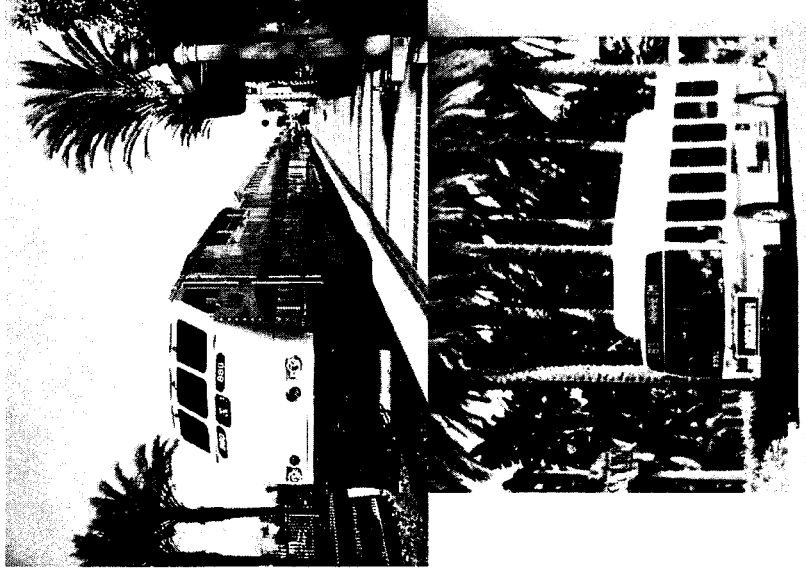
Project Overview

- Designed to accommodate current transit services, growth and future transportation modes:

- Metrolink
- Amtrak
- OCTA Buses
- Anaheim Resort Transit
- Los Angeles World Airport Flyaway Shuttles
- Taxi Services
- Intercity Buses
- International Buses
- Tour and Charter Buses
- Private Vehicles/Parking

Future Services:

- *Metrolink Service Expansion Program*
- *Anaheim Rapid Connection*
- *California High-Speed Rail (HSR)*



Project Background – Significant Board Actions

OCTA Board Approved	Roles and Responsibilities
November 2005	OCTA entered into a memorandum of understanding with the City for joint development of the Anaheim Regional Transportation Intermodal Center (ARTIC)
November 2006	OCTA purchased 13.5 acres of land from the Orange County Flood Control District for development of ARTIC (adjacent to the LOSSAN rail corridor and City's 2.2 acres)
May 2007	Board of Directors (Board) approved ARTIC project concept, which included a three-phase 20-year development approach
December 2007	Board approved to fund early project development activities
May 2009	City competes for Measure M2 Project T Program funds and is awarded \$178.8 million for design and construction of ARTIC Phase 1
May 2009	City procured and awarded architectural and engineering design contract to Parsons Brinckerhoff/HOK and subsequently awarded contracts to Anaheim Gateway Partners

Environmental and Design Status

- May 2009 – Architectural and design firm procured
- November 2010 – City Council certified environmental impact report
- February 2011 – National Environmental Policy Act environmental clearance

Significant Progress on Design

City has worked concurrently with all transportation providers including Amtrak, California HSR, Metrolink, and OCTA to ensure provider needs are met at facility

HSR Integration

- ARTIC designed to have independent utility as an intermodal transit hub to serve current demand while also serving future growth
 - ARTIC will be ready to implement and integrate with HSR
 - Close coordination to ensure design elements implemented in the short term for ARTIC will not need to be removed to accommodate HSR

ARTIC Funding

Fully funded with combination of local, state, and federal sources

Funding Source	Amount (in millions)
Measure M2 <i>Project T Bond Proceeds</i>	\$ 99.2
Measure M <i>Transit Revenue</i>	\$ 44.6
2008 State Transportation Improvement Program	\$ 29.2
Federal Earmark	\$ 3.2
Federal Transit Administration	\$ 7.6
Total	\$183.8

Elements Include:

- Terminal building
- Track/platform
- Railroad bridge
- Bus facilities
- Roadway improvements
- Parking

Next Steps

- City to continue with the Request for Qualifications to secure a contractor for the terminal shell and enclosure
- OCTA and City to execute a long-term lease agreement with the City of land owned by OCTA
- City to finalize the environmental clearance



BOARD COMMITTEE TRANSMITTAL

March 28, 2011

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board *WK*
Subject: California High-Speed Rail Project Update

Transit Committee Meeting of March 10, 2011

Present: Directors Bankhead, Dalton, Glaab, Nguyen, Pulido, Tait, and Winterbottom
Absent: None

Committee Vote

No action was taken on this receive and file item.

Staff Recommendation


Receive and file as an information item.

Note: The Committee also asked about the California Nevada Super Speed Train Commission. A memo was recently prepared at the request of Director Moorlach. It is attached for your use.



MEMO

March 2, 2011

To: Director John Moorlach 
From: Will Kempton, Chief Executive Officer
Subject: **California – Nevada Super Speed Train Commission**

At the Orange County Transportation Authority (OCTA) Board Meeting on Monday, you inquired about the status of the California-Nevada Super Speed Train Commission (CNSSTC). The following information is being provided in response to your request.

Since 1988, the CNSSTC, now in partnership with the American Magline Group (AMG), has been working for the purposes of developing a 269-mile super speed, magnetic levitation "Maglev" train system connecting Southern Nevada and Southern California along the heavily congested I-15 highway corridor from Las Vegas to Anaheim. CNSSTC estimates that when fully built out, the 269 mile trip between Anaheim and Las Vegas will take 86 minutes and carry slightly more than 40 million annual riders. The AMG is a joint venture of General Atomics, MNC & Associates, Parsons, and Hirschfeld Steel. This partnership is made of the engineering, planning, legal, financial, research and development, and manufacturing firms dedicated to adapting and deploying transrapid maglev technology in the United States.

The Federal Railroad Administration (FRA), Nevada Department of Transportation (NDOT), and California Department of Transportation (Caltrans) are working together to complete the environmental processes and review which began in 2004, specifically the programmatic environmental impact statement (EIS). Completion of the EIS is contingent upon federal funding. Upon approval of the federal funding, the EIS will take approximately 18-24 months to complete.

The current board of directors of CNSSTC is made up of members from both Nevada and California (Attachment A). As part of SAFETEA-LU, \$45 million in funding was provided in 2008 for Maglev project development activities for the Las Vegas to Primm portion of the proposed CNSSTC project. Current efforts by the CNSSTC have been focused on gaining access to the \$45 million in federal funding. This has been complicated by the emergence of a competing rail proposal, known as the Desert Express that is proposed to operate

between Las Vegas and Victorville, CA. This competing proposal has gained the interest of United States Senator Harry Reid (D-NV) and has resulted in discussions between NDOT and the FRA about the status of the two projects and the use of federal funding.

As recently as February 18, 2011, the CNSSTC has requested that Nevada Governor Brian Sandoval discuss the possibility of redirecting a portion of the \$2.2 billion in federal funding that had been awarded to the Florida High Speed Rail project for the CNSSTC project (Attachment B). The Governor of Florida has recently announced his intent to return all federal funding for the program to the FRA.

Further information on the overall project is available on the CNSSTC website at www.canv-maglev.com. If you need further information, please contact me at (714) 560-5584.

WK:dj
Attachments

c: Board of Directors
Executive Staff

California-Nevada Super Speed Train Commission

Bruce Aguilera, Chairman

Ken Kevorkian, Vice Chairman

Nevada

Larry Brown

MaryKaye Cashman

Susan Martinovich

Danny Thompson

David Parks

Ricki Barlow

Van Heffner

California

Sarah L. Catz

Lawrence Dale

Gary C. Ovitt

Angie Papadakis

Curt Pringle

Joe Stein

Alan D. Wapner

Richann Bender
Executive Director
Commission Office
(702) 232-8099

**California-Nevada
Super Speed Train
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Alan D. Wagner

*Richann Bender
Executive Director
Commission Office
(702) 232-8099*

February 18, 2011

Governor Brian Sandoval
101 N. Carson Street
Carson City NV 89701

**Re: California-Nevada Interstate Maglev Project: Status (Florida's
Return of \$2.2 Billion in Federal Funds)**

Dear Governor Sandoval:

On behalf of the California-Nevada Super Speed Train Commission (CNSSTC), and the state of Nevada, we would like to strongly recommend to you that you discuss with Secretary LaHood during your upcoming visit to Washington DC the possibility of redistributing to the CNSSTC's maglev project at least some of the \$2.2 billion in federal funding being returned by the state of Florida, which was previously allocated for that state's high-speed train project between Orlando and Tampa.

Tens of thousands of jobs, and hundreds of millions of dollars of economic benefit can inure to the state of Nevada by building "The First Forty Miles®" of the 300+ mph Transrapid® maglev system between Las Vegas and the state line at Primm/Ivanpah International Airport. As concluded by the University of Nevada-Las Vegas, such a project would create the following benefits for the state:

- \$1.2 billion annually in new tourism spending, and 2.3 million additional visitors to southern Nevada
- An increase in the Nevada Gross State Product of \$20.2 billion over the next 30 years
- An increase of \$122 million in state and local taxes
- \$44 million in sales taxes
- \$18.7 million in property taxes
- \$8.9 million in gaming taxes
- 13,000 new, skilled jobs

The request of Secretary LaHood could be for either \$1.5 billion or some portion thereof to finance the final design and construction of "The First Forty Miles®" (as the CNSSTC offered during its April 1, 2009 meeting with Secretary LaHood, confirmed in the attached letter dated April 8, 2009). Additional funding for this segment can be obtained from the China Export-Import Bank, which has made a commitment of up to \$7 billion in direct loans to assist in the cost of construction (attached is a copy of the China Export-Import Bank's November 17, 2009 letter confirming this commitment).

