



Measure M

Taxpayers Oversight Committee

at the Orange County Transportation Authority
600 S. Main Street, Orange CA



April 8, 2008
6:00 p.m.

AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Approval of Minutes/Attendance Report for February 12, 2008**
- 4. Chairman's Report**
- 5. Presentation Items**
 - A. Go Local Program Update
Presentation – Kelly Hart, Senior Transportation Analyst
 - B. Trade Corridor Improvement Fund (TCIF/Goods Movement) Overview
Presentation – Kia Mortazavi, Executive Director, Development
 - C. Pacific Electric Row Virtual Tour
Presentation – Kurt Brotcke, Director, Strategic Planning
 - D. I-5 Gateway Project
Presentation – Charlie Guess, Program Manager
 - E. Mission Statement/By-laws Update
Presentation – Alice Rogan, Community Relations Officer
- 6. Growth Management Subcommittee Report**
- 7. Audit Subcommittee Report**
- 8. Committee Member Reports**
- 9. OCTA Staff Update**
- 10. Public Comments***
- 11. Adjournment**

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

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

BARRISTERS' REPORTING SERVICE

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MEASURE M REVENUE & EXPENDITURE QUARTERLY REPORT (DEC. 07)	
PRESENTATION ITEMS:	
A. ANNUAL HEARING FOLLOW-UP AND COMPLIANCE FINDINGS PRESENTATION DAVID SUNDSTROM, TAXPAYERS OVERSIGHT COMMITTEE CO-CHAIR	18
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BARRISTERS' REPORTING SERVICE

1 ORANGE, CALIFORNIA; TUESDAY, FEBRUARY 12, 2008

2 6 P.M.

3

4 CHAIRMAN SUNDSTROM: WELCOME TO THE

5 TAXPAYERS OVERSIGHT COMMITTEE FOR MEASURE M.

6 TONIGHT ON THE AGENDA WE WILL BE HOLDING OUR ANNUAL

7 MEETING, OUR ANNUAL PUBLIC HEARING, AND THAT'S ON

8 THE AGENDA AS THE VERY FIRST ITEM OF BUSINESS.

9 BEFORE WE DO, IF YOU COULD PLEASE JOIN ME

10 IN THE PLEDGE OF ALLEGIANCE TO OUR FLAG OF OUR

11 GREAT COUNTRY.

12 (THE PLEDGE OF ALLEGIANCE.)

13 CHAIRMAN SUNDSTROM: SO I'D LIKE TO

14 INTRODUCE THE CO-CHAIR OF THE COMMITTEE, BROOKS

15 CORBIN, WHO WILL BE RUNNING THE MEETING.

16 CO-CHAIRMAN CORBIN: GREAT. THANK YOU

17 VERY MUCH. GOOD EVENING. WELCOME TO THE 17TH

18 MEASURE M ANNUAL PUBLIC HEARING. MY NAME IS BROOKS

19 CORBIN FROM THE SECOND DISTRICT. I'M CO-CHAIRMAN

20 OF THE MEASURE M TAXPAYER OVERSIGHT COMMITTEE.

21 MEASURE M IS THE ONE-HALF CENT SALES TAX

22 APPROVED BY THE VOTERS IN NOVEMBER 1990 FOR THE

23 LOCAL TRANSPORTATION IMPROVEMENTS. THE SALES TAX

24 IS BEING COLLECTED FOR A 20-YEAR PERIOD AND USED TO

25 FUND A SPECIFIC EXPENDITURE PLAN FOR TRANSPORTATION

BARRISTERS' REPORTING SERVICE

1 IMPROVEMENTS IN ORANGE COUNTY IN ORDER TO ALLEVIATE
2 TRAFFIC CONGESTION AND IMPROVE THE OVERALL
3 TRANSPORTATION NETWORK.

4 MEASURE M WAS RENEWED IN 2006 FOR ANOTHER
5 30 YEARS AND CALLED FOR A TRANSITION OF THE
6 CITIZENS OVERSIGHT COMMITTEE TO THE TAXPAYERS
7 OVERSIGHT COMMITTEE. THE TAXPAYERS OVERSIGHT
8 COMMITTEE BEGAN MEETING ON AUGUST 28TH, 2007, BUT
9 FORMALLY MET AS THE CITIZENS OVERSIGHT COMMITTEE
10 FROM '91 UNTIL JUNE 2007.

11 AS CALLED FOR IN THE MEASURE M ORDINANCE,
12 THE TAXPAYERS OVERSIGHT COMMITTEE IS MADE UP OF TEN
13 MEMBERS WHO VOLUNTEER THEIR TIME AND REPRESENT THE
14 FIVE SUPERVISORAL DISTRICTS OF ORANGE COUNTY, PLUS
15 THE COUNTY AUDITOR AND CONTROLLER, WHO SERVES AS
16 CO-CHAIR.

17 I WOULD ASK EACH OF THE MEMBERS TO
18 INTRODUCE THEMSELVES AND THEIR DISTRICT. STARTING
19 HERE.

20 MR. SMITH: CHUCK SMITH REPRESENTING
21 FIRST DISTRICT.

22 MR. MOORE: GREG MOORE, THIRD DISTRICT.

23 MR. VON COELIN: FREDERICK VON COELIN,
24 FOURTH DISTRICT.

25 MR. GANN: RICHARD GANN, FIFTH DISTRICT.

BARRISTERS' REPORTING SERVICE

1 MR. KELLY: JIM KELLY, FIFTH DISTRICT.

2 MR. ISHIZU: GILBERT ISHIZU FROM THE
3 SECOND DISTRICT.

4 MR. HENRY: BUD HENRY, THIRD SUPERVISORAL
5 DISTRICT.

6 CHAIRMAN SUNDSTROM: DAVID SUNDSTROM,
7 COUNTY AUDITOR AND CONTROLLER.

8 CO-CHAIRMAN CORBIN: THANK YOU. THE COC
9 TOC WAS ESTABLISHED BY MEASURE M AS APPROVED BY THE
10 VOTERS. THE M ORDINANCE SET UP AN AGENCY CALLED
11 THE LOCAL TRANSPORTATION AUTHORITY OR LTA TO BE
12 RESPONSIBLE FOR THE IMPLEMENTATION OF MEASURE M.
13 LTA AND ALL OF ITS DEALINGS WITH MEASURE M ARE
14 ADMINISTERED AND EXECUTED BY THE ORANGE COUNTY
15 TRANSPORTATION AUTHORITY OR OCTA.

16 THE PURPOSE OF THE COC IS TO MAKE SURE
17 THAT OCTA IS PROCEEDING IN ACCORDANCE WITH THE
18 MEASURE M ORDINANCE. MEMBERS ARE SERVING
19 THREE-YEAR TERMS, SELECTIONS ARE BY THE GRAND
20 JURORS ASSOCIATION OF ORANGE COUNTY, WHICH
21 INDEPENDENTLY RECRUITS, SCREENS, AND RECOMMENDS COC
22 TOC CANDIDATES. THE FINAL SELECTION IS BY LOTTERY
23 AT AN OCTA BOARD OF DIRECTORS MEETING. THIS SPRING
24 THE GRAND JURORS WILL BE RECRUITING FOR THREE
25 VACANT POSITIONS, ONE IN THE SECOND AND TWO IN THE

BARRISTERS' REPORTING SERVICE

1 THIRD SUPERVISORAL DISTRICTS.

2 SPECIFIC RESPONSIBILITIES OF THE
3 COMMITTEE ARE TO ENSURE ALL TRANSPORTATION REVENUE
4 COLLECTED FROM MEASURE M IS SPENT ON PROJECTS WHICH
5 ARE PART OF THE REVISED TRAFFIC IMPROVEMENT AND
6 GROWTH MANAGEMENT PLAN APPROVED BY A TWO-THIRDS
7 VOTE, ANY MATERIAL AMENDMENTS TO THE EXPENDITURE
8 PLAN PROPOSED BY THE AUTHORITY WHICH CHANGED THE
9 FUNDING AND CATEGORIES, PROGRAMS, AND CORE PROJECTS
10 IDENTIFIED ON PAGE 18 OF THE EXPENDITURE PLAN,
11 REVIEW THE GROWTH MANAGEMENT PLAN, AND SEVEN-YEAR
12 CAPITAL IMPROVEMENT PROGRAM FOR EACH JURISDICTION,
13 34 CITIES, AND THE COUNTY OF ORANGE SOLELY TO
14 DETERMINE IF THE PLAN PREPARED AND CERTIFIED BY
15 EACH JURISDICTION INCLUDE THE ELEMENTS SPECIFIED IN
16 THE COUNTYWIDE GROWTH MANAGEMENT PROGRAM IN ORDER
17 TO BE ELIGIBLE TO RECEIVE MEASURE M LOCAL TURN-BACK
18 FUNDS AND FORWARD THE FINDINGS TO THE OCTA, AND
19 CONTRACT THROUGH THE AUTHORITY FOR INDEPENDENT
20 ANALYSIS OR EXAMINATION OF ISSUES WITHIN THE
21 OVERSIGHT COMMITTEE'S PURVIEW, INCLUDING AUDITS.

22 WE HAVE TWO SUBCOMMITTEES THAT HAVE BEEN
23 FORMED TO HELP PERFORM THESE RESPONSIBILITIES. ONE
24 IS THE AUDIT COMMITTEE AND THE OTHER IS THE GROWTH
25 MANAGEMENT SUBCOMMITTEE. BOTH ARE SUBCOMMITTEES,

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1 WHICH WILL GIVE REPORTS LATER TONIGHT.

2 I'D LIKE TO NOW DISCUSS OUR KEY
3 ACCOMPLISHMENTS FOR 2007. THIS PAST YEAR WE'VE
4 BEEN -- THE COMMITTEE'S BEEN MEETING FOR OVER 18
5 YEARS. THE ORIGINAL NINE MEMBERS SPENT A GREAT
6 DEAL OF TIME GETTING THE GROUP ORGANIZED AND
7 ESTABLISHING POLICIES AND SORTING OUT EARLY
8 BUSINESS. THE COMMITTEE NOW CONTINUES TO OVERSEE
9 BASED ON THESE POLICIES, BUT EACH YEAR WE CAN
10 REVIEW THOSE POLICIES AND BRING ADDITIONAL INSIGHTS
11 AND IDEAS.

12 MAJOR ACTIVITIES THIS PAST YEAR INCLUDE
13 THERE WAS A HOLDING OF THE 2006-2007 MEASURE M
14 ANNUAL PUBLIC HEARING IN FEBRUARY 2007. IT WAS THE
15 ANNUAL EXAMINATION OF THE 35 JURISDICTIONS,
16 SEVEN-YEAR CAPITAL IMPROVEMENT PROGRAM, GROWTH
17 MANAGEMENT IMPLEMENTATION PROGRAM PERFORMED WITH
18 THE TRANSPORTATION PURPOSES IDENTIFIED IN POLICY
19 RESOLUTION NO. 3, AND THE GROWTH MANAGEMENT
20 PROGRAM. WE REVIEWED AND COMMENTED ON THE FISCAL
21 YEAR 2006-2007 AUDIT RESULTS. WE FOLLOWED THE
22 STATUS OF THE RENEWED MEASURE M ORDINANCE NO. 3
23 DEVELOPMENT ELECTION RESULTS. WE APPROVED AN
24 AMENDMENT TO THE MEASURE M FREEWAY PROGRAM TO
25 ALLOCATE 32 MILLION FROM THE FREEWAY RESERVES FOR

BARRISTERS' REPORTING SERVICE

1 THE SR 22 AND SR 57. AND WE REVIEWED THE STATUS OF
2 SEVERAL MEASURE M PROGRAMS, INCLUDING FREEWAY
3 CONSTRUCTION INCLUDING THE SR 22, I-5 GATEWAY
4 PROJECTS, THE REGIONAL AND LOCAL STREETS AND ROAD
5 FUNDS, METROLINK.

6 NOW WE'D LIKE TO HEAR FROM THE TAXPAYER
7 OVERSIGHT COMMITTEE SUBCOMMITTEES. START WITH THE
8 GROWTH MANAGEMENT SUBCOMMITTEE REPORT CHAIRED BY
9 MERLIN HENRY.

10 MR. HENRY: GOOD EVENING, CHAIRMAN
11 SUNDSTROM AND FELLOW MEMBERS OF THE TAXPAYER
12 OVERSIGHT COMMITTEE. I'M BUD HENRY, CHAIR OF THE
13 GROWTH MANAGEMENT PROGRAM SUBCOMMITTEE. AND MY
14 FELLOW SUBCOMMITTEE MEMBERS ARE ALL HERE TONIGHT:
15 CHUCK SMITH, GIL ISHIZU, AND RICHARD GANN.

16 OUR COMMITTEE'S RESPONSIBLE FOR REVIEWING
17 ALL THE ELIGIBILITY PACKAGE OF THE 34 CITIES IN
18 ORANGE COUNTY TO INCLUDE THE COUNTY OF ORANGE THAT
19 PLAN TO USE PROP M FUNDS FOR LOCAL STREETS AND ROAD
20 PROJECTS.

21 THE COMMITTEE DETERMINED BACK IN AUGUST
22 AND EARLY SEPTEMBER THAT ALL PROJECTS SUBMITTED
23 DURING THE 2007-2008 ELIGIBILITY CYCLE WERE
24 CONSISTENT WITH THE ORDINANCE, WHICH USES THE
25 ELIGIBILITY DEFINITIONS IN ARTICLE 19 OF THE

BARRISTERS' REPORTING SERVICE

1 CALIFORNIA CONSTITUTION.

2 THE COMMITTEE MEMBERS MET AT OCTA AND
3 REVIEWED OVER 500 PROJECTS THAT LOCAL AGENCIES
4 SUBMITTED AS PART OF THEIR SEVEN-YEAR CAPITAL
5 IMPROVEMENT PROGRAM. THIS YEAR WE ALSO CERTIFIED
6 THAT ALL LOCAL JURISDICTIONS HAVE SATISFIED THE
7 REQUIREMENT IN THE ORDINANCE TO PROVIDE OCTA WITH
8 THEIR GROWTH MANAGEMENT ELEMENTS. THE COMMITTEE
9 FOUND ALL OF THE LOCAL JURISDICTIONS, TO INCLUDE
10 THE COUNTY OF ORANGE, MET THE ELIGIBILITY
11 REQUIREMENTS IN THE ORDINANCE FOR THE FISCAL YEAR
12 2007-2008 AND RECOMMEND THAT THE TAXPAYER OVERSIGHT
13 COMMITTEE SUPPORT OUR FINDINGS AT THE OCTOBER 2007
14 COMMITTEE MEETING.

15 THE FULL COMMITTEE APPROVED THE
16 SUBCOMMITTEE'S FINDING, THAT ALL LOCAL AGENCIES MET
17 THE GROWTH MANAGEMENT PROGRAM ELIGIBILITY
18 REQUIREMENT. THANK YOU VERY MUCH, AND THAT
19 CONCLUDES MY REPORT.

20 CO-CHAIRMAN CORBIN: THANK YOU. NOW WE'D
21 LIKE TO DO THE AUDIT SUBCOMMITTEE REPORT LED BY
22 DAVID SUNDSTROM.

23 CHAIRMAN SUNDSTROM: I'D LIKE TO LEAD OFF
24 BY ACKNOWLEDGING THE MEMBERS OF THE TAXPAYER
25 OVERSIGHT COMMITTEE AUDIT SUBCOMMITTEE. THOSE HAVE

BARRISTERS' REPORTING SERVICE

1 BEEN BROOKS CORBIN, TO MY LEFT, MR. JAMES KELLY,
2 FREDERICK VON COELIN, ROSE KAUFMAN.

3 THE COMMITTEE'S ROLES AND
4 RESPONSIBILITIES AND RELATED ACTIONS HAVE BROUGHT
5 FORWARD THE FOLLOWING CONCLUSIONS. FIRST, WE
6 DEFINED THE AUDIT PROCEDURES RELATED TO THE AUDITS,
7 CITY TURN-BACK FUNDS IN THE QUARTERLY STATUS REPORT
8 ARE REVIEWED BY THE TAXPAYERS OVERSIGHT COMMITTEE
9 ON A REGULAR BASIS.

10 THE EXTERNAL AUDITORS PROCEDURES ARE
11 DESIGNED TO ENSURE THAT THE CITY'S SPENDING IS IN
12 ACCORDANCE WITH THE ORDINANCE AND THAT THE
13 QUARTERLY STATUS REPORT IS ACCURATE AND RELIABLE.

14 WE SELECT A SAMPLE OF CITIES FOR AUDIT.
15 THE FISCAL YEAR ENDED JUNE 30, 2007, THE AUDIT
16 SUBCOMMITTEE SELECTED SEVEN CITIES. THE AUDITORS
17 IDENTIFIED AN ISSUE WITH THE CITY OF ANAHEIM, WHICH
18 THE CITY'S EXPENDITURES WERE NOT INCLUDED IN THE
19 SEVEN-YEAR CAPITAL IMPROVEMENT PROGRAM AS REQUIRED
20 BY THE ORDINANCE. THE CITY IMMEDIATELY REVERSED
21 THE EXPENDITURES, FINDING AN ALTERNATIVE FUNDING
22 SOURCE.

