

Date: **Tuesday, May 29, 2007**

Time: **9:00 a.m.**

Where: **Orange County Transportation Authority Headquarters
600 South Main Street, First Floor - Conference Room 154
Orange, California 92868**



BOARD AGENDA

Orange County Transportation Authority Board Meeting
OCTA Headquarters
First Floor - Room 154, 600 South Main Street
Orange, California
Tuesday, May 29, 2007, at 9:00 a.m.

ACTIONS

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 (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Invocation

Chairman Cavecche

Pledge of Allegiance

Director Buffa

Agenda Descriptions

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Board of Directors may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Comments on Agenda Items

Members of the public wishing to address the Board of Directors regarding any item appearing on the agenda may do so by completing a Speaker's Card and submitting it to the Clerk of the Board. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.



BOARD AGENDA

ACTIONS

Special Matters

1. Presentation of Resolutions of Appreciation for Employees of the Month for May 2007

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2007-25, 2007-26, 2007-27 to Adolfo Penaloza, Coach Operator; Son Khuc, Maintenance; and Joanne Jacobsen, Administration, as Employees of the Month for May 2007.

Consent Calendar (Items 2 through 26)

All matters on the Consent Calendar are to be approved in one motion unless a Board member or a member of the public requests separate action on a specific item.

Orange County Transportation Authority Consent Calendar Matters

2. Approval of Minutes

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of May 14, 2007.

3. Approval of Board Member Travel Request

Approval of request by Director Bill Campbell to travel from June 1, 2007, to June 4, 2007, to attend the American Public Transportation Association 2007 Rail Conference in Toronto, Canada.

4. Approval of Resolutions of Appreciation for Employees of the Month for May 2007

Adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2007-25, 2007-26, and 2007-27 to Adolfo Penaloza, Coach Operator; Son Khuc, Maintenance; and Joanne Jacobsen, Administration, as Employees of the Month for May 2007.



BOARD AGENDA

ACTIONS

5. **Liability Claims and Subrogations Compliance and Operational Review**
Kathleen M. O'Connell

Overview

The Internal Audit Department has completed a review of liability claims and subrogations managed by the Risk Management Department. Two recommendations were made to strengthen controls. Management staff has indicated the recommendations contained in the report will be implemented.

Recommendation

Receive and file Liability Claims and Subrogations Compliance and Operational Review Internal Audit Report No. 07-010.

6. **Principles for Proposition 1B Implementation Legislation**
Wendy Villa/P. Sue Zuhlke

Overview

Proposition 1B, approved by the voters in November 2006, contained \$19.9 billion for transportation infrastructure. Principles guiding the implementation of various funding categories are outlined in this report.

Recommendation

Approve a plan and approach for each category which achieves a fair share allocation for Orange County.



BOARD AGENDA

ACTIONS

7. **Health, Safety, & Environmental Compliance Department Update on Recent Accomplishments**

Rita DeAndrade/P. Sue Zuhlke

Overview

The Orange County Transportation Authority was recently recognized by the American Public Transportation Association as the 2007 Gold Award recipient for Bus Safety. This report highlights recent accomplishments of the Health, Safety, & Environmental Compliance Department and describes some of the department's future plans.

Recommendation

Receive and file as an information item.

8. **State Legislative Status Report**

Wendy Villa/P. Sue Zuhlke

Overview

The Governor's revised budget proposal is due to be released on May 14. Support positions are recommended on two bills related to toll evasion and a design-build pilot program.

Recommendation

Adopt the following recommended positions on legislation:

Support AB 801 (Walters, R-Laguna Niguel)

Support SB 56 (Runner, R-Antelope Valley)



BOARD AGENDA

ACTIONS

9. **Federal Legislative Status Report** Richard J. Bacigalupo

Overview

An opposition position is recommended on a recent amendment, adopted by the House Armed Services Committee as part of their mark up of the Fiscal Year 2008 National Defense Authorization Act, which would impede construction of the Foothill Transportation Corridor-South (State Route 241) toll road extension. The most recent monthly reports from the Washington lobbyists are also provided.

Recommendation

Oppose the amendment from Representative Davis (D-San Diego) to the Fiscal Year 2008 National Defense Authorization Act which would repeal existing federal law allowing the Department of the Navy to grant an easement at the Marine Corps Base Camp Pendleton for the Foothill Transportation Corridor-South (State Route 241) toll road extension "notwithstanding any provision of State law to the contrary."

10. **Scope of Work and Evaluation Criteria for Procurement of Federal Legislative Consulting Services** Richard J. Bacigalupo

Overview

Staff has prepared a draft scope of work and evaluation criteria for the procurement of federal legislative consulting services in preparation for the release of a Request for Proposals on June 15, 2007.

Recommendation

Approve the draft scope of work and evaluation criteria for the procurement of federal legislative consulting services and provide input to staff regarding the procurement process.



BOARD AGENDA

ACTIONS

11. **Metrolink Ridership and On-Time Performance Report**
Abbe McClenahan/Kia Mortazavi

Overview

Staff is providing a report on Metrolink commuter rail ridership and on-time performance in Orange County.

Recommendation

Receive and file as an information item

12. **Selection of a Consultant for Preparation of the Ortega Highway (State Route 74) Operational and Safety Improvement Study**
Charlie Larwood/Kia Mortazavi

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board of Directors approved funds for consulting services to conduct an operational and safety study for the Ortega Highway (State Route 74) from Antonio Parkway/La Pata Avenue to the Ontario Freeway (Interstate 15) in the City of Lake Elsinore. Proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform architectural and engineering work. These procedures are in accordance with both federal and state legal requirements.

Recommendations

- A. Select HDR Engineering, Inc., as the top ranked firm to provide architectural and engineering services for the preparation of the Ortega Highway (State Route 74) Operational and Safety Improvement Study.
- B. Authorize the Chief Executive Officer to request a cost proposal from HDR Engineering, Inc., and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement.
- D. Authorize the Chief Executive Officer to negotiate a funding agreement with the Riverside County Transportation Commission.



BOARD AGENDA

ACTIONS

13. **Consultant Selection for 91 Express Lanes/Foothill-Eastern Transportation Corridor (State Route 241) Connector Feasibility Study**
Dan Phu/Kia Mortazavi

Overview

The proposed study entails evaluating the concept of connecting the 91 Express Lanes to the Foothill-Eastern Transportation Corridor (State Route 241) and extending the 91 Express Lanes east to the Corona Expressway (State Route 71) and/or Ontario Freeway (Interstate 15). Proposals and statements of qualifications for the preparation of the feasibility study were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform architectural and engineering work. These procedures are in accordance with both federal and state legal requirements.