**California-Nevada
Super Speed Train
Commission**

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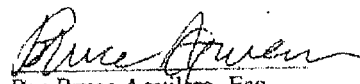
Alan D. Wapner

*Richann Bender
Executive Director
Commission Office
(702) 232-8099*

Alternatively, at the least, the Secretary could direct funding to the Nevada Department of Transportation/ CNSSTC's applications for high-speed rail funding to complete an EIS/EIR and final design engineering for the full Las Vegas -Anaheim project. This application was submitted on 2 separate occasions to the USDOT/FRA in 2009 and 2010 for \$86 million. NDOT was the lead applicant, and the CNSSTC was the co-applicant. The state of Nevada received no money as a result of either application.

We thank you for your assistance and leadership in guiding the state of Nevada through these tough economic times. Building the first 300+ mph maglev train system in the United States will not only create jobs, a new industry and economic benefits for Nevada, but it will also provide yet another compelling reason for Las Vegas to continue to attract 40+ million visitors from all over the world: to take a ride on what will truly be the fastest train in the world.

Very Truly Yours
California-Nevada Super Speed
Train Commission


By: Bruce Aguilera, Esq.
Its: Chairman



March 10, 2011

To: Transit Committee
From: Will Kempton, Chief Executive Officer
Subject: California High-Speed Rail Project Update

Overview

The California High-Speed Rail Authority is currently engaged in project development activities for a high-speed rail system in California. The project is anticipated to be funded with state, federal, local, and private funding. The Federal Railroad Administration recently determined that all of the federal funding currently programmed to the project must be utilized in the Merced to Fresno or Fresno to Bakersfield segments of the 800-mile statewide system. This report provides an update on the high-speed rail development activities and impacts to Orange County.

Recommendation

Receive and file as an information item.

Background

In 2005, the California High-Speed Rail Authority (CHSRA) completed a program-level environmental impact statement (EIS)/environmental impact report (EIR) for the statewide high-speed rail (HSR) project, and selected a preferred alignment between Anaheim and Los Angeles that follows the existing Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, portions of which are owned by the Orange County Transportation Authority (OCTA). In 2007, the CHSRA initiated the project-level EIS/EIR for this segment. As part of that effort, OCTA entered into a cooperative agreement with the CHSRA to provide \$7 million for the completion of the project-level environmental analysis within Orange County and has been an active participant in the process since its commencement.

In January 2010, CHSRA was awarded \$2.25 billion through the American Recovery and Reinvestment Act (ARRA) for the development and implementation of HSR on four segments: Anaheim to Los Angeles,

San Francisco to San Jose, Merced to Fresno, and Fresno to Bakersfield. In October 2010, the CHSRA was awarded an additional \$715 million grant through the federal High-Speed Intercity Passenger Rail Program.

Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, was approved by California voters in November 2008 and made available \$9.95 billion in general obligation bonds for the continued development and implementation of HSR. The bonds have a number of requirements for use, including a dollar-for-dollar match with non-state funding and completion of the initial phase of the HSR system by 2020.

The CHSRA is currently continuing preliminary engineering and project-level environmental work on the Anaheim to Los Angeles segment of the HSR project. On February 28, 2011, the CHSRA announced the submission time frame of the draft EIS/EIR for the Anaheim to Los Angeles segment was moved to late 2012. This will provide additional time to accommodate shared-track and phased-implementation scenarios and additional inputs from stakeholders.

OCTA staff has been actively involved in the alternatives analysis process, ensuring maximum benefit to Orange County while minimizing negative impacts. To that end, OCTA and the Los Angeles County Metropolitan Transportation Authority requested that the CHSRA review options for a shared-track alternative that would significantly minimize the right of way impacts to the communities along the corridor. Staff has also provided comments and technical input on the proposed alignments and technologies under consideration and has also helped to support outreach efforts to key stakeholders, including Orange County corridor cities, by facilitating regular meetings between the CHSRA and Orange County city managers, including Anaheim, Buena Park, Fullerton, and Orange. Staff has also been working closely with the City of Anaheim and the CHSRA to ensure that the HSR project will be accommodated at the Anaheim Regional Transportation Intermodal Center (ARTIC). OCTA plans on continuing this dialogue with all partners in this project.

On a separate but related track, the California-Nevada Super Speed Train Commission (Commission) and the American Magline Group are teamed with Transrapid to bring the California-Nevada Super Speed Train Project to fruition. The proposed project is a 269-mile magnetic levitation system from Las Vegas to Anaheim, with stations in Primm, Barstow, Victorville, Ontario, and Anaheim. The Commission is working toward completion of its EIS, with a goal of final approval in 2011. The immediate core objectives are to: 1) build "The First Forty Miles" in Nevada (between Las Vegas and the California state line at

Primm/Ivanpah International Airport); and 2) complete preparations for construction of the starter segment in California (between Anaheim and Ontario International Airport). The Las Vegas to Primm segment of this project received a \$45 million earmark as part of the Safe Accountable Flexible Transportation Equity Act – A Legacy for Users. The Commission continues to seek funding for the larger project.

Discussion

In October 2010, the Federal Railroad Administration (FRA) notified the CHSRA that the \$2.965 billion in federal funds received to date for HSR in California was to be directed to one of the two Central Valley segments on the CHSRA system: Merced to Fresno or Fresno to Bakersfield. The decision by the FRA to direct the funds to the Central Valley segments is consistent with the terms of use for the ARRA and Proposition 1A funding, including requirements that the funds be used on a minimum operable segment that maximizes public benefit and minimizes construction risk, as well as provide a logical starting point for future expansion of the system. In addition, use of ARRA funds requires that construction be completed by 2017 and that the chosen segment demonstrates “operational independence”, meaning it would provide quantifiable benefits, such as improved reliability, reduced travel time, and more frequent intercity rail service, even if no additional HSR infrastructure is constructed.

CHSRA staff identified and determined the two Central Valley segments would provide an appropriate starter segment that will meet these state and federal funding requirements. In December 2010, the CHSRA Board of Directors approved state matching funds to take advantage of \$616 million in new federal funding to extend construction of the Central Valley section nearly 120 miles, from near Madera to the northernmost part of Bakersfield.

OCTA staff believes the decision to begin construction of the statewide HSR system in the Central Valley will have limited impact on the larger HSR project as it affects Orange County. The determination to begin construction in the Central Valley in no way diminishes the importance of moving forward with development of the two other Phase 1 segments, Anaheim to Los Angeles and San Francisco to San Jose, and is consistent with existing plans. Work on the project-level EIS/EIR for the Anaheim to Los Angeles segment will continue to move forward in order to ensure project readiness in anticipation of future funding opportunities. This will also allow additional time for dialogue and consensus building with communities and stakeholders along the proposed alignment between Anaheim and Los Angeles.

CHSRA staff is currently developing an updated business plan that will address the new phasing of the entire statewide system.

Assembly Bill 3034 (AB 3034), the implementing legislation for Proposition 1A, calls for Phase 1 of the statewide HSR system between Anaheim, Los Angeles, and San Francisco to be completed by 2020. OCTA has two key projects that will tie in closely with HSR service when implemented. The first is the ARTIC project. This multimodal transportation hub will serve as the southern terminus for the first phase of the HSR system. The City of Anaheim is leading the delivery of the ARTIC project and is currently in the design and environmental clearance phase. The project is funded with state, federal, and local funds consistent with the voter-approved Measure M2 Regional Gateways Program. The ARTIC project will provide for the local improvements necessary to integrate the planned future HSR systems with existing infrastructure and services. Additional investment will be required from the CHSRA to allow HSR to serve ARTIC.

The second project that will tie in closely with the HSR project is the Go Local Program being led by the City of Anaheim. The Anaheim Rapid Connection (ARC) project will connect ARTIC with The Platinum Triangle and Anaheim Resort Area. Current ARC ridership modeling for opening year does not include ridership transfers from HSR, but does include transfers in the outer years, consistent with AB 3034 implementation language.

The environmental clearance and preliminary engineering work being completed for the Anaheim to Los Angeles segment of the HSR project will be beneficial to future improvements on the LOSSAN rail corridor, which carries Metrolink and Amtrak trains between Orange County and Los Angeles. The environmental clearance and design efforts for the HSR project will outline operational and safety improvements, including potential grade separations that can proceed in advance of the full implementation of HSR service and provide benefit to existing rail services. The alternatives, including the shared-track option, will also provide for the future growth of freight and passenger service, supported by OCTA.

The current CHSRA Business Plan indicates that the Anaheim to Los Angeles HSR segment will carry the equivalent of about one lane of traffic for the San Diego Freeway (Interstate 5) in each direction. As population continues to increase, there will also be dramatic increase in congestion. These projects will be vital to alleviating congestion and providing alternate modes of transportation. Without the HSR project, there will be increased and more immediate need to expand Interstate 5 and to seek alternate funding sources to provide the grade separations along the LOSSAN rail corridor.

Summary

The CHSRA is conducting project development activities for a statewide HSR system. In order to comply with federal funding requirements, construction of the statewide system is slated to begin in the Central Valley, between Merced and Bakersfield. OCTA will continue to work closely with CHSRA staff and local stakeholders to ensure completion of preliminary engineering and environmental review on the Anaheim to Los Angeles phase of the project in anticipation of future funding opportunities.