23 WE PARTICIPATED ON THE EVALUATION
24 COMMITTEE FOR OUR EXTERNAL AUDITORS, NOT JUST OF
25 MEASURE M MONIES, BUT ALSO FOR THE AUTHORITY

BARRISTERS' REPORTING SERVICE

1 ITSELF. SUBCOMMITTEE MEMBER BROOKS CORBIN
2 PARTICIPATED IN THE SELECTION OF NEW AUDITORS.
3 MAYER, HOFFMAN & MCCANN. THE FIRM WAS AWARDED A
4 THREE-YEAR CONTRACT WITH TWO ONE-YEAR OPTIONS.

5 WE REVIEWED THE FINANCIAL STATEMENTS AND
6 THE AUDITOR'S OPINION. THE EXTERNAL AUDITORS
7 ISSUED AN UNQUALIFIED OPINION ON THE LTA'S
8 FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30,
9 2007.

10 SEVERAL AUDIT ADJUSTMENTS WERE IDENTIFIED
11 BY THE AUDITORS AND POSTED IN THE FINANCIAL
12 STATEMENTS. NO SIGNIFICANT AUDIT ADJUSTMENTS WERE
13 LEFT UNPOSTED.

14 WE ALSO REVIEWED OTHER REPORTS AND
15 OPINIONS RENDER BY THE AUDITORS RELEVANT TO MEASURE
16 M. WE LOOKED AT DEBT SERVICE COVERAGE TO MAKE SURE
17 THAT IT EXCEEDED MINIMUM REQUIRED LEVELS, AND THE
18 AUDITORS CONCLUDED THAT THE SCHEDULES WERE
19 PRESENTED FAIRLY. THE AUDIT SUBCOMMITTEE ALSO
20 REVIEWED OCTA'S MANAGEMENT LETTER FOR ISSUES
21 RELEVANT TO THE LTA. THE AUDITORS IDENTIFIED EIGHT
22 ISSUES, SIX OF WHICH WERE RELEVANT TO MEASURE M.
23 THE FINDINGS WERE CONSIDERED BY THE AUDITORS TO BE
24 SIGNIFICANT WEAKNESSES IN INTERNAL CONTROLS AS
25 DEFINED BY THE AMERICAN INSTITUTE OF CERTIFIED

BARRISTERS' REPORTING SERVICE

1 PUBLIC ACCOUNTANTS. NONE, HOWEVER, WERE FOUND TO
2 BE MATERIAL WEAKNESSES.

3 THE AUDIT SUBCOMMITTEE REVIEWED
4 MANAGEMENT RESPONSES TO THE FINDINGS, REQUESTED
5 CLARIFICATION FROM STAFF, AND IS NOW SATISFIED THAT
6 ALL OF OUR CONCERNS HAVE BEEN SATISFIED AND WILL BE
7 OR HAVE BEEN OR WILL BE ADDRESSED.

8 WE ALSO MET WITH EXTERNAL AUDITORS TO
9 DISCUSS THE RESULTS OF THEIR AUDITS. MARK DAVID,
10 SHAREHOLDER FOR THE CPA, PROVIDED A PRESENTATION TO
11 THE COMMITTEE ON THE RESULTS OF THEIR AUDITS.
12 THERE WERE NO SIGNIFICANT ISSUES RAISED BEYOND
13 THOSE IN THE REPORTS AS PRESENTED.

14 WE ALSO REVIEWED AND EVALUATED OTHER
15 MATTERS UNDER THE AUDIT SUBCOMMITTEE'S
16 JURISDICTION. THE SUBCOMMITTEE CONTINUES TO REVIEW
17 THE QUARTERLY STATUS REPORTS, WHICH ARE BASICALLY
18 THE MAJOR ROAD MAP FOR MEASURE M. THE SUBCOMMITTEE
19 REVIEWED OCTA STAFF AND COST ALLOCATION PLAN
20 METHODOLOGY. AND, MR. KELLY -- THANK YOU,
21 MR. KELLY -- HAS PREPARED A DRAFT OF COC TOC BYLAWS
22 WHICH ARE NOW UNDER REVIEW AND REVISION BY OUR
23 SUBCOMMITTEE.

24 CO-CHAIRMAN CORBIN: THANK YOU. IT IS
25 NOW TIME FOR PUBLIC COMMENTS. DAVID SUNDSTROM WILL

BARRISTERS' REPORTING SERVICE

1 RUN TONIGHT'S PUBLIC HEARING.

2 CHAIRMAN SUNDSTROM: THE INTENT OF
3 TONIGHT'S PUBLIC HEARING IS FOR THE TOC TO HEAR
4 COMMENTS FROM THE CITIZENS REGARDING THE
5 IMPLEMENTATION OF THE MEASURE M PROGRAM. WE WILL
6 NOT BE ANSWERING QUESTIONS AT THIS TIME, BUT WE
7 WILL SEND A RESPONSE TO YOUR QUESTIONS AT A LATER
8 DATE. EACH PERSON MAKING COMMENTS WILL BE ALLOWED
9 FIVE MINUTES TO SPEAK. YOU MUST FILL IN A REQUEST
10 TO SPEAK FORM IN ORDER TO GIVE YOUR COMMENTS. WE
11 ASK THAT ORGANIZATIONS ONLY HAVE ONE OR TWO
12 REPRESENTATIVES GIVE COMMENTS.

13 DO WE HAVE ANY COMMENTS OR ANY SPEAKER
14 REQUEST FORMS?

15 MS. RASMUSSEN: YEAH, BUT I DIDN'T GET
16 ONE OF THESE.

17 CHAIRMAN SUNDSTROM: JUST COME UP,
18 INTRODUCE YOURSELF.

19 MS. RASMUSSEN: I WON'T BE FIVE MINUTES.

20 CHAIRMAN SUNDSTROM: AND WHERE YOU LIVE.

21 MS. RASMUSSEN: JOANNA RASMUSSEN. I LIVE
22 IN HUNTINGTON BEACH. AND MEASURE M FUNDS ARE
23 SUPPOSED TO BE FOR ALL ORANGE COUNTY; IS THAT
24 CORRECT? WELL, HUNTINGTON BEACH ISN'T -- YOU'RE
25 NOT USING ANY OF THOSE FUNDS FOR HUNTINGTON BEACH,

BARRISTERS' REPORTING SERVICE

1 AS FAR AS I CAN SEE. SO I'D JUST LIKE TO FIND OUT
2 WHAT'S -- WHY WE'RE NOT INVOLVED. THAT'S ALL I
3 WANTED TO SAY.

4 CHAIRMAN SUNDSTROM: WE'LL GET YOU A
5 DIRECT RESPONSE AT A LATER DATE, BUT LET ME ASSURE
6 YOU HUNTINGTON BEACH DOES RECEIVE MEASURE M
7 DOLLARS.

8 ANYBODY ELSE FROM THE PUBLIC? THAT
9 CONCLUDES THE PUBLIC MEETING.

10 CO-CHAIRMAN CORBIN: THANK YOU. THAT'S
11 IT. THANK YOU FOR COMING. WE'LL BE SENDING YOUR
12 RESPONSES TO QUESTIONS AS PROMISED.

13 CHAIRMAN SUNDSTROM: IF YOU LEAVE YOUR
14 NAME AND ADDRESS.

15 MS. RASMUSSEN: YES.

16 CHAIRMAN SUNDSTROM: WE'LL, OF COURSE,
17 ALSO REPORT THAT OUT AT OUR NEXT REGULARLY
18 SCHEDULED MEETING OF THE OVERSIGHT COMMITTEE. WANT
19 TO GET YOU A DIRECT RESPONSE.

20 MR. MOORE: CAN I POINT SOMETHING OUT?
21 I'M KIND OF -- I'M WITH THE GROWTH MANAGEMENT
22 COMMITTEE. I KNOW WE'VE APPROVED QUITE A FEW
23 PROJECTS FOR HUNTINGTON BEACH. IT POINTS OUT A
24 PROBLEM THAT SOMEONE HAS THE PERCEPTION THAT MONEY
25 ISN'T BEING SPENT IN HUNTINGTON BEACH. I WONDER

BARRISTERS' REPORTING SERVICE

1 IF --

2 MS. RASMUSSEN: I'M ON THE CAC, SO, YOU
3 KNOW, I'M NOT SEEING IT. I'M NOT SEEING IT HAPPEN.

4 MR. HENRY: THE ONLY COMMENT I CAN MAKE,
5 THAT WE REVIEWED THESE PROJECTS IN AUGUST AND EARLY
6 SEPTEMBER. WE HAD PROJECTS FROM EVERY CITY IN
7 ORANGE COUNTY WITH THE EXCEPTION OF VILLA PARK. SO
8 I KNOW WE REVIEWED AND REVIEWED PROJECTS FOR ORANGE
9 COUNTY. AS DAVID SAID, WE CAN GET BACK TO YOU THE
10 SPECIFIC PROJECTS THAT WERE APPROVED. WE
11 DEFINITELY DID APPROVE PROJECTS FROM YOUR CITY.

12 MS. RASMUSSEN: OKAY. I HAD ANOTHER
13 QUESTION SINCE YOU'RE GOING TO WRAP THIS UP REAL
14 QUICK. I REALLY HAVE A PROBLEM WITH THE AMOUNT OF
15 MONEY THAT YOU SPEND ON ADVERTISING FOR THE MEASURE
16 M FUNDING. I SEE SIGNS ALL OVER THE PLACE, AND ALL
17 THIS ADVERTISING AND TELEVISION ADVERTISING, I'M
18 THINKING -- AND ADS IN THE NEWSPAPER, FULL-PAGE
19 ADS. I HAVE A PROBLEM WITH THAT. THAT'S, I DON'T
20 FEEL, A GOOD USE OF THE MONIES FOR THE MEASURE M.

21 CHAIRMAN SUNDSTROM: AGAIN, WE'LL ADDRESS
22 THAT DIRECTLY TO YOU AS WELL AS AT OUR NEXT
23 REGULARLY SCHEDULED MEETING.

24 MS. RASMUSSEN: GREAT. THANKS.

25 MR. MOORE: CAN I SAY SOMETHING ABOUT

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1 THAT? I THINK IT'S IMPORTANT THAT WE HAVE MEASURE
2 M FUNDS, AND I THINK IT'S IMPORTANT THAT THERE'S AN
3 AWARENESS FOR MEASURE M SO THAT THE VOTERS WILL
4 ACTUALLY VOTE IT TO EXISTENCE SO THAT WE CAN BE
5 SUCCESSFUL IN THE ROAD IMPROVEMENT PROGRAMS. AND
6 SO I THINK IT IS A NECESSARY EXPENSE.

7 MS. RASMUSSEN: I AGREE WITH YOU. MY
8 FATHER WAS IN ADVERTISING. HE OWNED HIS OWN
9 ADVERTISING AGENCY FOR 40 YEARS. I TOTALLY
10 UNDERSTAND ADVERTISING. IT'S JUST THE AMOUNT OF
11 ADVERTISING THAT YOU DID. IT WAS KIND OF OVERKILL
12 AS FAR AS I'M CONCERNED. COULD HAVE BEEN USED IN
13 BETTER WAYS. THAT'S WHY I'M HERE, JUST TO CAUSE
14 PROBLEMS.

15 MS. ROGAN: CAN I ASK ADVERTISING FOR
16 WHAT SPECIFICALLY, LIKE WHEN YOU SAW A FULL-PAGE
17 AD?

18 MS. RASMUSSEN: ADS FOR JUST THE THINGS
19 THAT YOU'D ALREADY DONE, YOU KNOW, TELLING US WHAT
20 YOU'D DONE. IT DIDN'T HAVE TO BE AN ENTIRE PAGE OR
21 ENTIRE -- I MEAN THAT'S A LOT OF MONEY TO BE SPENT.
22 JUST, YOU KNOW, TOO MUCH, I THINK. QUARTER OF A
23 PAGE, MAYBE A BOX SOMEWHERE ON PAGE 5 OR 10 OR
24 SOMETHING. DOESN'T HAVE TO BE ON PAGE 2 OR 3. I
25 JUST THINK I'VE SEEN TOO MUCH MONEY ON ADVERTISING.

BARRISTERS' REPORTING SERVICE

1 MR. MOORE: I GUESS A GOOD WAY TO GAUGE
2 HOW EFFECTIVE THE ADVERTISING IS IS WHEN VOTERS
3 APPROVED MEASURE M, BY WHAT MARGIN DID THEY APPROVE
4 IT? IF IT'S AN OVERWHELMING APPROVAL, THEN MAYBE
5 YOUR ARGUMENT WOULD MAKE SENSE. BUT IF IT'S VERY
6 CLOSE, THEN I'D SAY YOU'RE SPENDING JUST ENOUGH TO
7 MAKE IT HAPPEN.

8 CHAIRMAN SUNDSTROM: FOR THE RECORD, I
9 WANT TO NOTE THAT NO MONIES, NO MEASURE M MONIES,
10 WERE SPENT ADVERTISING TO PUT THE NEW MEASURE M
11 INTO PLACE.

12 MR. GANN: WHICH WOULD BE AGAINST THE
13 LAW.

14 CHAIRMAN SUNDSTROM: WHICH WOULD BE
15 ILLEGAL. WE WOULD NOT HOLD WITH THAT AT ALL.

16 SECOND PIECE OF ADVERTISING THAT I AM
17 AWARE OF IS WHEN WE SOLICIT MEMBERSHIP FOR THIS
18 COMMITTEE. AND THAT HAS TO RUN IN LARGE SPACES IN
19 ORDER TO GET A GOOD DRAW FOR THE GRAND JURY
20 ASSOCIATION TO SELECT ITS MEMBERS, OUR MEMBERS.
21 THOSE ARE THE ONLY TWO THAT I'M REALLY FAMILIAR
22 WITH. I'D HAVE TO GET BACK TO YOU, BECAUSE I WANT
23 TO, TO FIND OUT EXACTLY WHAT OUR ADVERTISING LEVELS
24 WERE EXCEPTING THOSE TWO ITEMS.

25 MS. RASMUSSEN: THANK YOU.

BARRISTERS' REPORTING SERVICE

1 CO-CHAIRMAN CORBIN: ALL RIGHT. WE'RE
2 DONE. THANK YOU VERY MUCH.

3 CHAIRMAN SUNDSTROM: THANK YOU FOR
4 COMING.

5 ITEM 4 ON OUR REGULAR AGENDA THIS
6 EVENING, AND THAT'S THE APPROVAL OF THE MINUTES AND
7 ALSO THE APPROVAL OF THE ATTENDANCE REPORT FOR
8 DECEMBER 11TH. CAN I GET A MOTION TO APPROVE?

9 MR. HENRY: SO MOVED.

10 MR. ISHIZU: SECOND.

11 CHAIRMAN SUNDSTROM: ALL THOSE IN FAVOR.
12 ANY OPPOSED?

13 I HAVE NO CHAIRMAN'S REPORT, WHICH IS
14 REGULARLY SCHEDULED AS AN ITEM. WE DO HAVE A
15 RECEIVE AND FILE ITEM, AND THAT'S THE QUARTERLY
16 EXPENDITURE REPORT AS OF DECEMBER '07. DOES
17 ANYBODY HAVE ANY COMMENTS ON THAT? WE REVIEWED
18 THAT THOROUGHLY IN THE AUDIT SUBCOMMITTEE AT 5
19 O'CLOCK. DOES ANYBODY HAVE ANYTHING ELSE THEY'D
20 LIKE TO SAY?

21 IF NOT, WE'D LIKE TO MOVE TO THE
22 PRESENTATION ITEMS. THE FIRST -- THE FIRST ITEM IS
23 PRESENTATION ITEM, ANNUAL HEARING FOLLOW-UP AND
24 COMPLIANCE FINDINGS. I HAVE A PIECE OF PAPER
25 SIGNED TONIGHT THAT SHOWS THAT WE ARE IN COMPLIANCE

BARRISTERS' REPORTING SERVICE

1 OR HAVE BEEN IN COMPLIANCE FOR THE PAST YEAR; AND
2 THAT BASED ON OUR HEARING, THE '06-'07 FINANCIAL
3 AUDIT RESULTS, AND OTHER INFORMATION THAT WE HAVE
4 TO DATE, WE HEREBY FIND THAT THE AUTHORITY IS
5 PROCEEDING IN ACCORDANCE WITH THE PLAN.

6 IN ADDITION, IN ACCORDANCE WITH ORDINANCE
7 2, SECTION 12, PARAGRAPH (B)(3), I CERTIFIED THAT
8 THE EXPENDITURES FROM THE TRUST FUND FOR THE FISCAL
9 YEAR ENDED JUNE 30, '07, HAVE BEEN SPENT ON
10 SPECIFIC TRANSPORTATION PURPOSES IDENTIFIED IN THE
11 PLAN.

12 THAT CONCLUDES MY PRESENTATION. WE NEED
13 A VOTE. CAN I HAVE A VOTE THEN -- CAN I HAVE A
14 MOTION THEN TO ACCEPT THAT REPORT?

15 MR. KELLY: SO MOVED.

16 MR. VON COELIN: SECOND.

17 CHAIRMAN SUNDSTROM: DISCUSSION? ALL
18 THOSE IN FAVOR PLEASE SIGNIFY BY SAYING AYE. ANY
19 OPPOSED? SO PASSED.

20 NEXT WE HAVE COMBINED TRANSPORTATION
21 FUNDING PROGRAM SEMIANNUAL REVIEW PRESENTATION.
22 THAT IS JENNIFER BERGENER, MANAGER OF CAPITAL
23 PROJECTS.