Recommendations

- A. Select CH2M Hill as the top ranked firm for the preparation of a feasibility study.
- B. Authorize Chief Executive Officer to request a cost proposal from CH2M Hill and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final Agreement C-7-0612.
- D. Authorize the Chief Executive Officer to execute a funding agreement with the Transportation Corridor Agencies.



BOARD AGENDA

ACTIONS

14. **Customer Relations Report for Third Quarter Fiscal Year 2006-07**
Adam Raley/Ellen S. Burton

Overview

The Customer Relations Report is submitted to the Orange County Transportation Authority Board of Directors on a quarterly basis. The report provides an overview of customer communications received during the prior period of January through March 2007, as well as an overview of the Customer Information Center contract which is administered by Customer Relations.

Recommendation

Receive and file as an information item.

15. **Agreement to Provide Employee Assistance Program Services**
Lisa Arosteguy/James S. Kenan

Overview

The Orange County Transportation Authority currently has an agreement with PacifiCare Behavioral Health to provide Employee Assistance Program services. The agreement expires on June 30, 2007. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to approve Agreement C-7-0032 between the Orange County Transportation Authority and Resources for Living to provide an Employee Assistance Program for all eligible employees and their families for a three-year period for a maximum obligation not to exceed \$186,345. The agreement will also include two one-year option terms.



BOARD AGENDA

ACTIONS

16. Agreement with Stantec Inc., for Traffic and Revenue Forecasting Services

Kirk Avila/James S. Kenan

Overview

It is requested that the Orange County Transportation Authority Board of Directors award a contract to Stantec Inc., for toll road traffic and revenue forecasting services. This action is contingent upon approval of the Orange County Transportation Authority Fiscal Year 2007-08 Budget.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0630 with Stantec Inc., for traffic and revenue forecasting services, in an amount not to exceed \$150,000.

17. Agreement for Insurance Brokerage Services

Al Gorski/James S. Kenan

Overview

The Orange County Transportation Authority's Insurance Brokerage Services Agreement with Marsh Risk and Insurance Services, Inc., expires on June 30, 2007.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0632 between the Orange County Transportation Authority and Marsh Risk and Insurance Services, Inc., in an amount not to exceed \$335,000, for the initial three-year term of the Agreement to provide insurance brokerage services for the Authority. The Agreement includes two one-year option terms at an additional cost.



BOARD AGENDA

ACTIONS

Orange County Local Transportation Authority Consent Calendar Matters

18. **Santa Ana Regional Transportation Center Pedestrian Bridge Improvement Project - Request for Budget Transfer**
Dinah Minteer/Kia Mortazavi

Overview

Construction of pedestrian safety improvements, including the pedestrian bridge crossing over the railroad tracks, were recently completed at the Santa Ana Regional Transportation Center. Project costs have exceeded the current budget and require a budget transfer of \$280,000 to fund this difference.

Recommendation

Authorize the use of \$280,000 of additional Commuter Urban Rail Endowment funds to cover the final cost associated with the pedestrian bridge project constructed at the Santa Ana Regional Transportation Center.

19. **Measure M Quarterly Progress Report**
Norbert Lippert/Kia Mortazavi

Overview

Staff has prepared a Measure M progress report for the first quarter of 2007. This is a regular report that highlights the Measure M projects and programs currently under development.

Recommendation

Receive and file as an information item.



BOARD AGENDA

ACTIONS

Orange County Transit District Consent Calendar Matters

20. Agreement for Restroom Supplies
Lloyd Banta/Beth McCormick

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board approved the purchase of restroom supplies. The current agreement to provide restroom supplies will expire on June 30, 2007. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for Invitations for Bid.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0495 between the Orange County Transportation Authority and Waxie Sanitary Supply, in an amount not to exceed \$100,000, for restroom supplies for a one-year period with two one-year options.

21. Agreement for Automotive Shop Supplies
Lloyd Banta/Beth McCormick

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board approved the purchase of automotive shop supplies. The current agreement to provide automotive shop supplies will expire on June 14, 2007. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for Invitations for Bid.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0516 between the Orange County Transportation Authority and Shamrock Supply Company, Inc., in an amount not to exceed \$80,000, for automotive shop supplies for a one-year period with two one-year options.



BOARD AGENDA

ACTIONS

22. Agreement for the Installation of a Master Clock System at the Garden Grove and Anaheim Bases

Lloyd Banta/Beth McCormick

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board approved the installation of master clock systems at the Garden Grove and Anaheim maintenance bases. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0171 between the Orange County Transportation Authority and Greenfield Electric, Inc., in an amount not to exceed \$74,960, to install master clock systems at the Garden Grove and Anaheim maintenance bases.

23. Agreement for Contracted Fixed Route Compressed Natural Gas Cutaway Buses

Lloyd Banta/Beth McCormick

Overview

The Orange County Transportation Authority's Fleet Plan and Fiscal Year 2006-07 Budget include the purchase of 20 compressed natural gas replacement cutaway vehicles for contracted fixed route service. These vehicles are a part of the Community Transportation Services fleet.

Recommendations

- A. Authorize the Chief Executive Officer to execute Agreement C-6-0554 to Creative Bus Sales, Inc., in an amount not to exceed \$3,345,348, for the purchase of 20 compressed natural gas cutaway vehicles.
- B. Amend the current Fiscal Year 2006-07 Budget by \$985,348 to accommodate Agreement C-6-0554, resulting in a total budget allocation of \$3,345,348 for the purchase of these vehicles.



BOARD AGENDA

ACTIONS

24. **Agreement for Coach Operator, Instructor, and Field Supervisor Uniforms**

Brian Champion/Beth McCormick

Overview

The Orange County Transportation Authority requires coach operators, instructors, and field supervisors to wear uniforms when on duty. The current agreement to provide uniforms will expire on June 30, 2007. A Request for Proposals was issued for the provision of uniforms. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0614 between the Orange County Transportation Authority and Galls, Inc., in an amount not to exceed \$780,259, for coach operator, instructor, and field supervisor uniforms for an initial two-year term with three one-year options.

25. **Amendment to Agreement with the Orange County Sheriff's Department**

Allan Jagger/Beth McCormick

Overview

On July 14, 2003, the Board of Directors approved a five-year agreement with the Orange County Sheriff's Department for Transit Police Services in the amount of \$3,791,712. Each year of the agreement the maximum obligation is amended to include the following fiscal year.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-3-0656 between the Orange County Transportation Authority and the County of Orange, Orange County Sheriff's Department, in an amount not to exceed \$4,586,650, for Transit Police Services provided from July 1, 2007, through June 30, 2008.