Attachments

- A. Proposed California High-Speed Rail Authority Project
- B. Proposed California-Nevada Super Speed Train Project

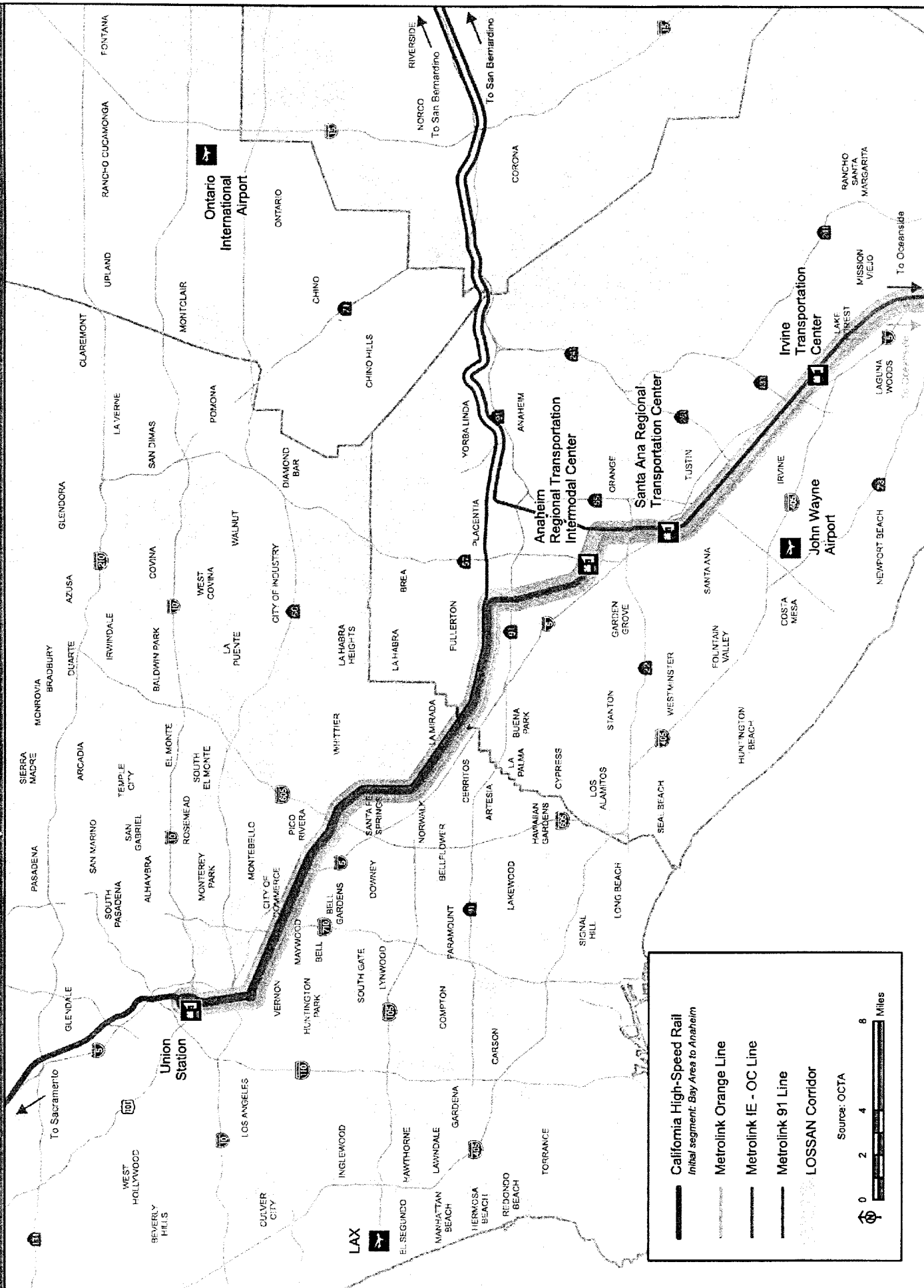
Prepared by:

Jennifer Bergener
Director, Rail Programs
(714) 560-5462

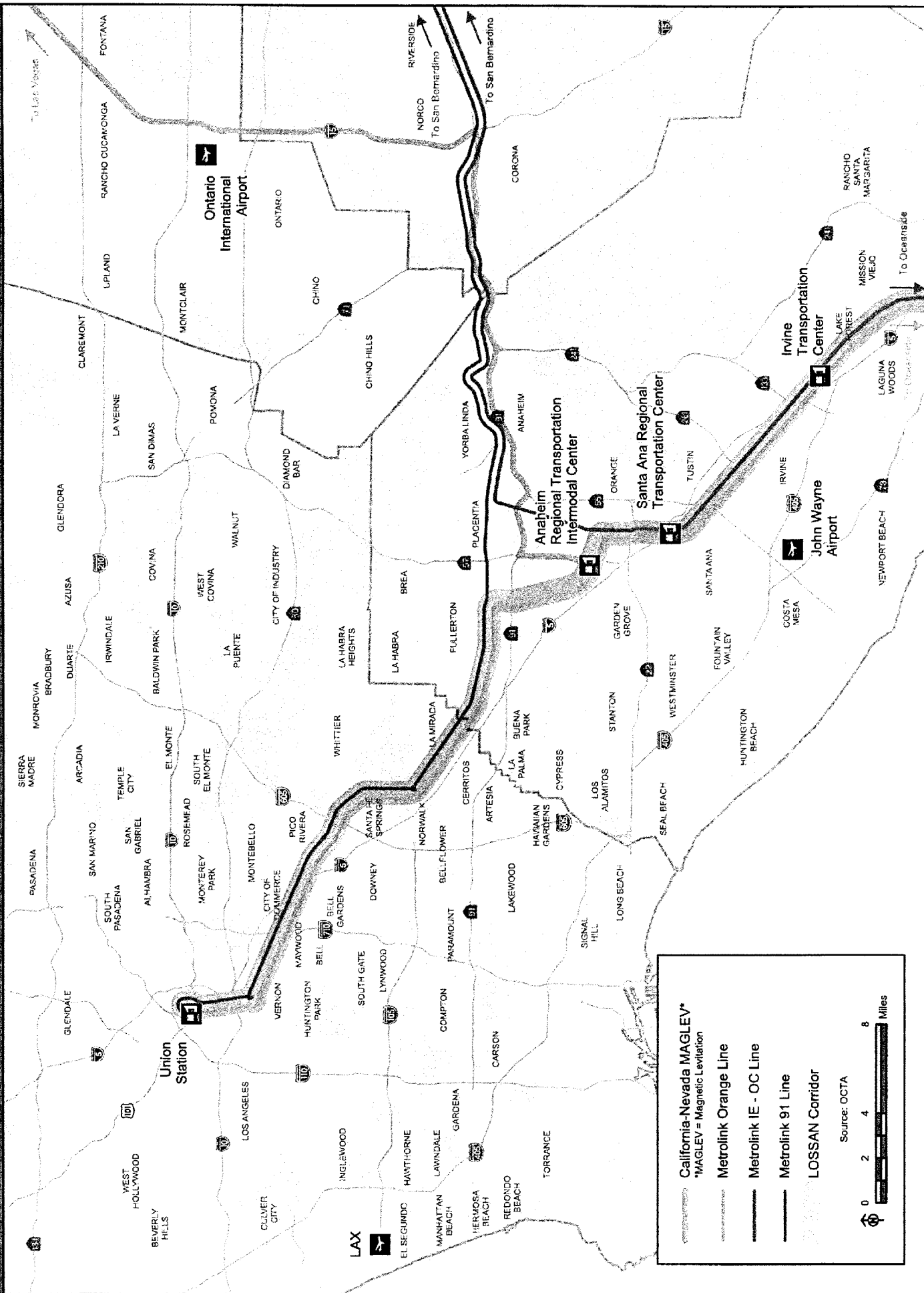
Approved by:

Jim Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

Proposed California High-Speed Rail Authority Project



Proposed California-Nevada Super Speed Train Project



California-Nevada MAGLEV*

*MAGLEV = Magnetic Levitation

Metrolink Orange Line

Metrolink IE - OC Line

Metrolink 91 Line

LOSSAN Corridor

Source: OGTA





BOARD COMMITTEE TRANSMITTAL

April 11, 2011

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board *WK*
Subject: Measure M2 Freeway Environmental Mitigation Program 2011
Call for Acquisition Properties Update

Executive Committee meeting of April 4, 2011

Present: Chairman Bates and Directors Amante, Buffa, Campbell, and Cavecche
Absent: Vice Chair Glaab and Directors Nguyen and Winterbottom

Committee Vote

This item was passed by the Committee Members present.


Committee Recommendations (reflects a change from staff recommendations)

- A. Approve the 2011 Acquisition Property Evaluation Results based on the Property Acquisition/Restoration/Management Criteria Matrices - Biological Criteria.
- B. Augment the Group 1 list with three properties from the 2011 Acquisition Properties Evaluation list to be considered in the \$42 million approved for acquisition by the Board of Directors in November 2010.
- C. Augment the Group 2 list, approved by the Board of Directors on May 24, 2010, by adding six properties from the 2011 Acquisition Properties Evaluation list.
- D. Authorize staff to proceed with the appraisal for two (Aliso Canyon and Shell-Aera) Group 1 properties and a comparable sales assessment for one (Irvine Mesa Corridor) property.
- E. Authorize staff, upon adoption of the FY 2011-12 budget, to begin soliciting and accepting restoration applications by project sponsors for restoration funding.