24 MS. BERGENER: THANK YOU, CHAIRMAN. GOOD
25 EVENING, CHAIRMAN, MEMBERS OF THE COMMITTEE. MY

BARRISTERS' REPORTING SERVICE

1 NAME, AGAIN, IS JENNIFER BERGENER. I'M THE MANAGER
2 OF CAPITAL PROGRAMS FOR THE AUTHORITY.

3 I WOULD LIKE TO TAKE THIS OPPORTUNITY TO
4 PROVIDE YOU WITH AN OVERVIEW OF THE COMBINED
5 TRANSPORTATION FUNDING PROGRAM OR CTFP SEMIANNUAL
6 REVIEWS. CONSISTENT WITH OCTA BOARD-ADOPTED
7 POLICY, TWICE EACH YEAR STAFF SITS DOWN WITH EACH
8 OF THE LOCAL JURISDICTIONS TO REVIEW THE STATUS OF
9 THEIR PROJECTS. THIS PROCESS IS COMMONLY REFERRED
10 TO AS THE SEMIANNUAL REVIEWS.

11 THE GOALS OF THE SEMIANNUAL REVIEWS ARE
12 TO REVIEW PROJECT STATUS, FACILITATE PROJECT
13 DELIVERY, DETERMINE THE CONTINUED VIABILITY OF
14 PROJECTS, AND TO ADDRESS LOCAL AGENCY CONCERNS
15 REGARDING THEIR PROJECTS.

16 SINCE 1991 OCTA HAS AWARDED OVER 683.1
17 MILLION IN MEASURE M STREETS AND ROADS PROGRAM
18 ALLOCATIONS THROUGH A COMPETITIVE PROCESS.
19 ADDITIONALLY, WE'VE ALSO AWARDED 240.5 MILLION OF
20 FEDERAL REGIONAL SURFACE TRANSPORTATION OR RSVP
21 FUNDS TO STREETS AND ROADS PROJECTS THROUGHOUT THE
22 COUNTY.

23 DURING THE SEPTEMBER 2007 SEMIANNUAL
24 REVIEW, 23 LOCAL AGENCIES REQUESTED 68 VARIOUS
25 PROJECT ADJUSTMENTS. THOSE PROJECT ADJUSTMENTS ARE

BARRISTERS' REPORTING SERVICE

1 OUTLINED IN THE SLIDE BEFORE YOU. SPECIFICALLY
2 FOUR PROJECTS REQUESTED ADVANCEMENT, 38 PROJECTS
3 REQUESTED DELAYS, THERE WERE 16 PROJECTS WITH
4 MISCELLANEOUS ADJUSTMENTS, SUCH AS TRANSFERRING
5 FUNDS BETWEEN PHASES, LEAD AGENCY ADJUSTMENTS,
6 THINGS OF THAT NATURE, AND SEVEN CANCELLATIONS.
7 THOSE SEVEN CANCELLATIONS, THOSE FUNDS WILL BE
8 RETURNED TO THEIR PROGRAMS OF ORIGIN AND INCLUDED
9 IN THE CURRENT CALL FOR PROJECTS.

10 THE SLIDE BEFORE YOU OUTLINES THE
11 SPECIFIC REASONS FOR DELAY AS STATED BY THE LOCAL
12 AGENCIES. I'D LIKE TO CALL YOUR ATTENTION TO THE
13 PRIMARY REASON STATED FOR DELAY, AND THAT WAS TO
14 COORDINATE WITH OTHER LOCAL AGENCIES. THAT WOULD
15 BE UTILITIES OR CALTRANS REGIONAL INTERCHANGES AND
16 THINGS OF THAT NATURE.

17 DURING -- AS I STATED, ONE OF THE GOALS
18 OF THE SEMIANNUAL REVIEWS IS TO REVIEW PROJECT
19 STATUS. SO DURING SEMIANNUAL REVIEWS, PROJECTS ARE
20 ASSIGNED ONE OF FOUR STATUSES. THOSE STATUSES ARE
21 OUTLINED IN THE SLIDE BEFORE YOU. OF THE 683.1
22 MILLION OF MEASURE M STREETS AND ROADS FUNDS, I'M
23 VERY PLEASED TO REPORT THAT 321.1 MILLION OR 47
24 PERCENT OF THOSE PROJECTS ARE COMPLETE. 56.7
25 MILLION OR 8 PERCENT ARE NEARLY COMPLETE PENDING

BARRISTERS' REPORTING SERVICE

1 FINAL PAYMENT, WHICH MEANS WE'RE JUST WAITING FOR
2 SOME ADDITIONAL INFORMATION FROM LOCAL AGENCIES SO
3 THAT WE CAN PROCESS THEIR FINAL PAYMENT AND CLOSE
4 OUT THOSE PROJECTS. 140.7 OR 21 PERCENT ARE
5 CURRENTLY STARTED OR UNDER WAY. AND THE REMAINING
6 164.5 MILLION OR 24 PERCENT ARE ANTICIPATED TO BE
7 STARTED WITHIN THE NEXT THREE YEARS.

8 DUE TO VERY STRICT TIME AND USE
9 REQUIREMENTS ON FEDERAL FUNDS, THE ADJUSTMENTS TO
10 THE RSTP FUNDED PROJECTS ARE LIMITED. SO YOU SEE
11 THE SMALL NUMBERS BEFORE YOU. SPECIFICALLY THE
12 RSTP PROJECTS, THERE WAS ONE PROJECT REQUESTING
13 DELAY AND TWO PROJECTS REQUESTING CANCELLATIONS.

14 OF THE 240.5 MILLION RSTP FUNDS AWARDED
15 TO PROJECTS, 89.6 OR 37 PERCENT OF THOSE ARE
16 COMPLETED, 36.9 OR 15 PERCENT ARE NEARLY COMPLETE
17 PENDING FINAL PAYMENT. 46.8 ARE STARTED OR
18 CURRENTLY UNDER WAY. AND THE REMAINING 67.1
19 MILLION OR 28 PERCENT ARE ANTICIPATED TO BE STARTED
20 WITHIN THE NEXT THREE YEARS.

21 THIS REPORT HAS OUTLINED FOR YOU THE
22 CURRENT STATUS OF 683.1 MILLION OF MEASURE M FUNDS
23 AND 240.5 OF RSTP FUNDS FOR STREETS AND ROADS
24 THROUGHOUT THE COUNTY. THE PROJECT ADJUSTMENTS
25 WILL BE PRESENTED TO THE OCTA BOARD OF DIRECTORS

BARRISTERS' REPORTING SERVICE

1 NEXT MONTH FOR THEIR FINAL REVIEW AND APPROVAL.
2 AND THE NEXT SCHEDULED SEMIANNUAL REVIEWS WILL BE
3 IN MARCH OF 2008, SO THOSE ARE RIGHT AROUND THE
4 CORNER.

5 THAT CONCLUDES MY REPORT, AND I'D BE
6 HAPPY TO ANSWER ANY QUESTIONS YOU MIGHT HAVE.

7 MR. MOORE: YOU MENTIONED THAT THERE WAS
8 38 DELAYS, AND THE NO. 1 REASON FOR DELAY WAS
9 COORDINATION EFFORTS. YOU ALSO MENTIONED CALTRANS.
10 WHAT CAN BE DONE TO MINIMIZE FURTHER DELAYS IN THE
11 FUTURE WITH CALTRANS, FOR EXAMPLE?

12 MS. BERGENER: PROJECT DELIVERY WHICH
13 WORKS WITH PROGRAM USE IN CLOSE COORDINATION WITH
14 CALTRANS TO HELP FACILITATE SPEEDY PROJECT
15 DELIVERY. WE'RE WORKING SPECIFICALLY WITH CALTRANS
16 ON PROJECTS THAT HAVE ISSUES AND HELPING THOSE
17 CITIES TO NAVIGATE THEIR WAY THROUGH THE CALTRANS
18 APPROVAL PROCESSES. WE ALSO PUT IN PLACE WHAT WE
19 CALL NEPA DELEGATIONS THAT WERE FEDERALLY FUNDED TO
20 HELP THEM GET THROUGH THE ENVIRONMENTAL PROCESS A
21 LOT FASTER.

22 MR. SMITH: WHAT WERE THE REASONS FOR THE
23 CANCELLATIONS? YOU MENTIONED ONE OR TWO
24 CANCELLATIONS OF PROJECTS. WHAT --

25 MS. BERGENER: YES. THERE WERE SEVEN

BARRISTERS' REPORTING SERVICE

1 PROJECTS THAT REQUESTED CANCELLATION THAT WERE
2 FUNDED WITH MEASURE M FUNDS. AND THERE'S A COUPLE
3 DIFFERENT REASONS THAT PROJECTS MAY CANCEL.
4 SPECIFICALLY IN THIS LAST SEMIANNUAL REVIEW, THE
5 NO. 1 REASON STATED WAS THAT THE CITIES WANTED TO
6 CANCEL DUE TO BUDGET CONSTRAINTS ON THEIR END OR
7 THAT THEY WERE GOING TO ALTERNATELY FUND THE
8 PROJECT AND COME BACK AND COMPETE FOR THOSE FUNDS
9 AS PART OF THE PROJECTS THAT ARE CURRENTLY UNDER
10 WAY.

11 MR. SMITH: SO THERE WEREN'T ANY REAL
12 PROJECT CANCELLATIONS AT OCTA BECAUSE OF FUNDING
13 DIFFICULTIES AT SOME CITIES AND THEY WANTED TO
14 REDIRECT THEIR FUNDS.

15 MS. BERGENER: YES, THAT'S CORRECT.

16 MR. SMITH: THANK YOU.

17 CHAIRMAN SUNDSTROM: ANY OTHER QUESTIONS
18 FROM THE COMMITTEE? THANK YOU FOR YOUR REPORT.

19 NEXT WE HAVE A PRESENTATION FROM MR. TOM
20 BOGARD, THE DIRECTOR OF THE HIGHWAY PROJECT
21 PROGRAM, AND HE'LL BE GIVING US AN UPDATE ON THE
22 FREEWAY PROGRAM.

23 MR. BOGARD: GOOD EVENING. AGAIN, I'M
24 TOM BOGARD, AND I'M THE DIRECTOR OF THE HIGHWAY
25 PROGRAM FOR OCTA. THE BIGGEST PORTION OF OUR

BARRISTERS' REPORTING SERVICE

1 HIGHWAY PROGRAM IS THE FREEWAY IMPROVEMENTS THAT WE
2 DO TO THE FREEWAY NETWORK HERE IN ORANGE COUNTY.
3 IT'S ACTUALLY THE LARGEST INVESTMENT THAT THE OCTA
4 PLACES IN TRANSPORTATION IMPROVEMENTS, AND
5 CERTAINLY ONE OF THE BROADEST -- HAS THE BROADEST
6 SUPPORT IN THE GENERAL PUBLIC, TRAVELING PUBLIC,
7 BECAUSE WE ALL USE THE FREEWAYS EVERY DAY. AND
8 STATE OF THE FREEWAYS AND CONGESTION ON THE
9 FREEWAYS WAS FOREMOST IN MOST PEOPLE'S MIND.

10 THIS EVENING I'D LIKE TO GIVE YOU A
11 PRESENTATION THAT I GAVE JUST RECENTLY TO OUR BOARD
12 OF DIRECTORS THAT OUTLINED OUR PROGRAM COMING HERE
13 IN CALENDAR YEAR 2008 ON THE FREEWAY PROGRAM. THIS
14 IS KIND OF A TRANSITION YEAR FOR US, 2008, BECAUSE
15 IT TAKES US FROM THE END OF OUR ORIGINAL MEASURE M
16 PROGRAM, M1, INTO THE NEW PROJECTS IN OUR M2
17 PROGRAM. SO TONIGHT I THOUGHT I'D PRESENT TO YOU
18 SOME OF THE PROJECTS THAT WE ARE PLANNING FOR THIS
19 YEAR, AND YOU CAN GET AN IDEA OF THE SCALE OF THE
20 FREEWAY IMPROVEMENTS COMING.

21 BEFORE I DISCUSS THE PROGRAM AND THE
22 PROJECTS IN THE PROGRAM, I JUST WANTED TO PUT IN
23 PERSPECTIVE THAT THIS FREEWAY PROGRAM AND THE
24 IMPROVEMENTS THAT YOU SEE BUILT OVER THE LAST 20
25 YEARS AND IN THE COMING 30 YEARS ARE ACTUALLY

BARRISTERS' REPORTING SERVICE

1 FUNDED BY A NUMBER OF SOURCES OF FUNDS, CERTAINLY
2 MEASURE M1 FUNDS THAT WE'RE USING RIGHT NOW FOR
3 FREEWAY IMPROVEMENTS. WE JUST STARTED TO USE SOME
4 OF OUR RENEWED MEASURE M FUNDS, BUT ALSO THE
5 FREEWAY PROGRAM RELIES ON FUNDING FROM OUR STATE
6 TRANSPORTATION IMPROVEMENT PROGRAM, WHICH ARE
7 BASICALLY THE STATE AND FEDERAL GAS TAXES. ALSO
8 OUR STATE PROPOSITION 1B, WHICH WAS PASSED BY THE
9 VOTERS IN 2006 THAT ISSUES BONDS, I THINK IT'S
10 ABOUT A \$20 BILLION PROGRAM, SO OCTA IN ORANGE
11 COUNTY IS A RECIPIENT OF FUNDS FROM THAT PROGRAM.

12 ALSO WE HAVE OTHER SOURCES OF FEDERAL
13 FUNDS AND LOCAL FUNDS THAT APPLY TO THE PROJECTS.
14 THE REASON I PRESENTED THIS SLIDE TO YOU IS, I
15 GUESS, JUST TO UNDERSTAND THAT THE FREEWAY PROJECTS
16 THAT YOU SEE OUT THERE ARE USUALLY FUNDED BY A
17 COMBINATION OF FUNDS, AS INDICATED HERE. OF ALL
18 THE PROJECTS WE DID IN MEASURE M1 AND OUR FUTURE
19 ONE, M2, I DON'T BELIEVE THERE WAS A SINGLE PROJECT
20 THAT WAS FUNDED ENTIRELY BY THE MEASURE. THEY WERE
21 ALWAYS BY A COMBINATION OF FUNDING.

22 ONE OF OUR SPECIAL CHALLENGES IN
23 IMPLEMENTING OUR RENEWED MEASURE M PROGRAM IS
24 REALLY A FACTOR OF TIMING. THIS DIAGRAM IS SOME
25 PROJECTS THAT WE'RE PLANNING TO DO HERE IN OUR

BARRISTERS' REPORTING SERVICE

1 EARLY ACTION PLAN. FIRST I WANT TO KIND OF EXPLAIN
2 WHAT OUR CHALLENGES ARE IN THAT.

3 AS YOU KNOW, RENEWED MEASURE M WAS
4 APPROVED IN NOVEMBER OF 2006, BUT THE FUNDS DO NOT
5 START FLOWING UNTIL APRIL OF 2011, WHICH IS
6 ACTUALLY A LITTLE OVER FOUR YEARS AFTER IT WAS
7 APPROVED BY THE VOTERS. THE ORIGINAL MEASURE M,
8 CALLED M1, WAS PASSED IN NOVEMBER OF 1990, AND THE
9 FUNDS STARTED FLOWING IN APRIL OF 1991, WHICH IS
10 ONLY FIVE MONTHS LATER. BUT THE NEW MEASURE M, M2,
11 WAS APPROVED AGAIN LAST YEAR, AND THE FUNDS WON'T
12 START FLOWING UNTIL THE END OF THE ORIGINAL MEASURE
13 M, WHICH IS IN 2011.

14 SO THE OCTA BOARD FELT THAT VOTERS
15 WOULDN'T REALLY BE PATIENT ENOUGH TO WAIT ANOTHER
16 FOUR YEARS TO SEE IMPROVEMENTS ON THE FREEWAY BASED
17 ON THEIR APPROVAL OF THE SALES TAX. SO WE'VE
18 IMPLEMENTED A PROGRAM WE CALL OUR EARLY ACTION PLAN
19 WHICH ATTEMPTS TO ADVANCE SOME OF THE PROJECTS
20 THROUGH A NUMBER OF MEANS BEFORE 2011. SO THIS
21 DIAGRAM SHOWS THE FREEWAY PROJECTS THAT WE PLAN TO
22 ADVANCE BEFORE OUR START OF FUNDS. SO ALL THOSE
23 RED LINES YOU SEE BETWEEN THESE TWO VERTICAL LINES
24 ARE PROJECTS THAT WE'RE GOING TO BUILD BEFORE THE
25 FUNDS EVEN START FLOWING. SO IT'S REALLY A GREAT

BARRISTERS' REPORTING SERVICE

1 ACCOMPLISHMENT THAT WE'RE ABLE TO BRING THESE
2 PROJECTS UP AS SHOWN HERE.

3 AND WE'RE ABLE TO DO THAT BY A NUMBER OF
4 WAYS. ONE, WE'RE USING SOME OF THE FUNDING THAT I
5 SHOWED IN THE FIRST SLIDE THROUGH OUR PROP 1B
6 PROGRAM. WE ARE ALSO -- THE BOARD HAS APPROVED A
7 DEBT FINANCING PLAN TO ADVANCE SOME OF THE M2 FUNDS
8 TO USE A LITTLE EARLIER. AND, IN FACT, OUR BOARD
9 HAS ALSO APPROVED THE USE OF SOME MEASURE M FUNDS
10 TO THE FREEWAY PROGRAM THAT WE WERE ABLE TO SAVE IN
11 THE ORIGINAL PROGRAM.