BOARD AGENDA

ACTIONS

26. **ACCESS Service Overview and Update**
Erin Rogers/Beth McCormick

Overview

At the March 26, 2007, Board of Directors meeting, staff was directed to provide monthly presentations on ACCESS service at the Transit Planning and Operations Committee meeting and monthly written updates to the Board of Directors. The quality of ACCESS service has stabilized and is continuing to show improvement. The following report details the presentation made at the May 10, 2007, Transit Planning and Operations Committee meeting.

Recommendation

Receive and file as an information item.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

27. **Renewed Measure M Draft Early Action Plan**
Monte Ward

Overview

On November 7, 2006, Orange County voters renewed Measure M for a period of thirty years, beginning on April 1, 2011 through May 31, 2041. At the direction of the Transportation 2020 Committee, staff has prepared a Draft Early Action Plan outlining the Renewed Measure M projects and program development work that can be accomplished over the next five years. Approval is sought to release the Draft Plan for public review and to return in about sixty days with a Final Early Action Plan for adoption.



BOARD AGENDA

ACTIONS

27. (Continued)

Recommendations

- A. Approve the Renewed Measure M Draft Early Action Plan.
- B. Direct staff to circulate the Renewed Measure M Draft Early Action Plan for public review and comment.
- C. Direct staff to return with the Final Renewed Measure M Early Action Plan for consideration by the Transportation 2020 Committee no later than July 16 and the full Board of Directors no later than August 13.

28. **Anaheim Regional Transportation Intermodal Center Project Concept Report**

Jeanne Spinner LaMar/Kia Mortazavi

Overview

The findings and recommendations of an Anaheim Regional Transportation Intermodal Center project concept study are presented for Board of Directors approval.

Recommendations

- A. Approve the Anaheim Regional Transportation Intermodal Center Project Concept Report.
- B. Direct staff to prepare an Anaheim Regional Transportation Intermodal Center joint development strategy and Draft Project Definition Report and submit it to the Board of Directors in fall of 2007.
- C. Direct staff to explore with the City of Anaheim testing interest in private investment at the Anaheim Regional Transportation Intermodal Center through a conference targeted with the investment and real estate communities in the fall of 2007.



BOARD AGENDA

ACTIONS

28. (Continued)

- D. Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-5-2585 between the Orange County Transportation Authority and Carter & Burgess, Inc., in an amount not to exceed \$485,000, to prepare a Project Definition Report and supporting documents on the Anaheim Regional Transportation Intermodal Center.

Other Matters

- 29. California Department of Transportation High-Occupancy Vehicle Lanes Update**
James Pinheiro, Caltrans District 12
- 30. Orange County Transportation Authority's Fleet and Hybrid Vehicle Options**
Dennis Elefante/Beth McCormick
- 31. City Bus Stop Policies in Orange County**
Ryan Erickson/Beth McCormick
- 32. Orange County Transportation Authority's Bus Customer Awareness, Attitudes, and Satisfaction Survey**
Stella Lin/Ellen S. Burton
- 33. Public Comments**

At this time, members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per speaker, unless different time limits are set by the Chairman subject to the approval of the Board of Directors.



BOARD AGENDA

ACTIONS

34. Chief Executive Officer's Report

35. Directors' Reports

36. Closed Session

- A. Pursuant to Government Code Section 54956.8 to discuss the purchase of real property located at 550 South Main Street, Orange, California 92868, owned by UBS Partners. The OCTA negotiator is Jim Kenan and the negotiator for UBS Partners is Jon W. McClintock.
- B. Pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Sherry Bolander regarding collective bargaining agreement negotiations with the Teamsters Local 952 representing the coach operators.

37. Adjournment

The next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board will be held at **9:00 a.m. on June 11, 2007**, at OCTA Headquarters.

Minutes of the Special Meeting of the
Orange County Transportation Authority
Orange County Service Authority for Freeway Emergencies
Orange County Local Transportation Authority
Orange County Transit District
Board of Directors
May 14, 2007

Call to Order

The May 14, 2007, special meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Cavecche at 8:30 a.m. at the Orange County Transportation Authority Headquarters, Orange, California.

Roll Call

Directors Present: Carolyn Cavecche, Chairman
Chris Norby, Vice Chair
Jerry Amante
Arthur C. Brown
Peter Buffa
Bill Campbell
Paul Glaab
Cathy Green
Allan Mansoor
John Moorlach
Janet Nguyen
Curt Pringle
Miguel Pulido
Mark Rosen
Gregory T. Winterbottom
Cindy Quon, Governor's Ex-Officio Member

Also Present: Arthur T. Leahy, Chief Executive Officer
Wendy Knowles, Clerk of the Board
Laurena Weinert, Assistant Clerk of the Board
Kennard R. Smart, Jr., General Counsel
Members of the Press and the General Public

Directors Absent: Patricia Bates
Richard Dixon

Public Comments on Agenda Items

Chairman Cavecche announced that members of the public who wished to address the Board of Directors regarding any item appearing on the agenda would be allowed to do so by completing a Speaker's Card and submitting it to the Clerk of the Board.

No public comments were offered by members of the public.

Special Matters

1. Closed Session

A Closed Session was held:

- A. Pursuant to Government Code Section 54956.9(a) to discuss Heyser v. Orange County Transportation Authority; OCSC No. 06CC08665.
- B. Pursuant to Government Code Section 54956.9(b).
- C. Pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Sherry Bolander regarding collective bargaining agreement negotiations with

The Board reconvened following this meeting, and there was no report out of this Closed Session.

2. Adjournment

The meeting was adjourned at 9:18 a.m. Chairman Cavecche announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSSAAV Board will be held at **9:00 a.m. on May 14, 2007**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

ATTEST

Wendy Knowles
Clerk of the Board

Carolyn V. Cavecche
OCTA Chairman

Minutes of the Meeting of the
Orange County Transportation Authority
Orange County Service Authority for Freeway Emergencies
Orange County Local Transportation Authority
Orange County Transit District
Board of Directors
May 14, 2007

Call to Order

The May 14, 2007, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Cavecche at 9:27 a.m. at the Orange County Transportation Authority Headquarters, Orange, California.

Roll Call

Directors Present: Carolyn Cavecche, Chairman
Chris Norby, Vice Chair
Jerry Amante
Arthur C. Brown
Peter Buffa
Bill Campbell
Paul Glaab
Cathy Green
Allan Mansoor
John Moorlach
Janet Nguyen
Curt Pringle
Miguel Pulido
Mark Rosen
Gregory T. Winterbottom
Cindy Quon, Governor's Ex-Officio Member

Also Present: Arthur T. Leahy, Chief Executive Officer
Paul E. Taylor, Deputy Chief Executive Officer
Wendy Knowles, Clerk of the Board
Laurena Weinert, Assistant Clerk of the Board
Kennard R. Smart, Jr., General Counsel
Members of the Press and the General Public

Directors Absent: Patricia Bates
Richard Dixon

Invocation

Director Campbell gave the invocation.