April 4, 2011

To: Executive Committee

From: Will Kempton,  Chief Executive Officer

Subject: Measure M2 Freeway Environmental Mitigation Program
2011 Call for Acquisition Properties Update

Overview

Appraisals and evaluations of potential acquisition and restoration properties were completed in 2010 for the Measure M2 Freeway Environmental Mitigation Program. The Board of Directors has directed staff to negotiate and execute property acquisition agreements, in a total amount not to exceed \$42 million. Concurrently, the Board of Directors directed staff to accept additional applications to be submitted for possible voluntary acquisition. Based on a review of submitted requests, three properties are recommended to be added to the previously approved 14 properties (Group 1) for further consideration, and six properties are recommended to be added to Group 2.

Recommendations

- A. Approve the 2011 Acquisition Property Evaluation Results based on the Property Acquisition/Restoration/Management Criteria Matrices - Biological Criteria.
- B. Augment the Group 1 list with three properties from the 2011 Acquisition Properties Evaluation list to be considered in the \$42 million approved for acquisition by the Board of Directors in November 2010.
- C. Augment the Group 2 list, approved by the Board of Directors on May 24, 2010, by adding six properties from the 2011 Acquisition Properties Evaluation list.
- D. Authorize staff to proceed with the appraisal for two (Aliso Canyon and Shell-Aera) Group 1 properties and a comparable sales assessment for one (Irvine Mesa Corridor) property.

Background

Measure M2 (M2) includes a Freeway Environmental Mitigation Program (Mitigation Program) which provides mitigation for the 13 freeway projects. The Mitigation Program is designed to streamline the biological permitting process through partnerships with the California Department of Transportation (Caltrans), the California Department of Fish and Game (CDFG), and the United States Fish and Wildlife Service (USFWS).

In 2009, the Orange County Transportation Authority (OCTA), Caltrans, CDFG, and USFWS completed the preliminary evaluation of properties available for acquisition. The evaluation was based on the biological criteria approved by the Board of Directors (Board) for acquisition, restoration, and management criteria. This resulted in a four-tiered grouping (Groups 1-4) of the acquisition properties. The CDFG and USFWS have indicated that properties within Groups 1 and 2 possess the highest potential biological resources that would off-set potential impacts from the M2 freeway projects. The Board subsequently authorized staff to appraise the 14 Group 1 properties for funding consideration and potential purchase.

In November 2010, the Board authorized the Chief Executive Officer to negotiate and execute agreements with Group 1 property owners and representatives for the acquisition of real property interests, in a total amount not to exceed \$42 million. See Attachment A for the Group 1 Acquisition Properties Evaluation (Priority Conservation Area [PCA] and Non-PCA - Biological Criteria) list, along with the map. Offers have been made to a number of Group 1 property owners, and it appears OCTA will be successful in acquiring several of these properties.

The OCTA Board also directed staff to seek and accept applications for additional candidate properties for possible acquisition by OCTA for the Mitigation Program, within the authorized amount of \$42 million.

Discussion

The CDFG and USFWS have provided assurance letters for the Mitigation Program's proposed restoration projects and acquisition properties. In accordance to the letters, acquisition of the Group 1 properties and funding of the restoration activities will provide sufficient credit to OCTA for the purposes of incorporating the properties into the OCTA Natural Community Conservation Plan/Habitat Conservation Plan/Master Streambed Alteration Agreement (NCCP/HCP/MSAA).

It is anticipated the Army Corps of Engineers (ACOE) will participate in the development of the NCCP/HCP/MSAA, as well as participate in other forums as appropriate. For more detailed information on the ACOE agreement, see Attachment B.

OCTA received a total of 36 applications following the January 14, 2011 submittal deadline for acquisition properties. Half of the 36 applications were submitted by a third party. Since the Mitigation Program acquisition process is predicated on voluntary participation by the property owners, OCTA requested that property owners confirm interest in participation. Of the 18 properties submitted by a third party, nine owners confirmed interest in participating.

OCTA, Caltrans, CDFG, and USFWS staff met to evaluate the properties in January and February 2011. The properties were evaluated using the Board-approved Acquisition, Restoration, and Management Criteria. Upon completion of this review, the properties were placed into four groups based on the biological value, similar to how other properties were evaluated during the first round.

On March 9, 2011, the Environmental Oversight Committee (EOC) took the following actions:

- Endorsed the ranking of the 36 candidate acquisition properties based on the OCTA Board-established Acquisition, Restoration, and Management criteria;
- Recommended approval to the Executive Committee and OCTA Board that three Group 1 properties be considered for potential purchase as part of the \$42 million approved by the Board for acquisition;
- Recommended the addition of the six new Group 2 properties from 2011 into the Group 2 list approved by the Board in May 2010;
- Recommended appraisal of two of the three Group 1 properties and a comparable sales assessment for the third property.

The EOC action called for adding three properties in Group 1. These include Aliso Canyon (Laguna Beach), Irvine Mesa Corridor (partially adjacent to Cleveland National Forest), and Shell-Aera (Brea). The Aliso Canyon and Shell-Aera properties are in private ownership and are recommended for appraisal. The Irvine Mesa Corridor property is owned by a non-profit entity and is in need of additional funds for long-term management. CDFG and USFWS have indicated OCTA would obtain mitigation credits for this property if an endowment can be established for long-term management. The endowment cost can be established through a high-level comparable sales valuation of the property to assess the mitigation credits value. See Attachment C for the 2011 Acquisition Properties Evaluation list along with the map.

The EOC's recommendation to add the six new Group 2 properties from the 2011 Acquisition Properties Evaluation list into the Group 2 list approved by the Board on May 24, 2010 will result in a total of 12 properties. The Board also delegated the authority to the EOC to add Group 2 properties for consideration and appraisal if any of the Group 1 properties withdraw or otherwise fall out.

Restoration Projects

In September 2010, the Board authorized funding of six restoration projects, totaling \$5.5 million. Staff has been working with the project sponsors to finalize restoration plans and agreements. The Anaheim (Artesia Freeway [State Route 91]/Imperial Highway [State Route 90]) restoration project was withdrawn from consideration by the City of Anaheim for the first round of restoration funding due to cost issues and can be potentially resubmitted in the future. The second round of funding will be included in the fiscal year (FY) 2011-12 budget. For more information regarding the restoration projects, see Attachment D.

Next Steps

Staff is continuing to work actively with Group 1 property owners regarding potential acquisition. In addition, upon Board approval, staff will initiate the work to appraise the Aliso Canyon and Shell-Aera properties and perform a comparable sales assessment of the Irvine Mesa Corridor property.

Work with the restoration project sponsors to execute the grant agreements, as well as to finalize the restoration plans, is continuing. The second round of funding is included in the OCTA FY-2011-12 Proposed Budget. Staff will begin preparing for the second round call for restoration projects in spring 2011.

OCTA is also engaging ACOE to maximize the mitigation opportunities presented by the Mitigation Program to advance the M2 freeway projects. Staff will also work with ACOE staff to maximize water quality benefits from the previously funded restoration projects as well as those properties acquired through the available \$42 million.

Summary

Appraisals and evaluations of potential acquisition and restoration properties were completed in 2010 for the Mitigation Program. In November 2010, the Board authorized the Chief Executive Officer to negotiate and execute agreements with Group 1 property owners, in a total amount not to exceed \$42 million.

The Board also directed staff to accept applications submitted no later than January 14, 2011 by property owners for possible acquisition for the Mitigation Program. These properties have been evaluated based on the Board-approved Acquisition, Restoration, and Management Criteria. Three properties are recommended for consideration along with the 14 Group 1 properties.

Attachments

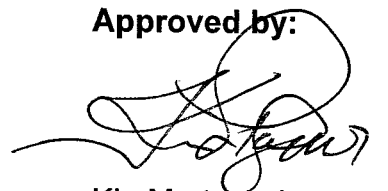
- A. Acquisition Properties Evaluation (Priority Conservation Area [PCA] and Non-PCA - Biological Criteria)
- B. Measure M2 Freeway Environmental Mitigation Program - United States Army Corps of Engineers Agreement
- C. 2011 Acquisition Properties Evaluation (Biological Criteria)
- D. Measure M2 Freeway Environmental Mitigation Program - Restoration Projects Status

Prepared by:



Dan Phu
Section Manager, Project Development
(714) 560-5907

Approved by:



Kia Mortazavi
Executive Director, Planning
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Acquisition Properties Evaluation (Priority Conservation Area [PCA] and Non-PCA - Biological Criteria)

Property Number	Property *	Geographic Area	Acreage			
22	Ferber Ranch**	Trabuco	444	GROUP 1 (Under Consideration)	General Biological Characteristics: high quality habitat, heterogeneous habitat, very good connectivity contiguity opportunities, larger sized properties, aligns with impacted habitats, contains covered species	General Non-Biological Characteristics: higher potential for development, no good land use solutions, potential future property owner/manager identified, partnership and leveraging opportunities identified, neighboring land uses consist of open space/existing preserves, no have major complications (e.g., access and toxics issues, etc.), and includes support from local/state governments and the community
28	Hayashi**	Brea	298			
103	Holtz Ranch (CCRC Farms LLC)**	Cleveland Nat'l Forest	289.91			
105	MacPherson**	Cleveland Nat'l Forest	216.68			
54	Mitchell Properties West**	Trabuco	101.7			
56	O'Neil Oaks**	Trabuco	149.9			
66	Saddle Creek South**	Trabuco	85.97			
67	Saddleback Meadows**	Trabuco	222			
68	Saddleback Valley Christian School**	San Juan Capistrano	67.93			
77	Siena Summit**	Laguna Niguel	54			
79	Sky Ranch**	Trabuco	526.87			
106	Takahashi (Baker Square LLC)**	Cleveland Nat'l Forest	642			
82	The Hafen Estates**	Trabuco	49			
93	Watson**	Trabuco	98.32			
99	Canyon Crest	Chino Hills State Park	352.92	GROUP 1 (Removed from consideration by project sponsor)		
101	First Cornerstone Land LLC (Silverado Canyon LP)	Cleveland Nat'l Forest	229.13			
55	Newport-Banning Ranch	Coastal	402			
75	Shell-Aera (HOSEC)	Tonner Canyon	2935			
95	West Coyote Hills	Fullerton	510			