12 AS I MENTIONED, THIS YEAR, 2008, IS A
13 TRANSITION YEAR FOR US. YOU CAN SEE IT'S WHEN MOST
14 OF THESE PROJECTS ARE STARTING. THE ONLY PROJECTS
15 THAT STARTED BEFORE THIS WERE SOME THAT WE WERE
16 DOING ENVIRONMENTAL DOCUMENTS IN ANTICIPATION FOR
17 THE START OF THE M2 PROGRAM. SO TONIGHT I'D LIKE
18 TO PRESENT SOME OF THE PROGRAMS WE HAVE PLANNED FOR
19 2008.

20 THIS IS A MAP OF THE COUNTY FREEWAY
21 NETWORK. I THINK EACH OF YOU RECEIVED A COPY OF
22 THIS. AND ON THIS I IDENTIFIED A NUMBER OF
23 PROJECTS, ACTUALLY THE TOTAL OF 17 THAT WE'RE
24 ADVANCING THIS YEAR. WE HAVE A COLOR CODING OF
25 PROJECTS IN DEVELOPMENT, WHICH MEANS WE'RE DOING

BARRISTERS' REPORTING SERVICE

1 ENVIRONMENTAL OR FINAL DESIGN PROJECTS. THOSE IN
2 RED ARE ONES THAT WILL BE UNDER CONSTRUCTION IN
3 2008. AND THE DARKER RED ARE THE ONES THAT ARE
4 BEING COMPLETED. LET ME SHOW YOU THESE IN A LITTLE
5 MORE DETAIL.

6 AS YOU CAN SEE, THIS IS THE NORTH PORTION
7 OF THE COUNTY, AND WE HAVE A NUMBER OF PROJECTS
8 UNDER WAY THIS YEAR. PRINCIPALLY OUR STATE ROUTE
9 91 IS AN AREA THAT VOTERS AND THE POLLING WE DID
10 SHOWED A GREAT DEAL OF INTEREST IN IMPROVEMENTS IN
11 THIS AREA. CERTAINLY IF YOU HAVE DONE ANY
12 COMMUTING BETWEEN ORANGE COUNTY AND RIVERSIDE, YOU
13 KNOW THE REASON FOR THAT.

14 THIS YEAR WE'RE WORKING ON AN
15 ENVIRONMENTAL DOCUMENT FOR OUR 91 BETWEEN THE 5 AND
16 57, SHOWN ON THE LEFT. ALSO DOING AN ENVIRONMENTAL
17 DOCUMENT ON THE 91 FOR ONE LANE EACH WAY BETWEEN
18 THE 55 AND 241. AND WE'RE STARTING FINAL DESIGN ON
19 THE EASTBOUND LANE FROM THE 241 ALL THE WAY ONTO
20 THE STATE ROUTE 71 IN RIVERSIDE COUNTY. WE'RE ALSO
21 DOING AN ENVIRONMENTAL DOCUMENT ON THE 57 BETWEEN
22 THE 5 AND 91 AND FINAL DESIGN ON TWO PROJECTS NORTH
23 OF THE 91 AND 57. SO YOU CAN SEE IN THE NORTH
24 PORTION OF THE COUNTY, WE HAVE A GOOD PORTION OF
25 THE FREEWAY PLANNING AND DEVELOPING THESE PROJECTS.

BARRISTERS' REPORTING SERVICE

1 PROJECT SHOWN IN RED IS OUR I-5 GATEWAY
2 PROJECT WHICH IS UNDER CONSTRUCTION NOW TO THE
3 ENTRANCE OF L.A. COUNTY. THAT ACTUALLY IS FUNDED
4 BY M1, SO IT'S ONE OF THE FEW PROJECTS THAT ARE
5 REMAINING UNDER M1.

6 THE CENTRAL PORTION OF THE COUNTY WE HAVE
7 AN IMPORTANT EVENT OCCURRING HERE IN THE NEXT
8 COUPLE OF MONTHS, AND THAT'S THE FINAL COMPLETION
9 OF OUR STATE ROUTE 22 PROJECT, WHICH IS FUNDED
10 PARTIALLY BY M1. WE ARE ALSO DOING THE FINAL
11 DESIGN ON TWO PROJECTS ON THE 405, INCLUDING AN
12 INTERCHANGE AT THE 22 AND AN INTERCHANGE AT THE
13 605. THAT'S UNDER FINAL DESIGN NOW. WE'RE DOING
14 ACTUALLY A PROJECT STUDY ENVIRONMENTAL DOCUMENT FOR
15 IMPROVING THE 405 ACTUALLY ALL THE WAY FROM THE 605
16 DOWN TO THE 55. AND WE'LL BE STARTING A
17 CONSTRUCTION PROJECT AT THE I-5 CULVER INTERCHANGE
18 THIS YEAR.

19 IN SOUTH ORANGE COUNTY WE HAVE A NUMBER
20 OF INTERCHANGE PROJECTS. THIS YEAR WE'LL BE
21 STARTING A CONSTRUCTION PROJECT AT OSO PARKWAY,
22 MAKING SOME IMPROVEMENTS IN THE SOUTHBOUND
23 DIRECTION. WE HAVE UNDER WAY AN ENVIRONMENTAL
24 DOCUMENT IMPROVING THE INTERCHANGE AT ORTEGA
25 HIGHWAY. WE'RE STARTING FINAL DESIGN ON OFFRAMP

BARRISTERS' REPORTING SERVICE

1 AND STREET IMPROVEMENTS AT CAMINO CAPISTRANO.
2 WE'LL BE DOING A CONCEPTUAL DESIGN OF ADDING LANES
3 ON THE 5 FROM PCH DOWN TO PICO. AND THIS YEAR
4 WE'LL BE FINISHING SOME OFFRAMP IMPROVEMENTS ON I-5
5 AT THE LOCATION OF PICO.

6 SO FOR 2008 WE HAVE A VERY AMBITIOUS
7 PROGRAM OF 17 PROJECTS UNDER WAY, A COMBINATION OF
8 CONCEPTUAL DESIGN, ENVIRONMENTAL DESIGN, FINAL
9 DESIGN, AND CONSTRUCTION. AND THESE SERIES OF 17
10 PROJECTS ADD UP TO AN INVESTMENT OF OVER \$2 BILLION
11 IN THE FREEWAY PROGRAM.

12 SO I THINK YOU CAN SEE THAT WE HAVE A
13 VERY AMBITIOUS PROGRAM IN 2008. JUST TO COMPARE
14 THAT TO OUR 2007 PROGRAM, WE PROBABLY HAD SEVEN
15 PROJECTS UNDER WAY IN 2007. WE'RE GOING TO JUMP UP
16 TO 17 THIS COMING YEAR. AND, OF COURSE, THESE 17
17 PROJECTS ARE GOING TO BE REVEALING THEMSELVES
18 THROUGH CONSTRUCTION AND FINAL DESIGN IN THE COMING
19 YEARS.

20 THE EARLY ACTION PLAN WAS A FOCUSED
21 EFFORT FOR THE NEXT FIVE YEARS, ALTHOUGH THE
22 PROJECTS I SHOWED HERE WILL COME TO FINAL
23 COMPLETION PROBABLY OVER THE NEXT TEN YEARS.

24 SO THAT'S MY PREVIEW OF THE PROJECTS. I
25 LEFT WITH YOU A MAP SHOWING THESE PROJECTS. ALSO

BARRISTERS' REPORTING SERVICE

1 THERE'S A LIST I THINK YOU'VE GOT THAT WILL
2 DESCRIBE ALL 17 OF THEM, SO YOU HAVE A BETTER IDEA
3 OF WHAT IMPROVEMENTS ARE PLANNED FOR EACH PROJECT.
4 AND CERTAINLY WE THOUGHT THIS WAS OF INTEREST FOR
5 THIS COMMITTEE BECAUSE OF THE OVERSIGHT OF THE M2
6 PROGRAM. BUT AS WELL, IF YOU SIT ON A COMMITTEE
7 LIKE THIS AND YOUR NEIGHBORS ASK YOU, SINCE YOU ARE
8 ASSOCIATED WITH THE OCTA, YOU MUST KNOW WHAT'S
9 GOING ON ON THE FREEWAYS, AND YOU CAN BETTER ANSWER
10 THAT QUESTION, I THINK, NOW WITH MY LITTLE MAP AND
11 THIS TABLE.

12 SO THAT COMPLETES MY PRESENTATION. I'D
13 BE HAPPY TO ANSWER ANY QUESTIONS.

14 MR. HENRY: I HAVE A COUPLE QUESTIONS.
15 FIRST OF ALL, WITH REGARDS TO THE I-5 GOING NORTH
16 TO L.A. COUNTY AND THE EASTBOUND 91 INTO RIVERSIDE
17 COUNTY, DO WE HAVE GOOD COORDINATION WITH THE
18 RESPECTIVE ORGANIZATIONS IN THOSE COUNTIES TO GET
19 SOMETHING DONE IN L.A. AND RIVERSIDE COUNTY?

20 MR. BOGARD: I'LL TAKE EACH COUNTY IN
21 TURN.

22 MR. HENRY: IS THERE PRESS PRESENT?

23 MR. BOGARD: IN L.A. COUNTY WE'VE BEEN
24 WORKING WITH THEM FOR OVER 15 PLUS YEARS REGARDING
25 IMPROVEMENTS TO THE 5 HEADING UP TO DOWNTOWN L.A.

BARRISTERS' REPORTING SERVICE

1 THEY HAVE ON THEIR BOOKS PLANS TO WIDEN THE 5 FROM
2 ORANGE COUNTY LINE UP TO THE 605. IT REALLY HASN'T
3 BEEN A REAL HIGH PRIORITY FOR L.A., AND WE STILL
4 SEE THIS TO BE MANY YEARS IN THE FUTURE BEFORE THEY
5 DO THIS.

6 THIS PARTICULAR PROJECT THAT'S UNDER WAY
7 NOW IN M1 IS OUR LAST PROJECT, AND THE REASON IT'S
8 THE LAST PROJECT IS WE WERE AWAITING THE
9 IMPROVEMENTS INTO L.A. COUNTY. BUT SINCE OUR
10 MEASURE IS GOING TO BE ENDING HERE IN A COUPLE OF
11 YEARS, WE FELT WE HAD THAT OBLIGATION TO THE VOTERS
12 HERE IN ORANGE COUNTY TO PROCEED WITH THAT PROJECT.

13 SO AT THE COUNTY LINE BASICALLY AT
14 ARTESIA BOULEVARD ON THE 5, WE'LL HAVE THE
15 SITUATION WHERE WE HAVE BASICALLY A TEN-LANE
16 FACILITY MERGING INTO A SIX-LANE FACILITY IN L.A.
17 SO I THINK THE GENERAL TRAVELING PUBLIC MIGHT
18 QUESTION THAT COORDINATION YOU MENTIONED. BUT
19 CERTAINLY WE'VE DONE ALL WE CAN HERE IN ORANGE
20 COUNTY TO DO THESE IMPROVEMENTS. L.A. PRIORITIES
21 HAVE BEEN ELSEWHERE, AND WE DON'T EXPECT TO SEE
22 THOSE IMPROVEMENTS FOR ANOTHER EIGHT OR TEN YEARS.
23 IN RIVERSIDE COUNTY I WOULD SAY THAT IT'S
24 A LITTLE BRIGHTER PICTURE. THE PROJECT WE'RE DOING
25 EASTBOUND ON THE 91 FROM 241 INTO THE 71 IS

BARRISTERS' REPORTING SERVICE

1 ACTUALLY A JOINT PROJECT WITH US AND RCTC, AND IT'S
2 FUNDED BY BOTH AGENCIES. WE'RE TAKING THE LEAD ON
3 THAT, INCLUDING THE CONSTRUCTION INTO RIVERSIDE
4 COUNTY.

5 PRESENTLY RCTC IS STUDYING THEIR OPTIONS
6 FOR WIDENING THE 91, INCLUDING ADDITIONAL LANES ALL
7 THE WAY FROM ORANGE COUNTY LINE TO THE I-15 IN
8 CORONA. THEY'RE PRESENTLY DOING AN ENVIRONMENTAL
9 ASSESSMENT OF THAT PROJECT. AND ONE OF OUR EARLY
10 ACTION PLAN PROJECTS IS TO DO OUR PORTION OF IT IN
11 ORANGE COUNTY. SO WE'RE MUCH MORE OPTIMISTIC ABOUT
12 CROSS-COUNTY IMPROVEMENTS IN THAT AREA.

13 MR. HENRY: I GUESS MY SECOND QUESTION,
14 WITH OUR STATE BUDGET DEFICIT BEING \$14.5 BILLION,
15 WILL THAT HAVE ANY EFFECT ON STATE FUNDING FOR SOME
16 OF THE FREEWAY PROJECTS YOU DESCRIBED?

17 MR. BOGARD: POTENTIALLY. WE HAVE
18 CERTAIN PROTECTIONS FOR STATE GASOLINE TAXES, THE
19 BASIC LEVEES OF TAXES. THEY CAN ONLY BE USED FOR
20 TRANSPORTATION IMPROVEMENTS, BUT THERE ARE A
21 PORTION OF THE TAXES, PARTICULARLY SALES TAX ON
22 GASOLINE, THAT THE GOVERNOR CAN DIVERT THOSE FUNDS
23 IF HE CONSIDERS IT A STATE EMERGENCY. SO IN THE
24 PAST FEW YEARS THE STATE HAS DIVERTED A PORTION OF
25 THE SALES TAX ON GASOLINE. I DON'T REMEMBER THE

BARRISTERS' REPORTING SERVICE

1 NUMBERS, LIKE \$1.4 BILLION. SO IT'S BEEN CERTAINLY
2 VERY DIFFICULT AND HURTFUL FOR US IN TRANSPORTATION
3 IMPROVEMENTS.

4 ACTUALLY SOME OF THE COUNTIES SUED THE
5 STATE ON THIS ISSUE. AND AS I UNDERSTAND, WE'VE
6 HAD A RECENT RULING THAT THE JUDGE FEELS AT LEAST
7 400 MILLION OF THAT 1.4 DOES NEED TO BE PAID BACK,
8 ALTHOUGH THE FEELING OF THE JUDGE IS THE OTHER
9 CLOSE TO A BILLION DOES NOT HAVE TO. SO THERE'S
10 CERTAINLY A GOOD POSSIBILITY THAT WITH THIS STATE
11 BUDGET RESTRICTION IN DEFICITS, THAT THE GOVERNOR
12 AGAIN WOULD INDICATE THERE WAS A STATE EMERGENCY
13 AND START DRAWING A PORTION OF THE SALES TAX ON
14 GASOLINE. THAT HASN'T HAPPENED YET, BUT WE DO GET
15 INDICATIONS THROUGH THE CALIFORNIA TRANSPORTATION
16 COMMISSION THAT IN FUTURE VOTES FOR THIS STIP OR
17 THE STATE IMPROVEMENT PROGRAM I MENTIONED, THAT WE
18 MIGHT SEE SOME REDUCTIONS IN THE AMOUNT OF FUNDING
19 AVAILABLE.

20 MR. HENRY: THANK YOU.

21 MR. MOORE: I HAVE A QUESTION. I LIVE IN
22 IRVINE. AND THE 55 FREEWAY NORTHBOUND IS OFTEN A
23 PARKING LOT. EVEN COMING HERE IT'S VERY DIFFICULT.
24 WHEN WILL WE HAVE PLANS TO IMPROVE THE 55?
25

MR. BOGARD: THE M2 PROGRAM DOES HAVE

BARRISTERS' REPORTING SERVICE

1 SOME IMPROVEMENTS PLANNED ON THE 55 BETWEEN THE 405
2 AND THE 5. THOSE WERE NOT INCLUDED IN THIS EARLY
3 ACTION PLAN. SO THEY'RE STILL SCHEDULED SOMETIME
4 OUT. WE HAVEN'T REALLY SCHEDULED THAT YET, BUT IN
5 THE MAYBE FIRST OR SECOND TEN-YEAR PERIOD OF THE
6 PROGRAM.

7 I DO HAVE A LITTLE BIT OF GOOD NEWS ON
8 THAT IS THAT THERE'S A PARTICULAR PROBLEM ON
9 CONGESTION AROUND THE 5 AND 55 INTERCHANGE,
10 PARTICULARLY GOING SOUTH ON THE 5 TO SOUTH ON THE
11 55. AND WE'RE DOING RIGHT NOW A FEASIBILITY STUDY
12 ON WHAT SOME POSSIBLE IMPROVEMENTS MIGHT BE TO TRY
13 TO RESOLVE THAT KIND OF CHOKE POINT SPECIAL AREA.
14 AND WE'RE WORKING ON THAT STUDY RIGHT NOW. WE
15 HAVEN'T IDENTIFIED THE FUNDING YET FOR THIS
16 PROJECT, BUT IT'S AT LEAST SOMETHING THAT WORKS FOR
17 THAT. WE HAVE A LITTLE TIME TO WAIT, I'M AFRAID.

18 MR. SMITH: QUESTION. A LOT OF WORK'S
19 BEEN GOING ON ON THE 91 IN THE RIVERSIDE COUNTY
20 AREA. IS THERE ANY EFFORT GOING ON ON ALTERNATES
21 TO THE 91, BE IT THE INFAMOUS TUNNEL OR ORTEGA
22 HIGHWAY OR SOME OTHER ALTERNATE ROUTE? IS THERE
23 ANY WORK GOING ON IN THAT AREA AT ALL?