Pledge of Allegiance

Director Pringle led the Board and audience in the Pledge of Allegiance to the Flag of the United States of America.

Director Brown asked that a moment of silence be observed for those law enforcement officers who made the ultimate sacrifice this past year in the line of duty.

Public Comments on Agenda Items

Chairman Cavecche announced that members of the public who wished to address the Board of Directors regarding any item appearing on the agenda would be allowed to do so by completing a Speaker's Card and submitting it to the Clerk of the Board.

Special Matters

There were no Special Matters on the calendar for this meeting.

Consent Calendar (Items 1 through 26)

Chairman Cavecche stated that all matters on the Consent Calendar would be approved in one motion unless a Board Member or a member of the public requested separate action on a specific item.

Director Pringle stated that he felt that a clarification was needed by General Counsel regarding the Levine Act and contribution limits. He stated there is an election that Members have a right to make, which is the accumulation of contributions if they exceed \$250 versus the straight contribution of one entity of \$250. Director Pringle stated it was his understanding that General Counsel will provide an aggregation of contributions on any items.

General Counsel responded that what is provided is the information as to contributions that have been made by individuals. He agreed to provide a full disclosure and the Members reserve the right to decide if they wish to abstain or not in accordance with their personal interpretation.

Orange County Transportation Authority Consent Calendar Matters

1. Approval of Board Member Travel Request

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to approve the request by Director Arthur C. Brown to travel from June 2, 2007, to June 7, 2007, to attend the American Public Transportation Association 2007 Rail Conference in Toronto, Canada.

2. Approval of Minutes

Director Nguyen pulled this item and asked that the minutes be corrected to show that she was present at the April 23, 2007 meeting. Correction so noted.

A motion was made by Director Pringle, seconded by Director Rosen, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of April 23, 2007.

3. Fiscal Year 2006-07 Internal Audit Plan, Third Quarter Update

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to receive and file the third quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2006-07 Internal Audit Plan.

4. Investment Activities October 1 through December 31, 2006, Financial and Compliance Review

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to receive and file the Investment Activities October 1 through December 31, 2006, Financial and Compliance Review, Internal Audit Report No. 07-023.

5. Freeway Retrofit Soundwall Program Revisions

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to:

- A. Direct staff to continue cooperative efforts with the California Department of Transportation to develop projects in support of the Freeway Retrofit Soundwall Program.
- B. Approve the revisions to the existing Freeway Retrofit Soundwall Policy to conform to the updated California Department of Transportation Traffic Noise Analysis Protocol and to allow local jurisdictions to upgrade soundwalls outside the freeway right-of-way at their cost.

6. Consultant Selection for Project Report and Environmental Document Services for Improvements on Westbound Riverside Freeway (State Route 91) between the Orange Freeway (State Route 57) and the Santa Ana Freeway (Interstate 5)

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to:

- A. Select DMJM Harris/AECOM as the top ranked firm to prepare the Project Report and Environmental Document for the westbound Riverside Freeway (State Route 91) between the Orange Freeway (State Route 57) and the Santa Ana Freeway (Interstate 5).
- B. Authorize the Chief Executive Officer to request a cost proposal from DMJM Harris/ AECOM and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement, Director Campbell abstained from voting on this item, citing Government Code 84308.

Pursuant to Government Code 84308, Directors Campbell and Moorlach recused themselves from the discussion and voting on this item.

7. South Orange County Major Investment Study - Mobility Problem Purpose/Need and Initial Set of Alternative Strategies

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to:

- A. Approve Mobility Problem and Statement of Purpose and Need as described.
- B. Approve the Initial Set of Alternative Strategies.
- C. Direct staff to return by September 2007, with the initial Screening Report and a reduced set of recommended Conceptual Alternatives.

8. Agreements for Project Engineering Consultant Services for Phase II of the Garden Grove Freeway (State Route 22)

This item was pulled by staff in order to advise Members of new information.

Kathleen Perez, Contracts Administration and Materials Management, stated that Parsons Transportation has communicated a revision to their overhead relative to the Phase II project. She stated that a negotiated procurement has taken place with Parsons and TRC. The Board selected both firms in November 2006 and staff was directed to bring back the agreements for review and confirmation.

8. (Continued)

Director Green asked what the new rate is, and Ms. Perez responded that it is her understanding is that it is going from 131 to 156 percent.

A motion was made by Director Winterbottom, seconded, and declared passed by those present, to:

- A. Review and approve Agreement C-6-0636 with Parsons Transportation Group, Inc., in an amount not to exceed \$13 million, to provide engineering services for the easterly segment of Phase II of the Garden Grove Freeway (State Route 22).
- B. Review and approve Agreement C-7-0220 with TRC Solutions, Inc., in an amount not to exceed \$13 million, to provide engineering services for the westerly segment of Phase II of the Garden Grove Freeway (State Route 22).

Pursuant to Government Code 84308, Directors Buffa, Norby, and Moorlach recused themselves from the discussion and voting on this item.

Director Pulido was not present for the vote on this item.

9. Cooperative Agreements with Cities of Cypress and La Palma for the Go Local Program

Director Buffa pulled this item to express his appreciation to the Cities of Cypress and La Palma and their staffs for their participation in the Go Local Program.

A motion was made by Director Buffa, seconded by Brown, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to execute Cooperative Agreement C -7-0773 between the Orange County Transportation Authority and the City of Cypress, in an amount not to exceed \$100,000, to conduct a Needs Analysis and Feeder Service Transit Connection Study of transit service connecting the Buena Park Metrolink station to the City of Cypress.
- B. Authorize the Chief Executive Officer to execute Cooperative Agreement C-6-0800 between the Orange County Transportation Authority and the City of La Palma, in an amount not to exceed \$100,000, to conduct a Needs Analysis and Feeder Service Transit Connection Study of transit service connecting the Buena Park Metrolink station to the City of La Palma.

10. Fullerton Transportation Center Memorandum of Understanding

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to execute a Memorandum of Understanding, Agreement C-6-0462, between the Orange County Transportation Authority and the City of Fullerton and the Fullerton Redevelopment Agency for the establishment of a partnership to deliver projects for improving transportation needs in the City of Fullerton.