Acquisition Properties Evaluation (Priority Conservation Area [PCA] and Non-PCA - Biological Criteria)

Property Number	Property *	Geographic Area	Acreage		
97	Adams	Cleveland Nat'l Forest	50.13	GROUP 2 (Under Consideration)	General Biological Characteristics: good quality habitat, homogeneous habitat, good connectivity/contiguity opportunities, medium sized properties, contain some covered species
16	Deer Canyon	SR-91	45		
54	Mitchell Properties East	Trabuco	40		
69	Saddleback Vineyards	Trabuco	99.29		
83	Thier Property 1	Trabuco	19.9		
84	Thier Property 2	Trabuco	78.6		
98	Baczynski	Cleveland Nat'l Forest	71.68	GROUP 2 (Removed from consideration by project sponsor)	
100	Dulac (LOPEZ)	Cleveland Nat'l Forest	56.1		
102	Gittelson (Bergman)	Cleveland Nat'l Forest	223.31		
104	Inter-American Investments	Chino Hills State Park	123.86		

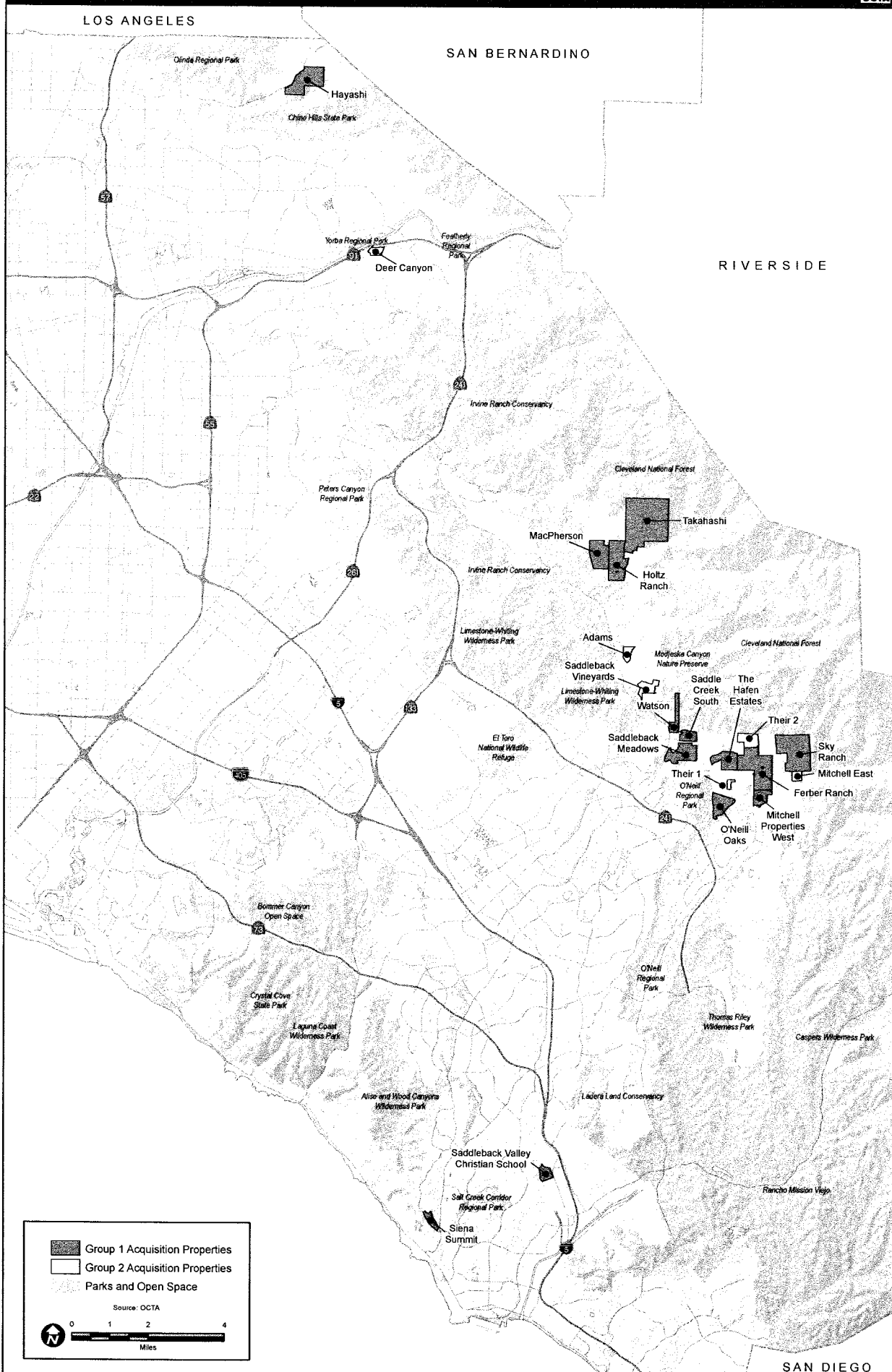
LEGEND

* Properties are listed in alphabetical order within each group

** Properties Appraised

	Properties in Priority Conservation Area (PCA)
	Properties outside of PCA

Groups 1 & 2 Acquisition Properties



**Measure M2 Freeway Environmental Mitigation Program
United States Army Corps of Engineers Agreement**

In January 2011, staff executed a memorandum of agreement (MOA) with the Army Corps of Engineers (ACOE). The MOA provides funding, in the amount of \$249,578, for staffing resources throughout the duration of the Natural Community Conservation Plan/Habitat Conservation Plan/Master Streambed Alteration Agreement (NCCP/HCP/MSAA) development and Master Individual Permit (IP) process. The MOA also outlines roles and responsibilities of the ACOE to minimize schedule delays. The Master IP process will enable OCTA to obtain a programmatic federal water quality permit for impacts to navigable waters resulting from the 13 Measure M2 freeway project activities. Properties acquired through the Freeway Environmental Mitigation Program biological permitting process may also be utilized for water quality benefits to satisfy ACOE requirements.

It is anticipated the ACOE will participate in the development of the NCCP/HCP/MSAA via the Environmental Oversight Committee and other meetings, as well as participate in other forums as appropriate.

2011 Acquisition Properties Evaluation (Biological Criteria)

Property Number	Property*	Geographic Area	Acreage	General Biological Characteristics	
1	Aliso Canyon	Coastal	100	High quality habitat, heterogeneous habitat, very good connectivity/contiguity opportunities, larger sized properties, aligns with impacted habitats, contains covered species	GROUP 1
15	Irvine Mesa Corridor	Cleveland Nat'l Forest	858		
29 (75)	Shell-Aera (HOSEC)	Tonner Canyon	300		
6	Chiquita Ridge	City of RSM	92	Good quality habitat, homogeneous habitat, good connectivity/contiguity opportunities, medium sized properties, contain some covered species	GROUP 2
18 (106)	Ladd Canyon	Cleveland Nat'l Forest	78.8		
22	MacPherson 3	Silverado Canyon	30		
25 (91)	Rancho Van Thof	Trabuco Creek	15		
26	Rio Santiago	Santiago Creek	110		
28 (68, 56)	Saddleback (Potential package w/O'Neill Oaks)	Trabuco	249.19		
7	Collins Property	Modjeska Canyon	30	Lower quality habitat, lower connectivity/contiguity potential, smaller properties, highly disturbed	GROUP 3
8 (14)	Davis Property	Laguna Canyon	5.68		
11 (29)	Heiderali Property	Laguna Canyon	38		
12	Hunt Trust	Modjeska Canyon	10		
16	Johnson Property	Modjeska Canyon	6		
19	Madariaga Property	Harding Canyon	8.21		
33	Trabuco Highlands (The Banana Property)	City of RSM	28.75		
13	Hunt Trust II	Modjeska Canyon	4.721	Typically very small habitat, highly disturbed, some do not align with freeway habitats	GROUP 4
17	Khanbolooki Property	Modjeska Canyon	1.26		
20	MacPherson 1	Cleveland Nat'l Forest	1+		
21	MacPherson 2	Cleveland Nat'l Forest	1.5+		
23 (52)	McGraw Property	Laguna Canyon	2		
24	Norman Property	Modjeska Canyon	.25		
27	Rose Canyon	City of RSM	4.7		
30	Shepston Property	Silverado Canyon	1.2		
31	Sunny Hills Church of Christ	Fullerton	2.4		
32	Temple Property	Modjeska Canyon	1+		
36	Zadeshi Property	Modjeska Canyon	1.73		
2	Alley Property	Modjeska Canyon	9.89		SEE LEGEND
3	Appel Property	Modjeska Canyon	2.67		
5	Chi Property	Modjeska Canyon	60		
9	Ellis Property	Modjeska Canyon	1.5		
10	Goldberg Property	Santiago Creek	20		
14	Hutton Properties	Santiago Canyon	40		
34	Townsend Property	Modjeska Canyon	1.2		
4 (55)	Banning Ranch	Coastal	412		
35 (95)	West Coyote Hills	Fullerton	510		

Properties are listed in alphabetical order within each group

	Owner did not respond to 1.26.2011 OCTA letter confirming participation		Removed by project sponsor
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2011 Acquisition Properties



**Measure M2 Freeway Environmental Mitigation Program
Restoration Projects Status**

The following table provides the current status of the six primary restoration projects approved for funding by the Board of Directors (Board) in September 2010.