24 MR. BOGARD: YES, THERE IS. WE'VE DONE A
25 JOINT PROJECT WITH RIVERSIDE COUNTY WHICH WE CALL

BARRISTERS' REPORTING SERVICE

1 OUR MAJOR INVESTMENT STUDY. AND THAT STUDY LOOKED
2 AT THE ALTERNATES YOU JUST DESCRIBED. ALTERNATES
3 TO WIDENING -- ADDITIONAL WIDENING ON THE 91 TO
4 ELEVATED VIADUCTS ON THE 91 THAT CARRY EITHER
5 TRUCKS OR HOV LANES. THEY HAD A COUPLE OF
6 ALTERNATES, INCLUDING IMPROVING THE ORTEGA HIGHWAY
7 STATE ROUTE 74, AND THERE WERE TWO TUNNEL
8 ALTERNATIVES.

9 SO AS I UNDERSTAND THE PROGRAM NOW, WE'RE
10 STILL LOOKING AT SOME IMPROVEMENTS TO THE 91 AND
11 THIS TUNNEL ALTERNATIVE. THESE PROJECTS, I DON'T
12 BELIEVE, HAVE YET BEEN PUT IN THE REGIONAL PLAN
13 THAT SCAG DOES. THEY'RE IN THE EARLY STAGES OF
14 THAT. THE FEASIBILITY, FOR INSTANCE, OF THE TUNNEL
15 IS YET TO BE PROVEN OUT, AND ALSO A SOURCE OF
16 FUNDING FOR THAT HAS YET TO BE PROVEN OUT.

17 THE ONLY THING I WOULD SAY THAT'S ON THE
18 BOOKS NOW ARE THESE PROJECTS OCTA AND RCTC ARE
19 PROCEEDING WITH, WHICH WOULD INCLUDE ADDITIONAL
20 LANES, ONE OR TWO, EACH WAY BETWEEN OUR 241 AND THE
21 I-15. SO THERE CERTAINLY ARE IMPROVEMENTS INTENDED
22 IN THAT AREA, BUT A MAJOR IMPROVEMENT WHICH MIGHT
23 ENTAIL ELEVATED LANES AND/OR THIS TUNNEL ARE STILL
24 MANY YEARS IN THE FUTURE.

25 CHAIRMAN SUNDSTROM: DOES THE 57

BARRISTERS' REPORTING SERVICE

1 EXTENSION CONCEPT, IS THAT TOTALLY DEAD?

2 MR. BOGARD: NO, IT'S NOT. WE ARE ALSO
3 JUST STARTING A MAJOR INVESTMENT STUDY FOR WHAT WE
4 CALL THE CENTRAL REGION IN ORANGE COUNTY. AND THE
5 EXTENSION OF THE 57 TO THE 405 IS STILL BEING
6 CONSIDERED. IT'S CERTAINLY A VERY CONTROVERSIAL
7 PROJECT. OUR NEW CHAIRMAN OF THE BOARD IS VERY
8 INTERESTED IN TRYING TO AT LEAST RESOLVE THIS
9 QUESTION, INCLUDING A SUGGESTION OF A POTENTIAL
10 TUNNEL, INSTEAD OF OVER THE RIVER, UNDER THE RIVER.

11 CHAIRMAN SUNDSTROM: THAT'S INTERESTING.
12 THAT WOULD SOLVE THE CHOKE POINT ON THE 55.

13 MR. BOGARD: I PRESUME THAT KIND OF CAME
14 FROM THE ISSUES ON THE EXTENSION OF THE LONG BEACH
15 FREEWAY THROUGH SOUTH PASADENA WHERE THEY'RE
16 CONSIDERING TUNNELS NOW. CERTAINLY A VERY
17 EXPENSIVE OPTION. SO THAT'S NOT OFF THE TABLE, AND
18 IT WILL BE STUDIED FURTHER IN THIS MAJOR INVESTMENT
19 STUDY.

20 CHAIRMAN SUNDSTROM: THANK YOU.

21 MR. ISHIZU: I HAD SEVERAL QUESTIONS ON
22 THE FUNDING. THIS PROGRAM, YOU SAID, COSTS -- IS
23 GOING TO COST ABOUT 2.2 BILLION.

24 MR. BOGARD: AND THAT'S JUST FOR THE
25 PROJECTS ON THE TABLE RIGHT NOW.

BARRISTERS' REPORTING SERVICE

1 MR. ISHIZU: SO I GUESS MY QUESTIONS ARE
2 WE DIDN'T HEAR NOTHING ABOUT FUNDING BECAUSE THE
3 MEASURE M FUNDS THAT ARE COLLECTED EACH YEAR IS
4 ABOUT 200 MILLION. SO THAT SAYS THERE HAS TO BE A
5 PLAN IN PLACE TO GATHER FUNDS FROM OTHER SOURCES.
6 WHAT IS THE LENGTH OF THIS PROGRAM? BECAUSE WHEN
7 YOU SEE 2008 FREEWAY PROGRAM, THERE'S A CONCEPTION
8 THAT IT'S DONE IN 2008, BUT WE KNOW THAT'S NOT
9 POSSIBLE.

10 MR. BOGARD: THAT'S CORRECT. AS I
11 MENTIONED, THE COMPLETION OF ALL THESE PROJECTS YOU
12 SEE WOULD BE PROBABLY ABOUT TEN YEARS FROM NOW.
13 THAT MEANS THE CONSTRUCTION WILL BE COMPLETE. AND
14 YOU ARE CORRECT, WE USE VARIOUS SOURCES OF FUNDING,
15 AS I MENTIONED IN MY SLIDE. A NUMBER OF THESE
16 PROJECTIONS ARE FUNDED THROUGH STATE AND FEDERAL
17 GAS TAX FUNDS OR STATE BONDS FUNDS.

18 I WOULD SAY TO YOU THAT, AS I LOOK AT
19 THIS, ALL OF THESE PROJECTS I SHOW, WE HAVE
20 IDENTIFIED THE FUNDING FOR. WE MAY NOT HAVE DONE
21 ALL THE FINAL PAPERWORK ON EACH OF THOSE SOURCES OF
22 FUNDING, BUT THESE ARE ACTUALLY -- BASICALLY WE
23 DON'T REALLY START ON THE FIRST STEP UNTIL WE'RE
24 FAIRLY CONFIDENT THAT WE'LL HAVE THE FUNDING TO
25 COMPLETE THOSE. I THINK ACTUALLY THE AMOUNT THAT

BARRISTERS' REPORTING SERVICE

1 WE COLLECT IS MORE THAN 200. IN THE EARLY YEARS OF
2 THIS -- YOU KNOW, WHEN WE START A NEW PROGRAM OF
3 2011, I THINK IT'S CLOSER TO THE FOUR OR 500
4 MILLION.

5 AND SO BETWEEN THE STATE FEDERAL FUNDS
6 THAT WE GET FOR THIS, SOMETIMES FUNDING UP TO LIKE
7 80 PERCENT OF IT, A PORTION OF THAT MIGHT BE
8 MEASURE FUNDS. AND AS I MENTIONED, SOME OF THOSE
9 WILL BE BORROWED FUNDS, WHICH WE'LL PAY BACK LATER.
10 SO IT'S A GREAT DEAL OF MONEY. IT'S \$2.2 BILLION,
11 BUT IT SEEMS QUITE FEASIBLE FOR US TO DO THIS.

12 MR. ISHIZU: VERY GOOD. THANK YOU.

13 CHAIRMAN SUNDSTROM: ANYBODY ELSE? THANK
14 YOU FOR YOUR REPORT.

15 MR. BOGARD: SURE.

16 CHAIRMAN SUNDSTROM: IS THERE A GROWTH
17 MANAGEMENT REPORT?

18 MR. HENRY: NO. I HAVE NOTHING TO ADD TO
19 WHAT I MENTIONED EARLIER OTHER THAN THE FACT THAT,
20 YES, WE COMPLETED ALL THE REVIEWS WAY BACK IN EARLY
21 SEPTEMBER.

22 CHAIRMAN SUNDSTROM: AS I BRIEFLY
23 MENTIONED TONIGHT, WE MET AS THE AUDIT SUBCOMMITTEE
24 UPSTAIRS FROM FIVE TO SIX. IN THAT MEETING WE
25 RECEIVED A VERY INFORMATIVE REPORT ON THE

BARRISTERS' REPORTING SERVICE

1 COMMERCIAL PAPER PROGRAM FOR TAX-EXEMPT COMMERCIAL
2 PAPER THAT IS FUNDING SOME OF THE START-UP STUFF
3 THAT YOU'RE STARTING TO SEE, AND IT TIED INTO THAT
4 VERY WELL. AND IT WAS FASCINATING TO ME THE RATE
5 THAT WE'RE GETTING ON THE VERY SHORT-TERM PAPER,
6 WHICH IS GOING TO BE TURNED CONTINUALLY. I THINK
7 FOR 270-DAY PAPER, THEY GOT 1 PERCENT, WHICH I'D
8 LOVE TO GET SOME 1-PERCENT MONEY MYSELF.

9 WE ALSO LOOKED AT THE QUARTERLY MEASURE M
10 REVENUE AND EXPENSE REPORT, WHICH IS IN YOUR
11 PACKAGE. AND EVERYTHING EXCEPT SALES TAXES ARE
12 TRACKING VERY WELL. OF COURSE, SALE TAXES ARE WAY
13 DOWN. WE'RE GOING TO BE WATCHING THAT VERY CLOSELY
14 IN THE AUDIT SUBCOMMITTEE. BUT NO NEED TO BE
15 CONCERNED AT THIS TIME, JUST TO BE MINDFUL AND BE
16 CAREFUL.

17 THE ONLY PROGRAM IT REALLY AFFECTS AT
18 THIS POINT -- WELL, THE PROGRAM WE HAVE TO BE
19 MINDFUL OF IS THE FREEWAY PROGRAM SINCE THOSE FUNDS
20 ARE ALREADY SPOKEN FOR. THE OTHER PROGRAMS CAN BE
21 TRIMMED AS NECESSARY.

22 WE GOT A VERY NICE DRAFT DOCUMENT THAT
23 JIM KELLY HAS BEEN WORKING ON. THAT'S OUR REVISED
24 PROCEDURES AND OUR MISSION STATEMENT AND THE LIKE.
25 IT'S LOOKING REALLY GOOD. I THINK WE'LL BE READY

BARRISTERS' REPORTING SERVICE

1 TO BRING IT TO THE FULL COMMITTEE BY THE NEXT
2 MEETING. IT'S A GREAT LOOKING DOCUMENT. IT'S THE
3 BEST I'VE SEEN. IT'S A REAL IMPROVEMENT OVER THE
4 PAST ONES, AND IT DOES A VERY GOOD JOB OF MERGING
5 M1 AND M2 TOGETHER THE WAY IT HAS TO BE DONE. SO I
6 LOOK FORWARD TO REVIEWING THAT AS AN ENTIRE
7 COMMITTEE.

8 MR. KELLY: THANKS TO ALICE FOR THAT.

9 CO-CHAIRMAN SUNDSTROM: THANKS TO ALICE
10 TOO, BUT IT IS A GOOD LOOKING DOCUMENT. THAT'S
11 ABOUT ALL WE DID TONIGHT.

12 WE'RE PREPARED TO RECEIVE. WE DID ASK A
13 LOT OF QUESTIONS ON THE AUDIT AT THE PRIOR MEETING,
14 AND THOSE WERE ANSWERED BY MEMO TO THE COMMITTEE
15 MEMBERS TO OUR SATISFACTION. SO THAT PRETTY MUCH
16 CLOSED OUT THE AUDIT FOR THE PAST YEAR. THAT
17 CONCLUDES MY AUDIT COMMITTEE REPORT.

18 NEXT WE HAVE COMMITTEE MEMBER REPORTS.
19 ANY COMMENTS OR REPORTS FROM OTHER COMMITTEE
20 MEMBERS?

21 MR. MOORE: I HAVE A COMMENT. I FIND IT
22 INTERESTING THAT LADY FROM HUNTINGTON BEACH, SHE
23 WAS NOT REALLY AWARE OF THE PROJECTS GOING ON IN
24 HER OWN CITY, YET SHE THOUGHT TOO MUCH MONEY WAS
25 BEING SPENT ON ADVERTISING. SO I'M WONDERING

BARRISTERS' REPORTING SERVICE

1 WHAT'S HAPPENING WITH ADVERTISING. DO WE NEED TO
2 SPEND MORE MONEY IN THE CITY OF HUNTINGTON BEACH?
3 WHAT'S THE SOLUTION?

4 CHAIRMAN SUNDSTROM: I THINK MAYBE COULD
5 WE BRING THAT BACK TO MAYBE THE NEXT COMMITTEE
6 MEETING TO TALK A LITTLE BIT ABOUT THE ADVERTISING
7 BUDGET?

8 MR. SMITH: I'D BE INTERESTED IN SEEING
9 THAT TOO. I DON'T THINK WE SPENT A LOT OF MONEY ON
10 ADVERTISING FOR MEASURE M.

11 CHAIRMAN SUNDSTROM: I DON'T EITHER.

12 MR. SMITH: SOME SIGNS WERE PUT UP, BUT
13 NO REAL ADVERTISING.

14 AS FAR AS HUNTINGTON BEACH GETTING THEIR
15 SHARE, THEY'VE BEEN GRIPING ABOUT THAT FOR YEARS.
16 IN FACT, THEY EVEN CHANGED THE MAKEUP OF THE BOARD
17 BECAUSE OF HUNTINGTON BEACH'S COMPLAINTS THAT THEY
18 WEREN'T GETTING THEIR FAIR SHARE OF MEASURE M
19 MONEY. SO I'D BE INTERESTED IN SEEING HOW MUCH
20 MONEY WE ARE SPENDING IN HUNTINGTON BEACH. I THINK
21 THEY'RE GETTING THEIR FAIR SHARE.

22 CHAIRMAN SUNDSTROM: THAT WOULD BE MY
23 GUESS.

24 MR. HENRY: I THINK THERE'S ONE OTHER
25 THING THAT MAYBE SHE WASN'T AWARE OF TOO. WHEN WE

BARRISTERS' REPORTING SERVICE

1 APPROVE THESE PROJECTS, SOME ARE THREE, FOUR, FIVE,
2 SIX YEARS DOWN THE ROAD. THEY'RE NOT ALL FISCAL
3 27-28, 28 AND 29. MAYBE THAT IS ONE OF THE REASONS
4 FOR THE PROBLEM.

5 MR. SMITH: COULD BE.

6 CHAIRMAN SUNDSTROM: THESE PROJECTS ARE
7 ALSO, SOME OF THEM ARE COMPETED, AREN'T THEY? IT'D
8 BE INTERESTING TO SEE WHAT THE RESULTS OF THAT
9 COMPETITION WAS AND WHAT THEY'RE SUBMITTING AS
10 OPPOSED TO WHAT THEY'RE GETTING SINCE THEY HAVE TO
11 ASK FOR IT.

12 MR. SMITH: IT WOULD BE VERY INTERESTING
13 TO SEE WHAT THEY'RE ASKING FOR BECAUSE I REMEMBER I
14 LIVED IN WESTMINSTER FOR 40 SOME YEARS, AND THEY
15 HAD THE BEACH FREEWAY GOING THROUGH TO HUNTINGTON
16 BEACH. I DON'T KNOW IF YOU REMEMBER THAT OR NOT.
17 AND THAT WAS A PLANNED FREEWAY GOING RIGHT DOWN
18 BEACH BOULEVARD, WHICH WOULD HAVE MEANT ACCESS TO
19 THE BEACH FOR A LOT OF PEOPLE. THEY DIDN'T WANT
20 ANY PART OF THAT. THEY SHOT IT DOWN AND DID THE
21 SAME THING WITH THE POTENTIAL RAPID TRANSIT.

22 CHAIRMAN SUNDSTROM: DIDN'T WANT THAT
23 EITHER.

24 MR. SMITH: DIDN'T WANT ANY PART OF THAT.
25 INTERESTING TO SEE.

BARRISTERS' REPORTING SERVICE

1 MR. GANN: IT MAY BE THAT HUNTINGTON
2 BEACH IS DOING A BETTER JOB OF THE IMPACT ON THE
3 PROJECTS THAT THEY'RE DOING THAN, SAY, MISSION
4 VIEJO WHERE I LIVE WHERE PROJECTS TEAR UP THE
5 STREETS ALL DAY AND YOU HAVE NO CHOICE BUT NOTICING
6 THE PROJECTS.

7 CHAIRMAN SUNDSTROM: SIGNAL COORDINATION
8 WAS A HUGE PROJECT AND A VERY SUCCESSFUL PROJECT
9 DOWN BEACH BOULEVARD. I KNOW SOME OF THE PROJECTS.
10 I DON'T HAVE A DETAILED LIST, BUT IT WOULD BE --
11 I'M SURE THAT IT CAN BE REVIEWED.

12 MR. SMITH: IT'D BE INTERESTING TO SEE
13 THE FINAL REPORT. IT'S A VALID QUESTION. BUT I
14 THINK IT'S GOING TO FIND OUT THAT HUNTINGTON BEACH
15 IS GETTING THEIR FAIR SHARE.