11. Selection of a Consultant for Preparation of a Project Study Report for Improvements to the Costa Mesa Freeway (State Route 55) between the Santa Ana Freeway (Interstate 5) and the San Diego Freeway (Interstate 405)

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to:

- A. Authorize staff to request a cost proposal from PBS&J and negotiate an agreement for their services.
- B. Authorize the Chief Executive Officer to execute the final agreement.

Pursuant to Government Code 84308, Director Moorlach recused himself from the discussion and voting on this item.

12. Programming Congestion Mitigation and Air Quality Funds

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to:

- A. Authorize the use of Congestion Mitigation and Air Quality funds, in the amount of \$27 million, for the Gene Autry Way drop ramp project and \$5.5 million for the vanpool program, for a total of \$32.5 million.
- B. Direct staff to update the Comprehensive Funding Strategy to reflect the action above.
- C. Authorize staff to process all necessary amendments to the State Transportation Improvement Program and Regional Federal Transportation Improvement Program, and execute any necessary agreements to facilitate the programming above.

13. Amendment to Agreements for Bond Counsel Services

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0268 between the Orange County Transportation Authority and Nossaman, Guthner, Knox & Elliott, LLP, to provide bond counsel services.
- B. Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0545 between the Orange County Transportation Authority and Kutak Rock, LLP, to provide bond counsel services.

14. Approval of the Fiscal Year 2007-08 Local Transportation Fund Claim for Public Transportation and Community Transit Services

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to approve the Orange County Transit District Fiscal Year 2007-08 Local Transportation Fund Claim for public transportation services, in the amount of \$105,611,382, and for community transit services, in the amount of \$5,619,280, for a total claim amount of \$111,230,662, and authorize the Chief Executive Officer to issue allocation/disbursement instructions to the Orange County Auditor-Controller in the full amount of the claims.

15. Approval of Fiscal Year 2007-08 Local Transportation Fund Claim for Laguna Beach Public Transportation Services

Director Mansoor pulled this item and inquired why OCTA is doing this and if Laguna Beach has a separate transit line.

James S. Kenan, Executive Director of Finance and Administration, explained that there are two eligible transportation agencies that receive money from the Transportation Development Act, which is the one-quarter cent that is collected for transit purposes in the County. Laguna Beach has a separate statute that allows them to receive money, so they operate an independent transit system (independent of OCTA). There is a formula by which they can file a claim for those monies from OCTA, and this is in response to the City's claim.

A motion was made by Vice Chairman Norby, seconded by Director Brown, and declared passed by those present, to approve the Laguna Beach Municipal Transit Lines Fiscal Year 2007-08 Local Transportation Fund claim for public transportation services, in the amount of \$1,659,850, and authorize the Chief Executive Officer of the Orange County Transportation Authority to issue allocation/disbursement instructions to the Orange County Auditor-Controller in the amount of the claim.

Orange County Local Transportation Authority Consent Calendar Matters

16. Selection of Consultants for On-Call Transportation Modeling Support

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute agreements between the Orange County Transportation Authority and the firms identified in this report, in an amount not to exceed \$750,000, for a three-year contract covering fiscal years 2006-07, 2007-08, and 2008-09, for on-call transportation modeling support.

Orange County Transit District Consent Calendar Matters

17. Cooperative Agreement with South County Senior Services for the Provision of Adult Day Healthcare Transportation

Director Winterbottom pulled this item, along with Items 18 and 19, and provided comments on all three at this time. He stated that these are all part of the paratransit growth management plan, which was approved in 2004.

A motion was made by Director Winterbottom, seconded by Director Brown, and declared passed by those present, to authorize the Chief Executive Officer to execute Cooperative Agreement C-7-0689 between the Orange County Transportation Authority and South County Senior Services, in an amount not to exceed \$455,000, for the provision of adult day healthcare transportation through June 30, 2009, with three one year option terms.

18. Amendment to Cooperative Agreement with Regional Center of Orange County

Director Winterbottom pulled this item and provided his comments under Item 17, above.

A motion was made by Director Winterbottom, seconded by Director Brown, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 4 to Cooperative Agreement C-3-0185 between the Orange County Transportation Authority and Regional Center of Orange County, exercising the fourth and final option year, to share the cost of ACCESS transportation provided to Regional Center consumers.

19. Cooperative Agreement with Orange County ARC for Provision of ACCESS Transportation

Director Winterbottom pulled this item and provided his comments under Item 17.

A motion was made by Director Winterbottom, seconded by Director Brown, and declared passed by those present, to authorize the Chief Executive Officer to execute Cooperative Agreement C-7-0693 between the Orange County Transportation Authority and Orange County ARC, in an amount not to exceed \$892,000, for transportation of Regional Center of Orange County consumers traveling to the Orange County ARC day program.

20. Amendment to Cooperative Agreement with Riverside Transit Agency to Jointly Fund Intercounty Route 149

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 1 to Cooperative Agreement C-6-0283 between the Orange County Transportation Authority and Riverside Transit Agency, in an amount not to exceed \$199,000, to jointly fund Route 149, an intercounty express service, from July 1, 2007, through June 30, 2008.

21. Amendment to Agreement for Provision of Same-Day Taxi Service

Director Winterbottom pulled this item, and he stated his earlier comments on the Items 17, 18, and 19 are related to this item, as well.

Public comment was heard from Arnie Pike, resident of Placentia, who stated he opposed Yellow Cab being awarded this contract because of a shortage of cabs to provide this service, and he has several times not been able to get service. In addition, he feels there are not enough wheelchair accessible cabs.

Chairman Cavecche requested that staff monitor the taxi cab companies for providing accessibility for the same-day service and come back with a report in six months. Director Winterbottom asked that this report come through the Transit Planning and Operations Committee, then on to the full Board. He also requested staff to bring back the door-to-door policy for review at the same time.

Director Amante requested that this issue go back through the Transit Planning and Operations Committee and look at possible approaches to providing this service as competitively as possible.

Director Pringle requested that there be a requirement in the contract that a portion of the places available per day be held for providing support for mobility devices.

21. (Continued)

A motion was made by Director Buffa, seconded by Director Glaab, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-5-2376 to exercise the second option year between the Orange County Transportation Authority and Yellow Cab of Greater Orange County, in an amount not to exceed \$169,725, for the provision of same-day taxi service.

22. Agreement for Janitorial Services

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-6-0868 between the Orange County Transportation Authority and Diamond Contract Services, Inc., in an amount not to exceed \$1,100,000, which includes \$72,000 for employee health insurance coverage, for janitorial services at Orange County Transportation Authority owned facilities for a one-year period with four one-year options.

Chairman Cavecche voted to oppose this item.