Restoration Project	Geographic Area/ Sponsor	Approximate Acreage	Project Status	Proposed Cost
City Parcel (aka Shea Restoration)	San Juan Capistrano	53	Grant agreement execution pending signatures. Restoration work anticipated to begin mid-2011.	\$1,500,000
Fairview Park	Costa Mesa	23	Grant agreement execution pending signatures. Restoration work anticipated to begin mid-2011.	\$2,000,000
Irvine Ranch Conservancy (Agua Chinon and Bee Flat Canyon)	Irvine / Irvine Ranch Conservancy	94.9	Grant agreement completed in January 2011. Restoration work to begin in spring.	\$1,450,000
UCI Ecological Preserve	Irvine / Nature Reserve of Orange County	8.5	Grant agreement execution expected by spring. Restoration work to begin upon agreement execution.	\$325,000
Big Bend	Laguna Beach	3.5	Grant agreement execution expected by spring. Restoration work to begin upon agreement execution.	\$87,500
Riverside Freeway [State Route 91]/ Imperial Highway [State Route 90] (Pelanconi Park)	Anaheim	3.5	Withdrawn from City of Anaheim.	\$100,000
Total for Primary Group				\$5,462,500

The Anaheim (State Route 91/State Route 90) restoration project at Pelanconi Park was recently withdrawn from consideration by the City of Anaheim for the first round of restoration funding. After cost estimates for restoration activities and monitoring were conducted by the City of Anaheim, it was determined that the amount required to comply with the Restoration Funding Guidelines would be approximately \$150,000. The Restoration Funding Guidelines require preparation of a restoration plan, which is approved by California Department of Fish and Game and the United States Fish and Wildlife Service, and meets the requirements for the Orange County Transportation Authority to obtain the biological permits. The funding allocation limit approved for the Anaheim restoration project was \$100,000.

In September 2010, the Board also approved three contingency restoration projects for funding should any of the six primary projects fall out of the process. However, all three contingency projects have proposed costs well above \$100,000, with the lowest proposed cost at \$350,000. Anaheim's restoration project will be considered for funding with the next call for restoration projects anticipated this spring, and the \$100,000 will be reallocated to the anticipated \$5 million which will be available in fiscal year 2011-12.

**SUPPLEMENTAL
INFORMATION**

**THE ENCLOSED DOCUMENT
WAS PROVIDED TO THE
EXECUTIVE COMMITTEE
ON APRIL 4, 2011**

Environmental Coalition's Support for Measure M Properties

March 29, 2011

Supervisor Patricia Bates
Environmental Oversight Committee
Orange County Transportation Authority
550 Main Street
Orange, CA 92863

Dear Supervisor Bates:

Thank you for your continued leadership with the Orange County Transportation Authority's (OCTA) Environmental Oversight Committee (EOC) which oversees the Renewed Measure M Environmental Mitigation Program. We continue to monitor the progress of both the acquisition and restoration programs. We are appreciative that OCTA upheld its commitment to allow additional properties to be submitted once the decision was made to combine the first and second round of funding. We wish you continued success during the property negotiation phase and look forward to celebrating our partnership and achievement when the first acquisitions close.

Since OCTA, the Resource Agencies, and Caltrans have evaluated the new properties for their biological values, the Coalition believes now is a good time for us to weigh in our support of specific properties. The Environmental Coalition wholly supports the following recently submitted properties for acquisition:

Group 1

Shell-Aera (HOSEC)
Irvine Mesa Corridor

Group 2

Ladd Canyon
MacPherson 3

Thank you again for your continued leadership and presence on the Committee. We look forward to collaborating with you in the coming months to meet the mission of the mitigation program.

Sincerely,

Amigos de Bolsa Chica · California Oaks Foundation · California Cultural Resource Preservation Alliance · Canyon Land Conservation Fund · Chino Hills State Park Interpretive Association · Earth Resource Foundation · Friends of Coyote Hills · Friends of Harbors, Beaches and Parks · Friends of Newport Coast · Hills For Everyone · Inter Canyon League · Inland Empire Waterkeeper · Laguna Greenbelt, Inc. · Latino Health Access · Newport Bay Naturalists & Friends* · Orange County Interfaith Coalition for the Environment · Orange County Coastkeeper · Planning and Conservation League · Saddleback Canyons Conservancy · Silverado-Modjeska Recreation and Park District · Stop Pollution Our Newport · The Conservation Fund · The Nature Conservancy · The Trust for Public Land · Wild Heritage Planners · Women For

cc: EOC Committee members
OCTA Board of Directors
Dan Phu, OCTA
Marissa Espino, OCTA
Monte Ward, M. Ward & Associates

* Newport Bay Naturalists & Friends is now known as the Newport Bay Conservancy.



BOARD COMMITTEE TRANSMITTAL

April 11, 2011

To: Members of the Board of Directors
From: ^{Wsk} Wendy Knowles, Clerk of the Board
Subject: Combined Transportation Funding Program Semi-Annual Review

Highways Committee Meeting of April 4, 2011

Present: Directors Bates, Cavecche, Crandall, Hansen, Herzog, Nelson, and Tait
Absent: Director Glaab

Committee Vote

This item was passed by Committee Members present.

Director Tait was not present to vote on this matter.

Committee Recommendations

- A. Approve adjustments to the Combined Transportation Funding Program project allocations as presented.
- B. Approve the City of Garden Grove's request for an extension of turnback funds for fiscal years 2006-07, 2007-08 to June 30, 2011, and fiscal year 2008-09 to June 30, 2012.
- C. Approve a modification to the Measure M2 Eligibility Guidelines to clarify that fairshare timely use extensions shall be processed through the Comprehensive Transportation Funding Program semi-annual review.



April 4, 2011

To: Highways Committee

From: Will Kempton, Chief Executive Officer

Subject: Combined Transportation Funding Program Semi-Annual Review

Overview

The Orange County Transportation Authority recently completed the semi-annual review of projects funded through the Combined Transportation Funding Program. This process reviews the status of grant-funded streets and roads projects and provides an opportunity for local agencies to update project information. As of the writing of this item and the sunset for the collection of Measure M sales tax approaches, project delivery of the Combined Transportation Funding Program currently stands at 96 percent. Project changes and recommendations are provided for review and approval.

Recommendations

- A. Approve adjustments to the Combined Transportation Funding Program project allocations as presented.
- B. Approve the City of Garden Grove's request for an extension of turnback funds for fiscal years 2006-07, 2007-08 to June 30, 2011, and fiscal year 2008-09 to June 30, 2012.
- C. Approve a modification to the Measure M2 Eligibility Guidelines to clarify that fairshare timely use extensions shall be processed through the Comprehensive Transportation Funding Program semi-annual review.

Background

The Combined Transportation Funding Program (CTFP) is the mechanism the Orange County Transportation Authority (OCTA) uses to administer funding for streets and roads projects throughout the County. The CTFP contains a variety of funding programs and sources including Measure M (M1) local and regional streets and roads revenues, as well as federal Regional Surface Transportation Program (RSTP) funds. The CTFP provides local agencies with

a comprehensive set of guidelines for administration and delivery of various transportation funding grants.

Consistent with the CTFP guidelines, OCTA staff meets with representatives from local agencies twice each year to review the status of projects and proposed changes. This process is commonly referred to as the semi-annual review (SAR). The goals of the SAR process are to review project status, determine the continued viability of projects, address local agency issues, and ensure contract award by the end of M1 sales tax collections by March 2011.

Since 1991, OCTA has competitively awarded \$695 million in M1 funds to local agencies through the CTFP. These projects are programmed for fiscal years (FY) 1992-93 through FY 2010-11. Below is a summary of CTFP allocations using M1 funds.

Status	Definition	Allocations* (in millions) Prior to SAR Adjustments	Allocations (in millions) With SAR Adjustments
Completed	Project work is complete, final report is filed, approved, and the final payment has been made.	\$ 446.2	\$ 460.7
Pending	Project work has been completed and only final report submittal/approval is pending.	69.4	93.7
Started	Project has begun and the funds have been obligated.	150.3	117.6
Planned	Projects are planned but have not entered the program year or a delay has been requested.	33.9	23.0
	TOTAL PROJECT ALLOCATIONS	\$ 699.8	\$ 695.0

*Allocations adjusted to include completed project savings and prior programming actions.

In an effort to ensure timely delivery of funded M1 projects, the OCTA Board of Directors (Board) adopted a time extension policy in November 2004. Subsequently, in November 2009, the Board amended this policy to consider project delay requests on a case-by-case basis for the balance of M1 to ensure timely encumbrance of M1-funded projects by March 31, 2011.

In addition to M1 funds, the Board authorized programming of federal funds for use towards competitively awarded CTFP projects. Federal RSTP funds are programmed by OCTA and administered through the California Department of Transportation. Projects funded with RSTP funds are governed by state and

federal timely use provisions requiring funds to be obligated within the programmed year. RSTP funds programmed through the CTFP must also follow processes established in the CTFP guidelines.