16 CHAIRMAN SUNDSTROM: ANYBODY ELSE? I DID
17 HAVE A QUESTION MYSELF THAT I'D LIKE TO SEE
18 ADDRESSED AT SOME FUTURE MEETING IF WE CAN. I
19 SPENT A WEEK UP IN THE BAY AREA GOING -- I WAS
20 STAYING WITH MY DAD IN SAN LEANDRO. AND I WAS
21 GOING TO A CONFERENCE BACK AND FORTH IN SAN
22 FRANCISCO. OF COURSE, I WAS RIDING BART. AND THE
23 ONE THING THAT I REALLY NOTICED UP THERE THAT I
24 REALLY LIKED, I MEAN EVERYTHING IS VERY SUPER WITH
25 LOTS OF MONEY AND ALL THAT, BUT ONE THING THAT I

BARRISTERS' REPORTING SERVICE

1 REALLY NOTICED THAT I REALLY LIKED WAS IN THE
2 STATIONS, ALL THE INFORMATION DISPLAYS AND THE
3 INFORMATION THAT THEY GAVE YOU, WHEN THE NEXT
4 TRAINS ARE COMING, WHERE THEY'RE GOING. PRETTY
5 GOOD STUFF.

6 I JUST WANTED TO KNOW WHAT KIND OF STUFF
7 WE'RE DOING IN TRANSIT TO BE MORE RIDER FRIENDLY.
8 I'VE CHECKED INTO THE TRAIN STATIONS. IF YOU DON'T
9 KNOW WHERE YOU ARE GOING, YOU CAN LOSE YOUR TRAINS.
10 PLUS THERE DOESN'T SEEM TO BE ANY COORDINATION
11 BETWEEN AMTRAK AND METROLINK, NOT TO MENTION THE
12 FACT THAT YOU NEED A METROLINK TICKET OR AN AMTRAK
13 TICKET, AND YOU DON'T KNOW WHICH YOU WANT TO BUY
14 UNTIL THE FIRST TRAIN COMES. THERE'S A LOT OF
15 INTERESTING PROBLEMS WITH TRYING TO TRAVEL
16 METROLINK THAT MY STAFF HAS BEEN COMPLAINING TO ME
17 ABOUT. I'VE TRIED IT MYSELF, AND I KNOW THAT IT
18 COULD BE BETTER.

19 AND GOING TO A BART STATION THAT SAYS
20 THERE WILL BE A FIVE-CAR TRAIN ARRIVING, GOING TO
21 XYZ ON TRACK 2 IN THREE MINUTES, THAT'S KIND OF
22 NICE INFORMATION TO HAVE.

23 SO, ANYWAY, I'M SURE THAT WE HAVE
24 SOMETHING ON THE DRAWING BOARD. I'D JUST LIKE TO
25 KNOW WHAT THOSE ITEMS ARE SO I CAN TAKE THAT BACK

BARRISTERS' REPORTING SERVICE

1 TO MY STAFF AND SHARE IT WITH THEM.

2 MS. ROGAN: OKAY. WE'LL PUT THAT ON THE
3 NEXT AGENDA.

4 CHAIRMAN SUNDSTROM: THANK YOU. STAFF
5 UPDATES.

6 MS. ROGAN: JUST A COUPLE THINGS. JUST
7 TO LET YOU KNOW HOW WE'RE GOING TO PROCEED WITH THE
8 FOLLOW-UP ON THE HEARING, WE'LL GO AHEAD AND
9 RESEARCH THE INFORMATION, THAT ONE PUBLIC COMMENT,
10 THE QUESTIONS THAT THEY HAD, TRACKING ALL OF THE
11 DOLLARS THAT HUNTINGTON BEACH HAS GOTTEN TO DATE
12 AND WHATEVER PROJECTS WERE FUNDED BY THE COMBINED
13 TRANSPORTATION FUNDING PROGRAMS AND ANYTHING
14 REGIONAL AS WELL THAT AFFECTED THEM. SO WE'LL PUT
15 THAT TOGETHER, AND THEN ALSO THE ADVERTISING
16 DOLLARS AS WELL.

17 CHAIRMAN SUNDSTROM: I WANT TO KNOW IF
18 WE'RE DENYING MORE TO HUNTINGTON BEACH THAN WE'RE
19 DENYING IN OTHER PLACES. WHAT'S THE TRACK RECORD?
20 IF YOU DON'T ASK, YOU DON'T GET. SO ARE THEY
21 ASKING? I WANT TO KNOW THAT.

22 MR. VON COELIN: A BETTER WAY WOULD BE
23 WHAT'S THE POPULATION AND HOW MUCH -- BY CITY, HOW
24 MUCH MONEY IS BEING SPENT BY POPULATION.

25 CHAIRMAN SUNDSTROM: THAT'S ALSO GOOD

BARRISTERS' REPORTING SERVICE

1 INFORMATION; BUT, AGAIN, IF THE TRANSPORTATION
2 FOLKS DOWN IN HUNTINGTON BEACH AREN'T ASKING FOR
3 THE MONEY, I WANT TO MAKE SURE THAT THEY'RE ASKING
4 FOR IT AS WELL.

5 MR. SMITH: BESIDES THAT, DO WE NEED TO
6 MOVE PEOPLE TO HUNTINGTON BEACH INSTEAD OF L.A.?

7 CHAIRMAN SUNDSTROM: MOVE THEM UP THE
8 405.

9 MS. ROGAN: THE TURN-BACK, THEY
10 AUTOMATICALLY GET THE 14.6 PERCENT AS WELL.

11 MR. ISHIZU: IN THE RESPONSE DO YOU ALSO
12 PUT, LIKE, WHO IS ON THEIR TRANSPORTATION COMMITTEE
13 THAT REQUESTS THESE FUNDS SO IF SHE HAD ANY
14 QUESTION OR WOULD LIKE TO ENTICE THEM TO INCREASE
15 THAT AMOUNT.

16 CHAIRMAN SUNDSTROM: CITY COUNCIL.

17 MS. ROGAN: YES. BUT THEN, YEAH, THE
18 MEMBERS FROM THE SECOND DISTRICT REPRESENTING THAT
19 AREA, SURE. WE CAN ADD THAT.

20 WHAT WE'LL DO IS WE'LL PUT ALL THAT
21 INFORMATION TOGETHER AND SUBMIT IT TO THE COMMITTEE
22 FIRST. AND THEN AT THAT POINT THE COMMITTEE, ON
23 BEHALF OF THE COMMITTEE, WE'LL SEND THE RESPONSE.

24 CHAIRMAN SUNDSTROM: VERY GOOD.

25 MS. ROGAN: SO WE HAVE TO DO THE

BARRISTERS' REPORTING SERVICE

1 RESEARCH. IT WILL TAKE A LITTLE WHILE. WE'LL
2 PROBABLY COMMUNICATE VIA E-MAIL.

3 AND THEN JUST WANTED TO MENTION ALSO
4 DAVID WILL BE GOING TO THE BOARD MEETING IN MARCH,
5 ON MARCH 10TH, TO PRESENT THE COMMITTEE FINDINGS
6 BASED ON YOUR ACTION TONIGHT. SO HE'LL BE GOING TO
7 THE BOARD AT THAT POINT.

8 AND THEN, AS YOU CAN SEE, WE'RE MEETING
9 IN A DIFFERENT ROOM TONIGHT. THERE WAS JUST SOME
10 SCHEDULING CONFLICTS ON CONFERENCE ROOMS. I TOLD
11 THEM WE'VE HAD THAT ROOM FOR DECADES, BUT
12 APPARENTLY THERE WAS SOMETHING, A CONFLICT, SO YOU
13 WILL BE MEETING IN THIS ROOM FOR THE NEXT FEW
14 MEETINGS THROUGH THE YEAR.

15 CHAIRMAN SUNDSTROM: I LIKE THIS ROOM.

16 MS. ROGAN: YOU DO. IT'S NOT AS LOUD.
17 THERE'S SOME PROBLEMS IN THE OTHER ROOM AS WELL.
18 WE'LL SEE. MAYBE WE CAN STAY HERE, WE'LL SEE, BUT
19 IT IS THE BOARDROOM, SO WE HAD TO ASK FOR SPECIAL
20 PERMISSION. THAT'S ALL I HAVE.

21 CHAIRMAN SUNDSTROM: THANK YOU, ALICE.
22 IT'S THE ADULT ROOM.

23 MR. SMITH: ISN'T KATHY GREEN ON THE
24 BOARD OF OCTA? THAT'S THE FIRST TIME A HUNTINGTON
25 BEACH COUNCILMAN HAS BEEN ON THE BOARD FOR YEARS

BARRISTERS' REPORTING SERVICE

1 AND YEARS AND YEARS. THAT'S ONE OF THEIR GRIPES.

2 MR. HENRY: RALPH BAUER WAS THE LAST ONE.

3 MR. SMITH: HE WAS PUSHING TO GET THE
4 CHANGES MADE IN SACRAMENTO SO THEY COULD HAVE A
5 MEMBER ON THE BOARD. I THINK THAT'S HOW KATHY
6 GREEN GOT ON THERE, BUT I DON'T THINK RALPH EVER
7 DID.

8 CHAIRMAN SUNDSTROM: ARE THERE ANY
9 MEMBERS OF THE PUBLIC THAT WOULD LIKE TO COMMENT ON
10 ANYTHING?

11 MR. STROUD: I DIDN'T FILL OUT A CARD,
12 BUT I WILL IF YOU NEED ONE. MY NAME IS GLEN
13 STROUD. I LIVE IN SANTA ANA, AND I WAS INTERESTED
14 IN MR. BOGARD'S REVIEW OF THE FREEWAY SYSTEM. I
15 TRAVEL THE 22 GOING TO ORANGE, GOING TO GARDEN
16 GROVE OFF OF BRISTOL. WHEN I TRAVEL EASTBOUND, I
17 DON'T HAVE A PROBLEM WITH EASTBOUND. WESTBOUND IS
18 MY PROBLEM. NO. I TAKE THAT BACK. REVERSE THAT.
19 WESTBOUND IS OKAY. EASTBOUND IS A DIFFICULTY. AND
20 YOU'RE NODDING YOUR HEAD. YOU KNOW ABOUT THAT
21 PROBLEM.

22 I SEE THAT GENTLEMAN SAID THAT THE 22
23 PROJECT WAS COMPLETED. AND YET WE HAVE A
24 BOTTLENECK FROM BRISTOL BACK TO, GOLLY -- I DON'T
25 TRAVEL DURING THE TIME THAT ALL THE WORKERS TRAVEL.

BARRISTERS' REPORTING SERVICE

1 EVEN STILL FROM NOON TO THREE, I GOT A BACKUP FROM
2 THE 55 OR FROM THE 5 BRISTOL TO ALMOST HARBOR ON
3 OCCASION. I DON'T SEE ANY IMPROVEMENT HAVING TAKEN
4 PLACE THERE. I WOULD HOPE THAT SOME OF THE FUNDS,
5 THAT YOU DON'T CLOSE THE DOOR ON THAT. I DON'T
6 KNOW WHAT CAN BE, BUT I HOPE SOMETHING COULD BE
7 DONE.

8 AND ALSO EASTBOUND AND WESTBOUND, I'VE
9 SEEN A LOT OF PALM TREES PLANTED RECENTLY IN THE
10 LANDSCAPING PROJECT, WHICH LOOKS VERY NICE. THE
11 PALM TREES SEEM TO BE DEAD OR DYING OR PERHAPS ARE
12 JUST WAITING FOR THE RAIN TO COME. I DON'T KNOW.
13 BUT IT'S A LOT OF MONEY TO PUT UP A MATURE PALM,
14 AND THEY AREN'T DOING WELL. SO I HOPE YOU CAN TAKE
15 A LOOK AT THAT. AND MAYBE IN THE FUTURE YOU COULD
16 HAVE SOME LOOK AT THE 22 ON THE EASTBOUND AT THAT
17 OFFRAMP THERE. THANK YOU.

18 CHAIRMAN SUNDSTROM: DO WE PAY FOR DEAD
19 PALMS?

20 MR. BOGARD: IF YOU LIKE, I CAN ANSWER
21 THOSE QUESTIONS. THE SECTION OF THE 22 THAT YOU
22 MENTIONED GOING EASTBOUND, WHAT WE CALL OUR
23 COLLECTOR DISTRIBUTOR SYSTEM WHERE WE PUT A
24 CONCRETE BARRIER IN BETWEEN THE LANES, AND YOU'RE
25 CORRECT THAT THERE'S BEEN MORE CONGESTION THAN WE

BARRISTERS' REPORTING SERVICE

1 ANTICIPATED IN THAT AREA IN THE ORIGINAL DESIGN.
2 SO WE'RE DOING ACTUALLY A STUDY RIGHT NOW OF SOME
3 POTENTIAL IMPROVEMENTS TO TRY TO MAKE THAT WORK
4 BETTER.

5 I WILL SAY THAT IF YOU ARE TAKING,
6 THROUGH TRAFFIC, IF YOU ARE CONTINUING EASTBOUND ON
7 THE 22, IT RIDES QUITE WELL. OF COURSE, THAT WAS
8 OUR MAIN PURPOSE THERE WAS TO MAKE THE FREEWAY WORK
9 WELL. GOING OFF TO THE RIGHT IN THE CD SYSTEM IS
10 OUR TRANSITION BETWEEN THE 22 AND THE 5 AND THE 57,
11 BRISTOL STREET, AND CITY DRIVE. AND SO THERE'S A
12 LOT OF THINGS HAPPENING OVER THERE TO THE RIGHT.
13 THAT'S WHY YOU GET ALL THE CONGESTION. SO WE'RE
14 JUST LOOKING AT SOME MAYBE LANE RESTRIPING AND
15 STUFF TO TRY TO MAKE THAT BALANCE A LITTLE BETTER
16 THAN IT IS NOW.

17 YOU ARE CORRECT ABOUT THAT. AND IT IS
18 BEING LOOKED AT.

19 REGARDING THE PLANTINGS, OF COURSE, WE
20 REQUIRE THE CONTRACTOR AND HIS LANDSCAPE CONTRACTOR
21 TO PROVIDE US THE PLANTING MATERIALS THAT WE
22 SPECIFIED. AND THEY HAVE TO REPLACE ANY PLANTS
23 THAT DIE FOR A THREE-YEAR PERIOD. SO IT'S
24 CERTAINLY UNFORTUNATE THAT THOSE LARGER PALMS HAVE
25 DIED, BUT THAT'S ACTUALLY ON THE NICKEL OF THE

BARRISTERS' REPORTING SERVICE

1 CONTRACTOR FOR THAT. AND CERTAINLY HE IS THE MOST
2 UNHAPPY PERSON ABOUT THAT RIGHT NOW.

3 THIS NEXT MONTH IN MARCH WILL END THE
4 ACTUAL INSTALLATION OF THE LANDSCAPING, AND WE KEEP
5 AFTER THEM TO REPLACE THE DEAD AND DYING PLANTS FOR
6 A THREE-YEAR PERIOD. SO WE'RE KIND OF IN A PERIOD
7 WHERE HE NEEDS TO GET EVERYTHING IN THE GROUND, AND
8 THEN WE'RE GOING TO GO LOOK AT IT ALL AND MAKE
9 SURE, AND START HAVING HIM REPLACE THE THINGS THAT
10 ARE DYING. YOU WILL SEE THAT CHANGE SOON. NO, WE
11 DON'T PAY FOR THAT.

12 MR. SMITH: I'D LIKE TO ADD TO THAT.
13 THANKS FOR COMING DOWN. I'VE NOTICED THE SAME
14 PROBLEM. I DRIVE THAT 22. COMING IN HERE I DRIVE
15 THAT 22, AND I CAN NEVER FIGURE OUT WHY THEY
16 DESIGNED THAT THE WAY THEY DESIGNED IT. I'M GLAD
17 THAT YOUR STAFF IS LOOKING AT THAT POTENTIAL
18 REDESIGN. I THINK THAT WAS JUST A BAD DESIGN, MY
19 PERSONAL OPINION, IN THAT WHOLE AREA. I CANNOT
20 IMAGINE WHY THEY WOULD PUT UP THAT CONCRETE BARRIER
21 THERE TO SPLIT TRAFFIC THE WAY THEY DID. SOUNDS
22 LIKE WE ARE LOOKING AT IT, WHICH IS GOOD.

23 CHAIRMAN SUNDSTROM: ANY OTHER PUBLIC
24 COMMENTS? SEEING NONE, COULD I HAVE A MOTION TO
25 ADJOURN?

BARRISTERS' REPORTING SERVICE

1 MR. KELLY: SO MOVED.

2 CO-CHAIRMAN CORBIN: SECOND.

3 CHAIRMAN SUNDSTROM: WITH THAT, WE'RE

4 DISMISSED. THANK YOU.

5 (THE MEETING WAS THEN ADJOURNED AT
6 07:12 P.M.)

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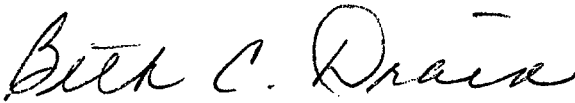
25

REPORTER'S CERTIFICATE

I, BETH C. DRAIN, A CERTIFIED SHORTHAND REPORTER IN AND FOR THE STATE OF CALIFORNIA, HEREBY CERTIFY THAT THE FOREGOING TRANSCRIPT OF THE PROCEEDINGS BEFORE THE MEASURE M TAXPAYERS OVERSIGHT COMMITTEE AT THE ORANGE COUNTY TRANSPORTATION AUTHORITY IN THE MATTER OF ITS REGULAR MEETING HELD AT THE LOCATION INDICATED BELOW

600 S. MAIN STREET
ORANGE, CALIFORNIA
ON
FEBRUARY 12, 2008

WAS HELD AS HEREIN APPEARS AND THAT THIS IS THE ORIGINAL TRANSCRIPT THEREOF AND THAT THE STATEMENTS THAT APPEAR IN THIS TRANSCRIPT WERE REPORTED STENOGRAPHICALLY BY ME AND TRANSCRIBED BY ME. I ALSO CERTIFY THAT THIS TRANSCRIPT IS A TRUE AND ACCURATE RECORD OF THE PROCEEDING.