23. Agreement for Landscaping Services

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-7-0061 between the Orange County Transportation Authority and RGS Services, Inc., in an amount not to exceed \$91,620, to provide landscaping services at all Orange County Transportation Authority owned facilities for a one-year period, with four one-year options.

24. Agreement for Bus Cleaning and Environmental Control Services

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-6-0854 between the Orange County Transportation Authority and Corporate Image Maintenance, in an amount not to exceed \$525,000, to provide bus cleaning and environmental control services for directly operated fixed route buses, and company equipment assigned vehicles, for a one-year period with two one-year options.

25. Update on Customer Information Center Contract

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to receive and file as an information item.

26. Amendment to Agreement for System Maintenance and Video Storage and Retrieval Services for the On-Board Video Surveillance System

A motion was made by Director Pringle, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-6-0142 between the Orange County Transportation Authority and March Networks Corporation, in an amount not to exceed \$314,890, to exercise option term one for system maintenance and video storage and retrieval services for the on-board video surveillance system.

Regular Calendar

Orange County Local Transportation Authority Regular Calendar Matters

27. Planning for the Closeout of the Garden Grove Freeway (State Route 22) Phase I Project

Rick Grebner, State Route 22 Design-Build Project Manager, provided a presentation to the Board, explaining the reason for the amendment to the current agreement with Parsons Transportation.

Director Rosen provided a summary of discussions and action taken at the Regional Planning and Highways Committee, which is reflected in the recommendations before the Board on this item.

A motion was made by Director Pulido, seconded by Director Brown, and declared passed by those present, to:

- A. Amend Agreement C-1-2069 with Parsons Transportation Group, Inc., to include funding for continuation through December 31, 2007, in a total amount not to exceed \$2.5 million.
- B. Authorize the Chief Executive Officer to sign the approved contract amendment.

Director Green voted in opposition of these recommendations.

Pursuant to Government Code 84308, Director Moorlach recused himself from the discussion and voting on this item.

Orange County Transit District Regular Calendar Matters

28. **Approve Environmental Documents and Lease-to-Own Agreement for Design, Construction, Operation, and Maintenance of Compressed Natural Gas Fueling Facilities at the Anaheim and Garden Grove Bases**

Chief Executive Officer, Arthur T. Leahy, provided opening comments, and Kia Mortazavi, Executive Director of Development, presented this item to the Board, highlighting the recommendations for consideration.

Discussion followed and public comments were heard from Todd Campbell, Director of Public Policy for Clean Energy, who encouraged the Board to re-consider Clean Energy's abilities and bid for this work.

A motion was made by Director Pulido, seconded by Director Buffa, and declared passed by those present, to:

- A. Adopt the September 19, 2006, Initial Study and Negative Declaration and Resolution No. 2007-17 for the compressed natural gas fueling facility at the Anaheim Base.
- B. Adopt the September 19, 2006, Initial Study and Negative Declaration and Resolution No. 2007-18 for the compressed natural gas fueling facility at the Garden Grove Base.
- C. Increase the Development Division fiscal year 2006-07 budget by \$11,800,000, for design and construction of compressed natural gas fueling facilities at the Anaheim and Garden Grove bases.
- D. Authorize the Chief Executive Officer to execute Lease-to-Own Agreement C-6-0890, for a period up to 10 years, between the Orange County Transportation Authority and California Trillium Company, whose offer best meets the Orange County Transportation Authority's requirements, in an amount not to exceed \$24,100,000, for compressed natural gas fueling facilities at the Anaheim and Garden Grove bases.

Pursuant to Government Code 84308, Director Moorlach recused himself from the discussion and voting on this item.

Director Amante requested that General Counsel provide him with a briefing on the procurement policy and the unsealing of bids in relation to the Public Records Act.

Vice Chairman Norby voted in opposition to the recommendations on this item.

Director Nguyen was not present for the vote on this item.

Other Matters

29. Chief Executive Officer's Report

Chief Executive Officer, Arthur T. Leahy, reported a meeting had been held with Dale Bonner, new Secretary of Business Housing and Transportation, who voiced unhappiness from around the state on the recent Corridor Mobility Improvement Account funding allocation and shared concerns regarding the upcoming \$2 billion of goods movement Trade Corridor Infrastructure Fund monies.

Mr. Leahy reported that he has a meeting with the individuals from Professional Engineers in California Government next week.

30. Directors' Reports

Director Mansoor requested that consideration be given to reversing the order of Directors' Reports and Public Comments sections on the agendas in the future in order for Members to hear comments from the public prior to making their comments. He further stated that when a Closed Session is scheduled, to move the time of the regular meeting so that public attendees are aware so they are not kept waiting for the meeting to begin.

Director Moorlach stated that he received a memo from CEO, Mr. Leahy, that the issue of vehicle donations was being looked at, but was not advised when that information would be received. Mr. Leahy responded there is a meeting scheduled the next day on that subject and will get back to Director Moorlach as to when he might have that information.

Director Moorlach confirmed that a "post-mortem" would be conducted on the Parsons contract for the State Route 22. Chairman Cavecche stated that would be done, and a briefing could be scheduled for Director Moorlach.

Director Green requested that Closed Sessions not be scheduled for 8:30 a.m., but rather hold those meetings at the end of the regular meetings.

Director Rosen expressed that he agreed with Director Mansoor on both of his items.

Director Amante stated that he feels that it very restrictive to not be able to discuss items based on limitations of legislation such as the Levine Act and how this limits a fair vetting of issues and his being able to serve the public well.

Director Glaab gave the Board kudos for forming the South County Major Investment Study and sees this as a very important issue.

30. (Continued)

Director Brown stated that Director Buffa and Councilman Jeff Miller from Corona sat on an urban land use panel on regional transportation issues. He stated the meeting was well-attended and provided a good opportunity to inform the public on these issues.

Director Nguyen requested staff perform analysis as to feasibility of adding more frequent service along Garden Grove Boulevard, specifically on Route #56.

Director Campbell stated there was a vote in Congress this past week which carried an amendment to the Armed Services Subcommittee by Congresswoman Susan Davis, which would have prevented the Navy and Marines from honoring an easement agreement already in place. Congresswoman Loretta Sanchez then began working with Congresswoman Davis to amend it in such a way that it would not have a completely negative impact, but certainly has a substantial negative impact on the extension of the Foothill South. Director Campbell stated that he found it very disappointing that Congresswoman Sanchez would do that.

31. Public Comments

At this time, Chairman Cavecche stated that members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action would be taken on off-agenda items unless authorized by law.

Public comments were heard from:

Bart Reed, Executive Director, Transit Coalition, addressed issues and projects within mobility corridors.