Discussion

During the March 2011 SAR, 17 agencies requested adjustments to 42 projects. Some agencies requested multiple allocation adjustments. Detailed information on the requested changes, justifications, and project details are itemized in Attachment A. These adjustments included transfers of funds between phases, adjustments to the scope of projects, and project cancellations. Staff performed a detailed review of each of these requests with the respective local agencies and recommends the approval of changes as presented. The recommended changes are consistent with the CTFP guidelines and Board-approved policy.

The Technical Advisory Committee (TAC) considered the SAR adjustments and approved the staff recommended changes on February 23, 2011. However, subsequent to the TAC approval, a number of additional adjustments were requested by local agencies. These adjustments related specifically to growth management area (GMA) funds. As the sunset of M1 approaches, the GMAs have been working with staff to perform final reconciliations of the program to ensure that all GMA funds are programmed. The requests made after the TAC approval serve to assign available programming balance that existed in the various GMAs to current GMA projects. These adjustments have been noted on Attachment A.

Timely Use of Turnback

In addition to these adjustments, the City of Garden Grove (City) is requesting an extension of turnback funds for FY 2006-07, 2007-08 to June 30, 2011, and FY 2008-09 to June 30, 2012 (Attachment B). Per Ordinance No. 2, Policy Resolution No. 3, agencies must "expend all Net Tax Revenues received within three years of receipt." Additionally, OCTA "may grant an extension of the three-year limit, but extensions shall not be granted beyond a total of five years from the date of the initial funding allocation." The City originally intended to use turnback funds as match on a number of CTFP grants. However, some CTFP grants were cancelled by the City due to unforeseen issues that developed during the planning phase, and grants were delayed due to issues related to right-of-way acquisition. Because of these issues, the City was unable to expend the turnback funds within the three-year time requirement. In addition to the request for extension, the City has provided staff with an

The request enables the timely use of the funds and is within the flexibility of the policy resolution. Staff is recommending approval of the City's extension request.

Measure M2 Eligibility Guidelines

Staff is also recommending a clarification to the Measure M2 Eligibility Guidelines that extension requests for the timely use of fairshare funds shall be included as part of the SAR to be approved by the TAC and Board as described below:

Chapter 2, Section 2.1

Current language: "Requests for extension must be submitted formally in writing six months prior to the end of the third year from date of receipt."

Recommended language: "Requests for extension must be submitted as part of the SAR process prior to the end of the third year from date of receipt."

This process change allows OCTA to apply an existing process to ensure proper review and Board approval of any such potential request.

Previously Delayed Projects - Status Update

Previously, the Board authorized time extensions to four local agency projects as part of the revised delay policy. Project delays were granted to the cities of Huntington Beach, Laguna Niguel, Newport Beach, and Santa Ana. Along with the time extension, the Board also directed the cities to provide monthly updates to OCTA staff to ensure that the baseline schedules provided as part of the delay requests were being met. All four cities continue to provide monthly status reports, and as of the February 14, 2011 update, all four cities continue to meet milestone dates. The RSTP funds associated with City of Huntington Beach's Atlanta Avenue Widening Project may be delayed beyond the March 31, 2011 deadline due to delays in the processing of the Federal Transportation Improvement Program amendment and approval of a federal continuing resolution. There are no M1 funds associated with this project. Staff considers the City of Huntington Beach's on time submittal of the federal request for authorization as meeting the March 31, 2011 obligation deadline.

Summary

OCTA has recently reviewed the status of grant-funded streets and roads projects funded through the CTFP. A total of 17 agencies request project allocation adjustments. Staff recommends approval of the project allocation adjustments, the City's request to extend the deadline for use

of turnback funds, and an amendment to the Measure M2 Eligibility Guidelines to include fairshare extension requests as part of the SAR. The next SAR is currently scheduled for September 2011.

Attachments

- A. Combined Transportation Funding Programs Semi-Annual Review Adjustment Requests
- B. Letter to Mr. William Murray, City Engineer, City of Garden Grove, dated March 8, 2011, City of Garden Grove Measure M Expenditure Extension

Prepared by:



Paul Rumberger
Associate Transportation Funding Analyst,
Local Measure M Programs
(714) 560-5747

Approved by:



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

Combined Transport Funding Programs Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Original Amount	Action Request	Proposed Amount	Reason
Transfers											
ALISO VIEJO	05-ALSO-GMA-2328	GMA	ALISO CREEK / PACIFIC PARK INTERSECTION	C	09/10	N/A	N/A	\$ 240,000	\$ (64,000)	\$ 176,000	Transfer \$64,000 from construction to engineering.
ALISO VIEJO	05-ALSO-GMA-2328	GMA	ALISO CREEK / PACIFIC PARK INTERSECTION	E	09/10	N/A	N/A	\$ -	\$ 64,000	\$ 64,000	Transfer \$64,000 from construction to engineering.
ANAHEIM	07-ANAH-MPAH-2000	MPAH	IMPERIAL HIGHWAY (STATE ROUTE 90) (SANTA ANA CANYON TO ORANGETHORPE BOULEVARD)	C	06/07	N/A	N/A	\$ 3,200,000	\$ (513,000)	\$ 2,687,000	Transfer \$513,000 from Imperial Highway (State Route 90) construction to Katella Avenue (Ninth Street to Humor Avenue) construction.
ANAHEIM	08-ANAH-MPAH-3075	MPAH	KATELLA AVENUE (NINTH STREET TO HUMOR AVENUE)	C	08/09	N/A	N/A	\$ 3,302,969	\$ 513,000	\$ 3,815,969	Transfer \$513,000 from Imperial Highway (State Route 90) construction to Katella Avenue (Ninth Street to Humor Avenue) construction.
ANAHEIM	97-ANAH-SSP-2007	SSP	KATELLA AVENUE (NINTH STREET TO HUMOR AVENUE)	R	04/05	N/A	N/A	\$ 7,259,586	\$ (973,000)	\$ 6,286,586	Transfer \$973,000 from right-of-way (ROW) to construction.
ANAHEIM	97-ANAH-SSP-2007	SSP	KATELLA AVENUE (NINTH STREET TO HUMOR AVENUE)	C	07/08	N/A	N/A	\$ 681,000	\$ 973,000	\$ 1,654,000	Transfer \$973,000 from ROW to construction.
ANAHEIM	03-ANAH-MPH-1019	MPAH	BROOKHURST STREET WIDENING	R	09/10	N/A	N/A	\$ 11,356,416	\$ (390,383)	\$ 10,966,033	Transfer \$390,383 from ROW to construction.
ANAHEIM	03-ANAH-MPH-1019	MPAH	BROOKHURST STREET WIDENING	E	09/10	N/A	N/A	\$ 114,400	\$ 390,383	\$ 504,783	Transfer \$390,383 from ROW to construction.
LA HABRA	05-LHAB-MPAH-2568	MPAH	LAMBERT ROAD WIDENING	C	09/10	N/A	N/A	\$ 74,439	\$ (74,439)	\$ -	Transfer \$74,439 from Lambert Road widening construction to Imperial Highway (State Route 90) SSP construction.
LA HABRA	05-LHAB-MPAH-2608	MPAH	IMPERIAL HIGHWAY (STATE ROUTE 90) SSP	C	09/10	N/A	N/A	\$ 5,687,113	\$ 74,439	\$ 5,761,552	Transfer \$74,439 from Lambert Road widening construction to Imperial Highway (State Route 90) SSP construction.
ORANGE	08-ORNG-GMA-3055	GMA	BATAVIA AVENUE / TAFT AVENUE IIP	C	09/10	N/A	N/A	\$ 150,000	\$ (40,000)	\$ 110,000	Transfer \$40,000 from Batavia Avenue / Taft Avenue construction to Orange Rail Safety Improvements construction.
ORANGE	08-ORNG-GMA-2993	GMA	ORANGE RAIL SAFETY IMPROVEMENTS	C	09/10	N/A	N/A	\$ 450,000	\$ 40,000	\$ 490,000	Transfer \$40,000 from Batavia Avenue / Taft Avenue construction to Orange Rail Safety Improvements construction.
Transfers - Total CTFP Allocations (12)										\$ 32,515,923	\$ 32,515,923
New Project(s)											
HUNTINGTON BEACH	10-HBCH-GMA-3411	GMA	BUSHARD AVENUE / ADAMS AVENUE WIDENING	E	10/11	N/A	N/A	\$ -	NEW ALLOCATION	\$ 100,000	Awarded by GMA #6 on 7/6/10 for \$325,000. The City realized project savings that are being allocated through the GMA.
New Projects - Total CTFP Allocations (1)										\$ 100,000	
Change of Scope											
RANCHO SANTA MARGARITA	08-RSMA-IIP-2935	IIP	SANTA MARGARITA PARKWAY / AVENIDA EMPRESA	C	09/10	N/A	N/A	\$ -	SCOPE CHANGE	\$ 366,470	Increase scope to create a new left turn pocket for Tomas Avenue and make a dedicated right turn for northbound traffic on Santa Margarita Parkway.
Change of Scope - Total CTFP Allocations (1)										\$ 366,470	
Miscellaneous Adjustments											
ANAHEIM	99-ORCO-GMA-1038	GMA	BROOKHURST STREET (KATELLA AVENUE TO BALL ROAD)	E	10/11	N/A	N/A	\$ 430,000	ADDITIONAL ALLOCATION	\$ 466,355	Add \$36,355 to project. Funding from GMA #2 programming balance.
ANAHEIM	08-ANAH-GMA-3022	GMA	RAILROAD CROSSING SAFETY ENHANCEMENTS	C	09/10	N/A	N/A	\$ 280,000	ADDITIONAL ALLOCATION	\$ 352,000	Add \$72,000 to project. Funding from GMA #1 programming balance.
BREA	09-BREA-GMA-3410	GMA	IMPERIAL HIGHWAY (STATE ROUTE 90) SSP SEGMENT D	C	09/10	N/A	N/A	\$ 330,000	ADDITIONAL ALLOCATION	\$ 402,000	Add \$72,000 to project. Funding from GMA #1 programming balance.
BUENA PARK	97-BPRK-GMA-1033	GMA	ARTESIA BOULEVARD / I-5	C	10/11	N/A	N/A	\$ 110,000	ADDITIONAL ALLOCATION	\$ 182,000	Add \$72,000 to project. Funding from GMA #1 programming balance.
BUENA PARK	03-BPRK-GMA-1038	GMA	VALLEY VIEW STREET CORRIDOR	C	10/11	N/A	N/A	\$ 70,000	ADDITIONAL ALLOCATION	\$ 260,000	Add \$190,000 to project. Funding capacity added by cancellation of 05-BPRK-GMA-2710.
BUENA PARK	03-BPRK-GMA-3050	GMA	BEACH BOULEVARD (STATE ROUTE 39) / SR-91 EASTBOUND RAMPS	C	10/11	N/A	N/A	\$ 90,000	ADDITIONAL ALLOCATION	\$ 126,355	Add \$36,355 to project. Funding from GMA #2 programming balance.