BETH C. DRAIN, CSR 7152
BARRISTER'S REPORTING SERVICE
1072 BRISTOL STREET
SUITE 100
COSTA MESA, CALIFORNIA
(714) 444-4100



Taxpayers Oversight Committee Fiscal Year 2007-2008 Attendance Record



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

Meeting Date	10-Jul	28-Aug	11-Sep	9-Oct	13-Nov	11-Dec	8-Jan	12-Feb	11-Mar	8-Apr	13-May	10-Jun
Rose Coffin		X		X		X		*				
Brooks Corbin		E		X		E		X				
Richard Gann		X		E		X		X				
Merlin Henry		X		X		X		X				
Gilbert Ishizu		X		X		X		X				
James Kelly		X		X		X		X				
Narinder Mahal		X		X		X		*				
Greg Moore		X		X		X		X				
Chuck Smith		X		X		X		X				
David Sundstrom		X		X		X		X				
Frederick von Coelin		X		X		X		X				

Absences Pending Approval

<u>Meeting Date</u>	<u>Name</u>	<u>Reason</u>
February 12, 2008	Rose Coffin	Business meeting
February 12, 2008	Narinder Mahal	Out of country

Presentation Items

REVISED RECOMMENDATIONS FOR ITEM #31

Go Local Step Two Program Allocations and Project Screening

Recommendations

- A. Approve the programmatic allocation of \$25.4 million Go Local funds for development of fixed guideway and bus shuttle projects.
- B. Direct staff to screen the submission of Step One final reports according to the proposed Go Local Step One Final Reports Screening Checklist.
- C. Return to Transportation 2020 Committee with results of project screening.
- D. Direct staff to begin development of program guidelines for Step Three and Step Four of the Go Local Program to evaluate all Go Local Step Two projects, including the Irvine Fixed Guideway project, which is currently in Step Two of the Go Local Program.
- E. Approve a programmatic allocation of \$1 million of Commuter and Urban Rail Endowment funds for the development of station and parking improvements and direct staff to develop project screening and selection for Board of Directors' approval.
- F. Require participating cities to provide a local funding match of 10 percent of project cost up to \$100,000 of local match, to advance fixed guideway, mixed-flow, and station and parking improvement projects through the conceptual engineering and environmental clearance phase.
- G. Direct staff to extend the deadline for the transportation demand management element of the Combined Transportation Funding Program until March 31 , 2008, to allow additional time for pedestrian and bicycle projects developed under Go Local Step One to submit funding applications.
- H. Allow pedestrian and bicycle projects developed under Step One of the Go Local Program to also be submitted for funding consideration under Step Two of the Go Local Program through June 30, 2008 .



February 25, 2008

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer *ATL*
Subject: Go Local Step Two Program Allocations and Project Screening

Overview

The Transportation 2020 Committee has directed staff to initiate selection of Go Local projects to enter into Step Two by March 1, 2008. Staff has proposed programmatic funding allocations by project type and developed a screening checklist to evaluate Step One final reports for merit to advance to the Step Two competitive funding process. Staff has also added new recommendations based upon committee input provided on February 18, 2008.

Recommendations

- A. Approve the programmatic allocation of \$25.4 million Go Local funds for development of fixed guideway and bus shuttle projects.
- B. Direct staff to screen the submission of Step One final reports according to the proposed Go Local Step One Final Reports Screening Checklist.
- C. Return to Transportation 2020 Committee with results of project screening.
- D. Direct staff to begin development of program guidelines for Step Three and Step Four of the Go Local Program to evaluate all Go Local Step Two projects, including the Irvine Fixed Guideway project, which is currently in Step Two of the Go Local Program.
- E. Approve a programmatic allocation of \$1 million of Commuter and Urban Rail Endowment funds for the development of station and parking improvements and direct staff to develop project screening and selection for Board of Directors' approval.
- F. Require participating cities to provide a local funding match of 10 percent of project cost up to \$100,000 of local match, to advance fixed guideway, mixed-flow, and station and parking improvement projects

through the conceptual engineering and environmental clearance phase.

- G. Direct staff to extend the deadline for the transportation demand management element of the Combined Transportation Funding Program until March 14, 2008, to allow additional time for pedestrian and bicycle projects developed under Go Local Step One to submit funding applications.

Background

Since its approval in February 2006, interested cities have been working on developing their own local transit vision as part of the Go Local Program. Concurrently, staff has been advancing the development of the Go Local Program in preparation of completion of Step One and initiation of Step Two. On November 26, 2007, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the extension of cooperative agreements with participating cities until June 30, 2008, to coincide with the date cities are required to submit their Step One final reports.

During the month of December 2007, staff conducted progress meetings with 14 teams and 21 cities to allow staff an opportunity to update the cities on the program. Participating cities also provided a report on the status of their Step One work effort. As a result of these meetings, OCTA staff has been able to develop a preliminary status of the program. The meetings confirmed that project concepts fall into four project types and that there were an estimated 40 projects being studied. Out of the 40 projects, 52 percent were station improvement and pedestrian access, parking or bike improvement projects, with the remainder being fixed guideway or mixed-flow bus shuttle projects. Because cities have not submitted final project concepts, staff does expect the total number of projects submitted to increase by the June 30, 2008, Step One final report deadline.

Upon the completion of Step One, the remaining steps, which are part of the planning and implementation process approved by the Board, will follow and are outlined below.

- Step Two: Detailed planning and alternatives analysis of the concepts emerging from Step One for interested cities, with projects qualifying through a competitive process.
- Step Three: Project development/implementation (preliminary engineering through construction) of those projects, which qualify through a competitive process for continued funding.
- Step Four: Additional work on the Metrolink corridor to transform stations into transportation centers.

The remaining funding from the \$30 million approved for the Go Local Program after the completion of Step One will be available through a competitive basis to enter into Step Two, further developing the most promising projects identified in Step One. These funds were made available through the current Measure M (M1) funds program for High-Technology Advanced Rail Transit. The Go Local Program, funded under M1, is a precursor to the implementation of Project S under the Renewed Measure M (M2).

Discussion

At the February 18, 2008, Transportation 2020 Committee (Committee) meeting, the Committee provided guidance on an initial set of staff recommendations pertaining to the advancement of Go Local Step One final reports to Step Two. Based upon the Committee's direction, a revised set of recommendations are proposed for approval. The modified recommendations address the following issues:

- The amount of a local funding match for Step Two
- The establishment of a defined process for the development of station, parking, pedestrian, and bicycle projects
- Clarification on the inclusion of the City of Irvine's fixed guideway project as a Go Local project currently in Step Two and that further project development will follow the same path as other fixed guideway projects developed under the Go Local Program.

Existing Funding Commitments

The commitments to date of Go Local Step One funds are as follows:

M1 High-Technology Advanced Rail Transit (Total Go Local Program Allocation)	\$30.0 Million
Congestion Mitigation and Air Quality (CMAQ) funds	\$ 5.2 Million
Go Local Step One	(\$ 2.8 Million)
Remaining Step One Funds	(\$.6 Million)
Existing/Future Program Support	(\$ 1.2 Million)
City of Irvine Fixed Guideway	(\$ 5.2 Million)
Remaining Go Local Program Funds:	\$25.4 Million

On October 11, 2007, the OCTA Board approved the use of up to \$5.2 million of CMAQ funds, matched with \$1.3 million in local city funds, for the City of Irvine to complete alternatives analysis, preliminary design and environmental work for the Guideway Project. Furthermore, on November 26, 2007, the Board directed that the Guideway Project would be considered a Go Local project, currently in Step Two and therefore eligible for further development under Step Three and Step Four of the Go Local program.

Program Allocations

Staff has categorized the anticipated types of projects being considered based on information provided in the approved project concepts, as well as the meetings conducted with participating cities during December 2007. The categories of projects defined to date include:

- Fixed Guideway (rail or bus)
- Mixed-Flow Traffic Bus/Shuttle
- Station Improvements
- Pedestrian Access, Parking, or Bike Improvements

The emphasis of Project S, under the M2 program, is to expand access to the core rail system and establish connections to communities and major activity centers that are not immediately adjacent to the Metrolink corridor. Staff recommends that the remaining \$25.4 million of Go Local funds be allocated to the two project types, fixed guideway and mixed-flow traffic bus/shuttle, that connect to Metrolink stations. These project types appear to best fit the original intent of the M1 Go Local Program, as well as the intent of Project S as described in the M2 Transportation Investment Plan and the Board-approved Go Local Program Evaluation Criteria (Attachment A).

The recommended programmatic funding allocations for the remaining Go Local, M1 High-Technology Advanced Rail Transit funds for fixed guideway and mixed-flow traffic projects are as follows:

Fixed Guideway (rail or bus)	\$15.0 Million
Mixed-Flow Traffic (bus/shuttle)	\$ 3.0 Million
Reserve:	
Fixed Guideway Design	\$ 5.2 Million
Future Planning	\$ 2.2 Million
Proposed Allocation To Go Local Step Two	\$25.4 Million

Staff is recommending that a reserve amount be held for both future design of the fixed guideway projects, as well as for future planning of additional fixed guideway and mixed-flow projects that are expected to be submitted up until the June 30, 2008, Step One completion deadline.

Fixed Guideway (rail or bus)

The qualifying Go Local, Project S fixed guideway (rail or bus) projects will use funding from the proposed project type allocation for detailed planning, alternative analysis (AA), financial planning, conceptual engineering, and environmental efforts necessary to clear the projects for both the California Environmental Quality Act and National Environmental Policy Act processes. Having all the fixed guideway (rail or bus) projects go through the Federal Transit Administration's AA process will allow them to maintain eligibility for future potential federal funding opportunities, as well as providing a proven process for fixed guideway project development. Staff is estimating that two or three fixed guideway projects will be submitted and that an estimated \$5 million is needed for each project to undergo the AA and environmental clearance processes. Based upon committee direction at the February 18, 2008, meeting, staff is recommending a local funding match of 10 percent of project cost up to \$100,000 of local match, to advance fixed guideway projects into Go Local Step Two.

Mixed-Flow Traffic Bus/Shuttle

This type of project may require a service planning similar to that undertaken by OCTA for any fixed-route services where existing data is reviewed and service deficiencies and opportunities are identified. The service planning process will allow a process for screening and documenting service characteristics, benefits, and resource requirements and determine its merit. In addition, the analysis will include field testing to ensure that proposed routings are operationally feasible. The factors that are taken into account when conducting service planning include:

- Passenger demand
- Route and system performance
- Customer needs
- Technical feasibility
- Boardings per revenue vehicle hour
- Route segment performance
- Passenger loads
- Vehicle and driver requirements
- City's request/input

Based upon committee direction at the February 18, 2008, meeting, staff is also recommending a local funding match of 10 percent of project cost up to \$100,000 of local match, to advance mixed-flow traffic bus/shuttle projects into Go Local Step Two. In addition, in order to streamline the process and to ensure consistent evaluation of the projects, the Board may wish to consider assistance for this type of analysis. One option is for OCTA to enter into a master contract with several firms that specialize in this type of work and to issue contract task orders for individual city projects as requests are received.

Station/Parking Improvements

For funding purposes, it is proposed that both parking improvement projects and station improvement projects be eligible for project development funding through Commuter Urban Rail Endowment (CURE) funds. Staff recommends that \$1 million in CURE funds be programmed for conceptual engineering and environmental clearance of qualifying station and parking improvement projects and is seeking committee direction to develop project screening and selection processes for these projects.

Pedestrian Access or Bike Improvements

For funding purposes, staff proposes that pedestrian access and bike projects pursue funding through the M1 Transportation Demand Management (TDM) program. OCTA is currently conducting a call for projects for TDM funds with a deadline for applications of February 29, 2008. While cities have been encouraged to submit Go Local pedestrian and bike improvement projects under the TDM program as part of the Go Local project development process, staff recommends an extension of the TDM application deadline to March 14, 2008, in order to accommodate cities' submission of pedestrian and bike improvement projects under this funding program. There is currently a \$3.3 million available for programming during this call for projects. While no local funding match is required for the TDM program, there is a cap of \$500,000 that can be awarded to each project.

Proposed Step One Final Report Screening Process

Staff proposes to perform a preliminary evaluation of each individual project by screening the projects according to the Board-approved (August 8, 2006) Go Local Program Evaluation Criteria. Staff will determine if the project generally exceeds, generally meets, or generally does not meet the individual evaluation criteria and will assign a value based upon the weighted value of the criteria (Attachment B). Examples of how projects may be screened are as follows:

- Generally Exceeds: Project A is a fixed guideway system that intends to connect city population and activity centers to the local Metrolink station. The host city has committed to a local funding match and submitted a written commitment from the largest employer in the host city expressing its support and intended use of the system for its employees.
- Generally Meets: Project B is a mixed-flow shuttle system that intends to connect the city's town center to a neighboring city's Metrolink station. While there is no funding commitment from the participating cities, a public survey deemed that Metrolink riders would be interested in visiting the town center if a shuttle service was implemented.
- Generally Does Not Meet: Project C is a plan to improve pedestrian accessibility from the city's largest employment center to the Metrolink station that is across the street. The plan includes a proposal to construct a pedestrian bridge and bikeway over the corridor.

Similar to the process of evaluating projects for other OCTA-funded programs, staff proposes that two city representatives, selected via the Technical Advisory Committee, and a member of the Citizens' Advisory Committee also participate in the screening process. All projects and respective evaluation, and a preliminary recommendation, will be presented to the Committee for review. Staff is expecting to return to the Committee in March, May, and July 2008, consistent with the submission of the Go Local Step One final reports, with results of the project screening and recommendations of advancing qualifying projects to the appropriate funding program as outlined above.

For subsequent phases of development for the Go Local Program, Project S, there is \$1 billion in M2 funds available. This funding is anticipated to coincide with Step Three of the Go Local Program and would be available for qualifying project development and implementation. Major policy issues, such as use of funds for operating and capital expenses, are being addressed as part of the M2 Transit Strategic Plan, which is planned to be brought to the Board for consideration in April 2008. Since these policy issues will have direct impact on the next phases of the Go Local Program, staff is requesting Committee direction to begin development of program guidelines for Step Three and Step Four in conjunction with the M2 Transit Strategic Plan.

Fiscal Impact

All planning work under Step One and Step Two for fixed guideway and mixed flow shuttle is fundable with the approved \$30 million in existing M1 funds and \$5.2 million in CMAQ funds. Staff is proposing that \$1 million of CURE funds be programmed for station and parking improvement projects. Use of CURE

funds for this purpose will have a minor impact on the long-term fund balance used for Metrolink operations. The TDM call for projects is within current programmed amounts.

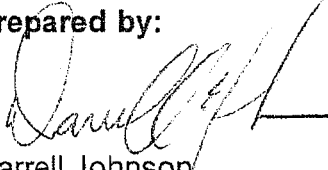
Summary

With Step Two of the Go Local Program beginning in March 2008, staff has proposed funding allocations of the remaining \$25.4 million of Go Local funds for the project types that best fit the intent of Project S. Staff has also recommended a screening process to evaluate Step One final reports for consideration of advancing to the Step Two competitive funding process. Given Committee direction from the February 18, 2008, meeting, staff has also provided a modified set of recommendations to address local match requirements, funding of projects that do not meet the intent of Project S, and incorporating the Irvine Fixed Guideway Project into the Go Local process. Upon approval, staff will return with results of the project screening and recommendations of advancing qualifying projects to the appropriate funding program.

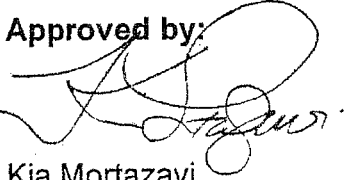
Attachments

- A. Board-Approved (August 8, 2006) Evaluation Criteria Go Local Program – Final Version
- B. Proposed Go Local Step One Final Reports Screening Checklist

Prepared by:


Darrell Johnson
Director, Transit Project Delivery
(714) 560-5343

Approved by:


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

Board-Approved (August 8, 2006) Evaluation Criteria Go Local Program – Final Version

This criteria will evaluate results of the Step One effort as documented in the city's final report that will serve as the city's Step Two funding application.