Arnie Pike, resident of Placentia, thanked staff for their response to his concerns previously raised and expressed his unhappiness with the process for registering visitor status for using other transportation agencies' transit services.

Paul Dyson, representing Railpac, provided copies of comments on grade separations.

Patrick Kelly, Secretary-Treasurer of Teamsters Local 952, urged the Board for fairness in current labor negotiations and the issues of and extension agreement and retroactive pay.

Ken Perez, OCTA Coach Operator and Union Steward, stated that the newer Coach Operators are not staying with OCTA due to working conditions.

Rob Lammers, representing the Multiple Sclerosis Society, posed questions regarding the Metrolink system in connection with OCTA. (Staff will respond to Mr. Lammers.)

32. Closed Session

A Closed Session was not conducted at this time due to items agendaized being covered at the Special Meeting held just prior to this meeting.

33. Orange County Transportation Authority Fiscal Year 2007-08 Budget Workshop

Ken Phipps, Deputy Director of Finance and Administration, led a two-hour discussion and workshop on the OCTA budget for the upcoming fiscal year.

The following questions were posed, and staff will responded to many during the workshop; others will be responded to in follow-up briefings and meetings. A budget follow-up presentation will take place at each upcoming Committee meeting in order that Board Members have their questions answered and clarification on issues be provided.

- √ Is there a reason why Workers' Compensation was discussed so early in the budget workshop?
- √ Has the media been apprised of the benefit Coach Operators are given in return for reductions in Workers' Compensation claims and benefits paid?
- √ Is there a difference between drawing on OCTA reserves versus utilizing carry-over funds.
- √ It was noteworthy that there has been a 46 percent increase in service with only an 11 percent increase in staff since consolidation.
- √ What three universities do we get forecast information from and do they all forecast for the same time periods?
- √ Does OCTA spend a portion of the Transportation Development Act (TDA) funds for ACCESS Service?
- √ What does PD/PD stand for?
- √ What does OCTA project the farebox recovery ratio to be after the implementation of the Metrolink expansion plan?
- √ What is OCTA's policy assumptions behind senior fare stabilization and what is the age requirement?
- √ What is the breakdown between Anaheim Regional Transportation Intermodal Center and high-speed rail?
- √ What is the end result of having switched from liquefied natural gas to compressed natural gas and how much are we saving, or did costs go up?
- √ Will the expanded Metrolink service only provide improvements within the County?
- √ What is the breakdown of all ACCESS costs?
- √ Comments were made commending the Board Members who made the tough decisions in FY 2004-05 related to the growth management strategies for the ACCESS service.
- √ Do other agencies offer higher retirement benefits?

33. (Continued)

- √ Concern was voiced about OCTA's ability to bring quality people into OCTA and a need to identify what a younger workforce is looking for in employment today.
- √ Comment of support for an organization review by emphasizing the need to step back and take a broad look at the agency.
- √ Noted a "mass exodus" occurring at the state level of senior level employees due to retirement.

34. Adjournment

The meeting was adjourned at 12:47 p.m. Chairman Cavecche announced that the next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Tuesday, May 29, 2007**, at OCTA Headquarters.

ATTEST

Wendy Knowles
Clerk of the Board

Carolyn Cavecche
OCTA Chairman



OUT-OF-STATE TRAVEL

Board Member Only - Travel Authorization/Request For Payment

Attach copy of the Travel Worksheet, Registration Forms, and other pertinent documentation for this claim.
Travel will not be processed until all information is received.

CONFERENCE/SEMINAR INFORMATION

Name: Bill Campbell **Job Title:** Board Member
Department: Executive Division **Destination:** Toronto, Canada
Program Name: American Public Transportation Association (APTA) 2007 Rail Conference

Description/Justification: Director Campbell will attend this conference to increase knowledge in the technical sessions relevant to the operation, management and maintenance of rail and fixed guideway systems.

COMMENTS

Other- Airport parking and ground transportation
Meal Rate- \$99 per day

Conference/Seminar Date: 06/03/07	Departure Date: 06/01/07	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
Payment Due Date:	Return Date: 06/04/07	Course Hours:

ESTIMATED EXPENDITURES

Transportation	\$514.06
Meals	\$495.00
Lodging	\$1,116.00
Registration	\$575.00
Other	\$50.00
Total	\$2,651.16

APPROVALS

Please Initial:

AO
Finance*

3/11/07
Date

* Funds are available for this travel request.

Please Sign:

Clerk of the Board

Date

ACCOUNTING CODES

Org. Key: 1120	Object: 7655	Job Key: A0001	JL: CQ9
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Ref #: May 2007	Board Date: May 29, 2007	T/A #: FY 06/07-291
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ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

ADOLFO PENALOZA

WHEREAS, the Orange County Transportation Authority recognizes and commends Adolfo Penaloza; and

WHEREAS, be it known that Adolfo Penaloza has earned an eight year Safe Driving Award, and has been with the Authority since March 1997. He has distinguished himself by maintaining an outstanding record for safety, attendance, and customer relations; and

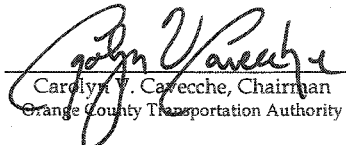
WHEREAS, Adolfo's dedication to his duties and desire to excel are duly noted, and he is recognized as an outstanding Authority employee who has consistently demonstrated a level of professionalism that is the embodiment of the Authority's core values; and

WHEREAS, be it known that Adolfo Penaloza takes great pride in his driving skills and demonstrates true professionalism in his overall performance as an OCTA Coach Operator.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Adolfo Penaloza as the Orange County Transportation Authority Coach Operator Employee of the Month for May 2007; and

BE IT FURTHER RESOLVED that the Orange County Transportation Authority Board of Directors recognizes Adolfo Penaloza's valued service to the Authority.

Dated: May 29, 2007


Carolyn Y. Cavecche, Chairman
Orange County Transportation Authority


Arthur T. Leahy, Chief Executive Officer
Orange County Transportation Authority

OCTA Resolution No. 2007-26





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

SON KHUC

WHEREAS, the Orange County Transportation Authority recognizes and commends Son Khuc; and

WHEREAS, be it known that Son Khuc is a valued member of the Maintenance Department. His diligence, industriousness, and conscientiousness in performing all tasks are recognized. Son consistently demonstrates a high level of achievement in assisting the Garden Grove Base meet mission goals; and

WHEREAS, Son's repair and maintenance skills of the electronic headsign and farebox are exceptional. His skills and superb attitude in performing all facets of his job earned him the respect of all that work with him; and


WHEREAS, Son has been with the Authority since October 1986 and during his tenure, he has maintained an excellent work record and perfect attendance; and

WHEREAS, his dedication to his duties and desire to excel are duly noted, and he is recognized as an outstanding Authority employee.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Son Khuc as the Orange County Transportation Authority Maintenance Employee of the Month for May 2007; and

BE IT FURTHER RESOLVED that the Orange County Transportation Authority Board of Directors recognizes Son Khuc's valued service to the Authority.