Combined Transportation Funding Programs Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Original Amount	Action Request	Proposed Amount	Reason
FULLERTON	03-FULL-GMA-1090	GMA	STATE COLLEGE GRADE SEPARATION	E	04/05	N/A	N/A	\$ 350,000	ADDITIONAL ALLOCATION	\$ 422,000	Add \$72,000 to project. Funding from GMA #1 programming balance.
GARDEN GROVE	08-GGRV-GMA-2873	GMA	TRAFFIC MANAGEMENT CENTER	C	10/11	N/A	N/A	\$ 150,000	ADDITIONAL ALLOCATION	\$ 186,355	Add \$36,355 to project. Funding from GMA #2 programming balance and cancellation of 00-GGRV-GMA-3075.
HUNTINGTON BEACH	08-HBCH-GMA-3071	GMA	BROOKHURST STREET / ADAMS AVENUE	E	09/10	N/A	N/A	\$ 450,000	ADDITIONAL ALLOCATION	\$ 530,000	Add \$80,000 to project. Funding from GMA #6 programming balance.
LA HABRA	08-LHAB-GMA-3064	GMA	WHITTIER BOULEVARD / BEACH BOULEVARD (STATE ROUTE 39) IIP	E	08/09	N/A	N/A	\$ 195,000	ADDITIONAL	\$ 167,000	Add \$72,000 to project. Funding from GMA #1 programming balance.
LA PALMA	10-LPMA-GMA-3407	GMA	MARVIEW DRIVE / WALKER STREET CABINET UPGRADE	C	10/11	N/A	N/A	\$	ADDITIONAL	\$ 54,447	Additional allocation for GMA administration. Allocation approved by GMA in June 2007.
LAGUNA NIGUEL	05-LNIG-GMA-2577	GMA	GMA #10 ADMINISTRATION	E	10/11	N/A	N/A	\$ 15,000	ADDITIONAL ALLOCATION	\$ 22,500	Additional allocation for GMA administration. Allocation approved by GMA in June 2007.
ORANGE	05-ORNG-GMA-2566	GMA	EAST ORANGE SIGNAL COORDINATION	C	10/11	N/A	N/A	\$ 349,000	ADDITIONAL ALLOCATION	\$ 358,947	Add \$9,947 to project. Funding from GMA #4 programming balance.
PLACENTIA	99-PLAC-GMA-1155	GMA	MADISON AVENUE / INTERSTATE 5	C	04/05	N/A	N/A	\$			
RANCHO SANTA MARGARITA	10-RSMA-GMA-3405	GMA	SANTA MARGARITA PARKWAY WIDENING	E	10/11	N/A	N/A	\$ 17,500	ADDITIONAL ALLOCATION	\$ 23,200	Add \$5,700 to project. Funding from GMA #9 programming balance.
SANTA ANA	08-SNTA-GMA-2877	GMA	BRISTOL STREET / 17TH STREET IIP	C	10/11	N/A	N/A	\$ 450,000	ADDITIONAL ALLOCATION	\$ 458,947	Add \$8,947 to project. Funding from GMA #4 programming balance.
SEAL BEACH	08-SBCH-GMA-2868	GMA	SEAL BEACH BOULEVARD / I-405 IIP	C	08/09	N/A	N/A	\$	ADDITIONAL ALLOCATION	\$	Additional allocation for GMA administration. Allocation approved by GMA in June 2007.
SEAL BEACH	08-SBCH-GMA-2869	GMA	SEAL BEACH BOULEVARD / I-405 IIP	C	08/09	N/A	N/A	\$	ADDITIONAL ALLOCATION	\$	Additional allocation for GMA administration. Allocation approved by GMA in June 2007.
YORBA LINDA	08-YLND-GMA-2891	GMA	ROSE DRIVE SIGNAL UPGRADES / STRIPING	C	09/10	N/A	N/A	\$ 100,000	ADDITIONAL ALLOCATION	\$ 155,000	Add \$55,000 to project. Funding from GMA #1 programming balance.
Misc. Adjustments - Total CTFP Allocations (18) \$ 4,071,500											
Cancellations											
BUENA PARK	05-BPRK-GMA-2710	GMA	KNOTT AVENUE / LINCOLN STREET WIDENING	C	09/10	N/A	N/A	\$ 190,000	CANCEL	\$	- Agency requested cancellation.
GARDEN GROVE	00-GGRV-GMA-3075	GMA	HARBOR BOULEVARD / LAMPSON STREET IIP	R	05/06	N/A	N/A	\$ 50,000	CANCEL	\$	- Agency requested cancellation.
GARDEN GROVE	05-GGRV-IIP-2159	IIP	EUCLED STREET / TRASK AVENUE IIP	R	06/07	N/A	N/A	\$ 1,410,247	CANCEL	\$	- Agency requested cancellation.
GARDEN GROVE	05-GGRV-IIP-2178	IIP	MAGNOLIA AVENUE / TRASK AVENUE IIP	R	06/07	N/A	N/A	\$ 1,876,748	CANCEL	\$	- Agency started ROW acquisition for the project. OCTA paid initial payment per CTFP guidelines. OCTA will invoice for return of initial payment funds (\$1,291,500) plus interest from agency.
LA PALMA	08-LPMA-IIP-2945	IIP	ORANGETHORPE BOULEVARD / WALKER STREET IIP	E	9/10	N/A	N/A	\$ 205,520	CANCEL	\$	- Agency requested cancellation.
LA PALMA	08-LPMA-GMA-2952	GMA	ORANGETHORPE BOULEVARD / WALKER STREET IIP	C	09/10	N/A	N/A	\$ 50,000	CANCEL	\$	- Agency requested cancellation.
WESTMINSTER	05-WEST-RIP-2738	RIP	BEACH BOULEVARD (STATE ROUTE 39) / EDINGER AVENUE & I-405 RAMPS	E	08/09	N/A	N/A	\$ 1,088,000	CANCEL	\$	- OCTA lead project related to I-405 construction. Project to be cancelled and funds reapplied for under M2.
WESTMINSTER	03-WEST-MPH-1230	MPAH	GOLDENWEST AVENUE AT I-405	E	08/09	N/A	N/A	\$ 1,431,690	CANCEL	\$	- OCTA lead project related to I-405 construction. Project to be cancelled and funds reapplied for under M2.

FY - fiscal year
 GMA - Growth Management Area
 MPAH - Master Plan of Arterial Highways
 SSP - Smart Streets Program
 IIP - Intersection Improvement Program
 CTFP - Combined Transportation Funding Program
 I-5 - Santa Ana Freeway (Interstate 5)
 SR-91 - Riverside Freeway (State Route 91)
 OCTA - Orange County Transportation Authority
 I-405 - San Diego Freeway (Interstate 405)
 M2 - Measure M2
 OCTA - Orange County Transportation Authority



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March 8, 2011

Mr. William Murray
City Engineer
City of Garden Grove
11222 Acacia Parkway
P.O. Box 3070
Garden Grove, CA 92842

Subject: City of Garden Grove Measure M Expenditure Extension

Dear Mr. Murray,

This letter is a follow up to our meeting on February 10, 2011, regarding the City of Garden Grove's (City) request for an extension to expend Measure M turnback funds. The Orange County Transportation Authority's (OCTA) staff supports a one-year extension beyond the three year requirement to expend FY 2008-09 turnback funds by June 20, 2012. OCTA further supports an extension for expenditure of turnback monies for FY 2006-07 and FY 2007-08 to June 30, 2011. The action to formally extend the expenditure of funds will be submitted for Board of Directors' approval as part of the semi-annual review staff report expected on April 11, 2011.

It is OCTA's understanding that as of our meeting, FY 2006-07 turnback funds have been expended and the remaining FY 2007-08 turnback funds will be expended by June 30, 2011. OCTA requests that the City notify OCTA when turnback revenues for FY 2007-08 and FY 2008-09 have been expended in its entirety.

If you have any questions please contact Abbe McClenahan, Capital Programs Manager, at (714) 560-5673.

Sincerely,

Kurt Brotcke
Director, Strategic Planning

KB:am

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