Criterion	Priority	Purpose	Performance Measures
1. Local Jurisdiction Funding Commitments	High	To appropriately invest scarce Measure M resources and ensure that the project is a high priority for the host cities.	<ul style="list-style-type: none"> • Proof of local funding commitments (e.g. city council actions, city budgets, grant applications, memorandums of understanding [MOUs], etc.) • Level of local funding match
2. Proven Ability to Attract Other Financial Partners	High	To ensure that Measure M dollars are being invested in areas which others have determined warrants investment and to ensure that Measure M dollars are being leveraged to maximize their return to the public.	<ul style="list-style-type: none"> • Cooperative agreements, MOUs, council actions, grants • Funding agreements with private parties, if any, to demonstrate private sector financial participation in the proposed project related to the area served or affected by the project • Projected increase in land values of lands affected by the proposed project • Percent of proposed project funding not from Measure M • Action plan for obtaining commitments in Step Two • Employer rideshare commitments from employers along the route
3. Proximity to Jobs and Population Centers	High	Coordinated planning of transit and land use to increase pedestrian safety and access to Metrolink.	<ul style="list-style-type: none"> • Recommendations for policies, general plan amendments, etc. applied withing 1500' of station • Recommendations for short or long-term local transit strategies coordinated with land use • Increase the number of people who can get to work/home from Metrolink in 15 minutes using transit or 10 minutes walking (total transit travel time includes walk + wait + in vehicle time)

Criterion	Priority	Purpose	Performance Measures
4. Regional Benefits	High	Effectively deliver Metrolink riders to regional employment and activity destinations utilizing convenient locally-oriented transit Expand transit's appeal to those who own autos.	<ul style="list-style-type: none"> Number of cities served by the proposed project Number of existing and planned "regional" employment and activity centers within 15 minutes total transit travel time or 10 minutes walking time of the nearest Metrolink station. Definition of regional activity center to be determined, but examples are California State University Fullerton, Disneyland, UCI Medical Center, Civic Center, John Wayne Airport, regional malls such as South Coast Plaza, Orange Coast College, etc. Agreements regarding intent to pursue program to develop cooperative ridership development programs (or letters of intent to pursue same in Step Two) etc. with activity centers and/or employers
5. Ease and Simplicity of Connections	High	To close gaps between existing transit services especially during peak demand hours. To maximize ridership by making sure the project includes the optimum number, ease and user-friendly design considerations regarding connections between the project and Metrolink.	<ul style="list-style-type: none"> Linkage assessment within project area Number of new transit connections Number and clarity of transfers required to travel 15 minutes of total transit travel time to/from the nearest Metrolink station Attention devoted to customer service planning Ease of access from the Metrolink platform to boarding location of proposed new service or to new land uses Amount of integration between Metrolink fares and fares of proposed project. Apply sample trips for comparative purposes Evaluate the amount and type of research done or proposed, and/or considerations given to site design to make connections easy
6. Cost-Effectiveness	Medium	Assess the benefit for each public dollar spent	<ul style="list-style-type: none"> Total cost per new rider Measure M cost per new rider Total cost per passenger-mile Measure M cost per passenger-mile Private investment attracted per passenger mile Non-transit funding attracted per passenger mile

Criterion	Priority	Purpose	Performance Measures
7. Traffic Congestion Relief	Medium	Reduce congestion so streets and freeways can work better, especially in the local community/project area.	<ul style="list-style-type: none"> Projected number of "new" transit riders Estimated reduction in daily vehicle miles of travel (VMT) Projected ridership in year 2015 (or 2030?; or year of opening?) Projected number of new pedestrian-oriented uses within ½ mile Projected reduction in parking requirements Projected benefits to local street network Complementary congestion relief efforts (signal synchronization, etc.) are proposed for the project to make it work better with the transit connection(s) in place
8. Right-of-Way (ROW) Availability	Medium	To accurately assess what is needed to build a project and thereby maximize the likelihood of cost effective, timely project delivery.	<ul style="list-style-type: none"> Proof of ROW availability (if required). Appropriate letters of agreement, contracts or ownership records (public ROWs, easements, property donations, etc.) Action plan and schedule for obtaining the necessary commitments in step two
9. Sound Long-Term Operating Plan	Medium	Experience elsewhere has shown that early operations planning can be overlooked and is a high priority. The framework of an operating plan can and must be established early to ensure public funds are invested well.	<ul style="list-style-type: none"> 5+ year operating plan Projected farebox recovery compared with OCTA or other relevant operation's history Qualitative assessment of the proposed funding sources Demonstrations of partnering agreements (letters of intent, MOUs, etc) or intent to pursue same in step two for sustained cooperative agreements to utilize service as a connection to Metrolink for employees, etc.
10. Compatible and Approved Land Use	Medium	Ensure that transportation and land use are working in concert to maximize the return on transit investment and land values.	<ul style="list-style-type: none"> Qualitative assessment of the transit supportiveness of land uses served by the proposed project (e.g. pedestrian friendly, integration of transit stops with development, mixed uses, etc.) Qualitative assessment of ease of pedestrian connectivity to transit stops of proposed new service and/or to the Metrolink station Letters of support from affected interests (e.g. homeowner associations, community associations, chambers of commerce, developers)

Criterion	Priority	Purpose	Performance Measures
11. Project Readiness	Low	To assess when a project could reasonably benefit a community.	<ul style="list-style-type: none"> • Ability of proposed project or concept to be implemented within 5 years of submittal of the Go Local Step One final report, as documented in the proposed schedule of project development activities • The proposed implementation schedule will be compared to existing, similar projects from Orange County or other metro areas
12. Safe and Modern Technologies	Low	Increase the project's public appeal, increase ridership, and, reduce liability and maintenance costs.	<ul style="list-style-type: none"> • Actual experience from existing operations or manufacturer's data • Qualitative assessment of the safety of proposed technology • Qualitative assessment of the reliability of the proposed technology

Proposed Go Local Step One Final Reports Screening Checklist

		Generally Exceeds, Meets, Does Not Meet Criteria*	Priority Multiplier (x3)
High Priority	Local Jurisdiction Funding Commitments		
	Proven Ability to Attract Other Financial Partners		
	Proximity to Jobs and Population Centers		
	Regional Benefits		
	Ease and Simplicity of Connections		
		Screening Result	

		Generally Exceeds, Meets, Does Not Meet Criteria*	Priority Multiplier (x2)
Medium Priority	Cost-Effectiveness		
	Traffic Congestion Relief		
	Right-of-Way Availability		
	Sound Long-Term Operating Plan		
	Compatible and Approved Land Use		
		Screening Result	

		Generally Exceeds, Meets, Does Not Meet Criteria*	Priority Multiplier (x1)
Low Priority	Project Readiness		
	Safe and Modern Technologies		
		Screening Result	

*Rating for Each Criteria:	
Generally Exceeds	3
Generally Meets	1
Generally Does Not Meet	0

Total Screening Result:

Measure M

Taxpayers Oversight Committee

Mission Statement

The Mission of the Taxpayers Oversight Committee (TOC) is to ensure Measure M is being implemented as outlined by the Measure M Ordinances and approved by the voters of Orange County.

General Duties

The Taxpayer Oversight Committee (TOC) has been established to provide an enhanced level of accountability for expenditure of sales tax revenues generated under the Measure M Ordinance. The Committee will help to ensure that there is adherence to all voter mandates identified in Measure M Ordinances No. 1 and No. 2.

The Mission of the TOC is to ensure Measure M is being implemented as outlined by the Ordinances and approved by the voters of Orange County. The TOC will review expenditures in sufficient detail to ensure that all expenditures made or forecasted are in compliance with the provisions of Measure M. The TOC ~~will make sure that~~ ^{has the responsibility to ensure that} all projects defined under Measure M are proceeding in accordance with the plan, and to ~~ensure that~~ ^{and} amendments are made in accordance with the plan, including obtaining taxpayer approval if required.

Measure M incorporates annual independent audits, budgetary safeguards, and performance reporting by all recipients of Measure M funds.

The TOC has developed policies and procedures sufficient to carry out its mission. In addition to reviewing the annual audits and other agency performance reports, the TOC will hold public hearings annually to determine if the OCLTA is proceeding in accordance to plan, and the Chairman will annually certify such compliance.

Measure M Taxpayers Oversight Committee

Responsibilities, Operating Practices, Objectives and Procedures

Background

The renewed Measure M (M2) is the continuation of the Traffic Improvement and Growth Management Plan (M1) initially approved by Orange County voters in November 1990. The combined measures raise the sale tax in Orange County by one-half cent for a total period of 50 years to alleviate traffic congestion. Approximately \$4.2 billion is estimated to be raised under the original Measure M and approximately \$12.0 billion is anticipated under the renewed Measure M. The Measure M Program is administered by the Orange County Transportation Authority (OCTA) and funds specific voter-approved transportation projects for freeway improvements, local street and road improvements and rail and transit program specified in the initial plan, and the renewed plan.

In order to ensure that the programs and projects undertaken are those approved by the voters, Measure M incorporates a set of strong taxpayer safeguards to ensure that promises made in the Plan are kept. They include an annual independent audit and report to the taxpayers; ongoing monitoring and review of spending by an independent taxpayer oversight committee; requirement for full public review and update of the Plan every 10 years; voter approval for any major changes to the Plan; strong penalties for any misuse of funds and a strict limit of no more than one percent for administrative expenses.

Measure M requires that an independent Taxpayer Oversight Committee (TOC) ensure the integrity of the measures by acting as watchdog over the expenditures specified in the revised Traffic Improvement and Growth Management Plan.

The annual audits, and annual reports detailing project progress, will be made available to the Orange County taxpayers every year. The TOC can raise fiscal issues, ask tough questions, and must independently certify, on an annual basis, that transportation dollars have been spent strictly according to the Renewed Measure M Investment Plan.

These and other important taxpayer safeguards are all designed to insure the integrity of the voter authorized plans. Each is focused on one goal: guaranteeing that new transportation dollars are devoted to solving Orange County's traffic problems and that no transportation dollars are diverted to anything else.

Responsibilities

The Taxpayers Oversight Committee (TOC) is hereby charged with the following duties and responsibilities:

Based upon the policies previously adopted by the original Measure M Citizens Oversight Committee in 1991, the TOC shall update such procedural rules and regulations as are necessary to govern the conduct of TOC meetings, including, but not limited to, those governing the calling, noticing and location of the TOC meeting, as well as TOC quorum requirements and voting procedures. The TOC may select its own officers, including, but not limited to, a TOC co-chairman who will be the primary spokesman for the TOC. The rules and regulations shall outline responsibilities both common and unique to M1 and M2.

Responsibilities Common to M1 and M2:

- The TOC shall approve, by 2/3 vote, any amendments proposed by the Authority to the Expenditure Plan or any portions of the Plan which could change the funding categories, programs or projects identified on page 18 of the M1 Plan and page 31 of the M2 Plan.
- The TOC shall hold an annual public hearing to determine whether the Authority is proceeding in accordance with the Plans. In addition, the TOC may issue reports, from time to time, on the progress of the transportation projects described in the Plan.
- The Chair shall annually certify whether the Revenues have been spent in compliance with the Plans.
- Except as otherwise provided by the Ordinance, the Taxpayers Committee may contract, through the Authority, for independent analysis or examination of issues within the TOC's purview, including a performance audit of the Authority. The TOC may also, through the Authority, hire staff to assist the TOC in discharging its duties here under.
- The TOC may submit a written request to the Authority to explain any perceived deviations from the Plan. The Authority's chairman must respond to such request, in writing, within sixty (60) days after receipt of the same.

M1 Responsibilities:

- The TOC shall review the growth management plan for each jurisdiction solely to determine if the plan prepared and certified by each jurisdiction includes the elements specified in the countywide Growth Management Program.
- The TOC shall use a checklist to determine if the Growth Management Program; has:
 - a. Specified traffic level of services standard;
 - b. Adopted planning standards for the fire, police, library, flood control, parks and open space, and other locally determined needs;

- c. Adopted a development mitigation program;
- d. Adopted a development phasing program;
- e. Developed a seven-year capital improvement program;
- f. Participated in inter-jurisdictional planning forums;
- g. Addressed a balancing of housing options and job opportunities;
- h. Adopted a transportation systems management ordinance.

A Growth Management Element as required by the Growth Management Program shall be adopted by each local jurisdiction in accordance with the provisions of the California Government Code which governs procedures for adopting elements of a general plan. Neither the Authority's nor TOC's review here under shall include a determination as to the adequacy of such Growth Management Elements and Components thereof. Each jurisdiction shall determine the adequacy of its Growth Management Element, and any legal challenge to such adequacy shall be brought against such jurisdiction in a accordance with the provisions of statutes and cases law governing legal challenges to the adequacy of general plan elements.

Once the TOC has reviewed the growth management, it shall forward its findings to the Authority. If the Authority determines that the checklist is fulfilled, and the requirements of the Policy Resolutions and the Ordinance are met, the Retail Tax Revenues shall be allocated to the jurisdiction pursuant to the Ordinance.

- The TOC shall place on each jurisdiction's development of a seven-year capital improvement program and shall ensure that all expenditures proposed in a jurisdiction's seven-year capital improvement program conform with the transportation purpose identified in the Policy Resolution No. 3.

M2 Responsibilities

- The TOC shall receive and review the following documents submitted by each Eligible Jurisdiction:
 1. Congestion Management Program;
 2. Mitigation Fee Program;
 3. Expenditure Report
 4. Local Traffic Signal Synchronization Plan; and
 5. Pavement Management Plan.
- The TOC shall receive and review the performance assessment conducted by the authority at least once every three years to review the performance of the authority in carrying out the purposes of the M2 Ordinance

MEASURE M
TAXPAYERS OVERSIGHT COMMITTEE
A Committee of
THE ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

COMMITTEE OPERATION POLICIES AND PROCEDURES

ADOPTED: JUNE 11, 1991
REVISED: APRIL 8, 2008

COMMITTEE PURPOSE

Local Transportation Ordinance Nos. 2 and 3 empowered the independent Taxpayers Oversight Committee (TOC), with a Chairman elected by all Orange County voters, to guarantee that all funds generated by Measure M would be used only for specified transportation purposes. In order to eliminate redundancy and to facilitate the transition, Ordinance #3 also specified that the TOC could assume the Responsibilities of the COC that was established under Ordinance #2.

COMMITTEE OPERATING POLICY

The TOC will conduct its operations in the context of two basic policies:

Independence

The Taxpayers Oversight Committee, recognizing its responsibility to the citizens of Orange County, will conduct its operations in a manner to ensure its independence.

Timeliness

Recognizing that the development and implementation of THE PLAN is a complex effort involving many agencies and jurisdictions and that, in such an undertaking, unnecessary delays in taking decisions and actions inevitably result in the wasting of scarce resources; the Committee will make every effort to anticipate events which might require Committee action and to expedite the required action to the end that no required TOC reviews and approvals are unnecessarily delayed.

OPERATING PROCEDURES

Data Gathering

The TOC requires two basic categories of data:

GENERAL:

- Operating policies and procedures of the LTA that relate to the allocation and recording the expenditure of Measure M funds.

SPECIFIC:

- The Measure M Quarterly Revenue and Expenditure Report.
- Project Plans: These are the plans describing the Freeway, Regional Street and Road, Local Street and Road, and Transit projects to be undertaken by the Local Transportation Authority and funded, at least in part, by Measure M sales tax revenues. The TOC requires general project description, timeliness, and funding plans for each..
- Local Jurisdiction Growth Management Plans: These are the plans to be prepared by each jurisdiction in accordance with the Checklist for Countywide Traffic Improvement and Growth Management Plan Compliance.

The TOC will be provided both categories of data in a timely fashion through the Local Transportation Authority staff; the Office of External Affairs having been established as the principal point of contact.

The LTA staff has the responsibility to provide the TOC with the following:

- Copies of all relevant Measure M staff reports submitted to the Local Transportation Authority.
 - All LTA agendas, staff reports and minutes are available for members to review online.
 - Staff will provide additional reports as requested by committee members.
- Formal notification of any action anticipated, or taken, by the LTA which might not be in accordance with THE PLAN.

Review and Evaluation

In the broadest sense, the Taxpayers Oversight Committee will undertake such financial and performance audits as it considers necessary to ensure that the overall administrative policies and procedures of the LTA, with respect to the use of Measure M funds, are proper and the recording thereof is adequate and proper. To this end, an Audit Subcommittee of the TOC has been established to conduct the required audits in accordance with agreed-upon policies and procedures. Findings, conclusions, and recommendations of the Audit Subcommittee will be submitted to the full TOC for final action as required.

When determined to require TOC action, specific items will be assigned, immediately upon receipt of the pertinent data, to individual committee members of subcommittees of the whole Committee as appropriate, for review and evaluation. The assignees (individuals or subcommittees) will conduct the required review and evaluation and present findings, conclusions and recommendations to the whole Committee at its next regularly scheduled meeting.

In its role as a representative of the Citizens of Orange County, the TOC may, on occasion, review and forward its position to the LTA on any Measure M issue requiring resolution between the LTA and third parties.

Regular meetings of the TOC will be held on the second Tuesday of every other month. Special meetings of the whole Committee may be convened if required to ensure timely processing.

Committee meetings will be conducted in accordance with Robert's Rules of Order.

If and when circumstances dictate, as provided by Section V.E. of Policy Resolution No. 1 of Ordinance No. 2, the Committee will contract through the LTA for the services of outside consultants for independent analysis or examination of issues within its purview.

Under M2

- The TOC shall receive and review the performance assessment conducted by the authority at least once every three years to review the performance of the authority in carrying out the purposes of the M2 Ordinance
 - The TOC shall participate in the review of the audit scope and the selection of the consultant to perform the audit.
- The TOC shall be presented with the 10-Year Comprehensive Program Review results and recommendations.

Committee Findings, Conclusions, and Recommendations

Upon hearing the results of each specific item review and evaluation, the whole Committee will develop its statement of findings, conclusions, and recommendations to be forwarded to the Local Transportation Authority.

In the event an amendment to THE PLAN is involved, a 2/3 vote is required.

In all other cases, a simple majority vote is required.

Upon request of the preparer, minority reports may be forwarded with the Committee report.