Dated: May 29, 2007


Carolyn V. Carvecche, Chairman
Orange County Transportation Authority


Arthur T. Leahy, Chief Executive Officer
Orange County Transportation Authority

OCTA Resolution No. 2007-25





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

JOANNE JACOBSEN

WHEREAS, the Orange County Transportation Authority recognizes and commends Joanne Jacobsen; and

WHEREAS, be it known that Joanne has performed her duties as OCTA's Marketing Outreach Specialist for the Authority's Marketing Department, demonstrating the highest level of customer service and professionalism in all her dealings with public and marketing outreach programs; and

WHEREAS, Joanne's contributions to the overall marketing outreach for OCTA to the general public, senior citizens, youth, employers, and commuters have demonstrated her superior qualifications in customer service, oral and visual presentations and event logistics planning to create the most effective channels in communicating OCTA projects and services to a variety of audiences; and


WHEREAS, Joanne's knowledge and understanding of OCTA projects and services, coupled with her exceptional customer-focused approach, create a friendly and professional face for OCTA in reaching out to thousands of people living and working in Orange County; and

WHEREAS, Joanne's superior teamwork, can-do attitude, and dedication help create a progressive and productive working environment and demonstrate a high standard of the OCTA values.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Joanne Jacobsen as the Orange County Transportation Authority Administrative Employee of the Month for May 2007; and

BE IT FURTHER RESOLVED that the Orange County Transportation Authority Board of Directors recognizes Joanne Jacobsen's valued service to the Authority.

Dated: May 29, 2007


Carolyn V. Cavotche, Chairman
Orange County Transportation Authority


Arthur T. Leahy, Chief Executive Officer
Orange County Transportation Authority

OCTA Resolution No. 2007-27





MEMO

May 29, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: **Board Committee Transmittal for Agenda Item**

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



May 23, 2007

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Liability Claims and Subrogations Compliance and Operational Review

Overview

The Internal Audit Department has completed a review of liability claims and subrogations managed by the Risk Management Department. Two recommendations were made to strengthen controls. Management staff has indicated the recommendations contained in the report will be implemented.

Recommendation

Receive and file Liability Claims and Subrogations Compliance and Operational Review Internal Audit Report No. 07-010.

Background

The Risk Management Department (Department) is responsible for designing and managing processes to minimize financial exposure and loss resulting from accidents. The Department manages the Orange County Transportation Authority's (OCTA) self-insured liability program and the workers' compensation program, including the management of a third party workers' compensation administrator. The Department pursues reimbursement for all liability, workers' compensation losses, or damage to OCTA property caused by third parties (subrogation). The Department evaluates and procures all of OCTA's liability, property, and other insurance coverage. In addition, the Department develops and recommends loss control programs to reduce claims losses. Finally, the Department reviews all contracts, purchase orders and leases for appropriate insurance and hold harmless/indemnity provisions.

Discussion

The Internal Audit Plan for Fiscal Year 2006-07 included an operational and internal control audit of liability claims and subrogations. Our objective was to evaluate the adequacy of internal controls, policies and procedures, and to

review opportunities for operational improvements. Part of this audit was in follow-up to recommendations provided in an audit report issued in October 2003. Internal Audit made recommendations to develop written procedures for the subrogation claims process and to increase the level of review of liability and subrogation files before they are closed.

Summary

Based on the review, Internal Audit offered recommendations for improvements, which management has indicated would be implemented.

Attachment

- A. Liability Claims and Subrogations Compliance and Operational Review
Internal Audit Report No. 07-010

Prepared by:



Kathleen M. O'Connell
Manager, Internal Audit
(714) 560-5669



INTEROFFICE MEMO

May 8, 2007

To: Jim Kenan, Executive Director
Finance, Administration and Human Resources

From: Gerry Dunning, Senior Internal Auditor *GD*
Internal Audit

Subject: **Liability Claims and Subrogations Compliance and Operational
Review Internal Audit Report No. 07-010**

Attached hereto is Liability Claims and Subrogations Compliance and Operational Review, Internal Audit Report No. 07-010. Your responses to the recommendations made in the audit have been incorporated into the attached final audit report. Internal Audit concurs with management's responses.

Internal Audit appreciates the cooperation received during this review. Internal Audit will follow up on management's planned corrective actions in one year.

Attachment: Liability and Subrogations Compliance and Operational
Review Internal Audit Report No. 07-010

c: Al Gorski
Kathleen O'Connell

ORANGE COUNTY TRANSPORTATION AUTHORITY INTERNAL AUDIT DEPARTMENT



Liability Claims and Subrogations Compliance and Operational Review

INTERNAL AUDIT REPORT NO. 07-010

May 8, 2007



Audit Team

Kathleen O'Connell, Internal Audit Manager

Gerry Dunning, Senior Internal Auditor

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT**

**Liability Claims and Subrogations
Compliance and Operational Review**

May 8, 2007

CONCLUSION.....	1
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PURPOSE AND SCOPE	2
Policies and Procedures	4
File Documentation	4

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT**

**Liability Claims and Subrogations
Compliance and Operational Review**

May 8, 2007

CONCLUSION

The Internal Audit Department has completed a compliance and operational review of liability claims and subrogations managed by the Risk Management Department of the Orange County Transportation Authority. Based on this review, it appears that controls over liability claims and subrogations are adequate. However, recommendations are being made to improve internal controls.

BACKGROUND

The Risk Management Department (Department) is responsible for designing and managing processes to minimize financial exposure and loss resulting from accidents. The Department manages the Orange County Transportation Authority's (OCTA) self-insured liability program and the workers' compensation program, including the management of a third-party workers' compensation administrator. The Department pursues reimbursement for all liability, workers' compensation losses, or damage to OCTA property caused by third parties (subrogation). The Department evaluates and procures all of OCTA's liability, property, and other insurance coverage. In addition, the Department develops and recommends loss control programs to reduce claims losses. Finally, the Department reviews all contracts, purchase orders and leases for appropriate insurance and hold harmless/indemnity provisions.

OCTA employs other processes to minimize loss exposure:

- The Operations Training Department conducts Coach Operator training programs.
- The Operations Maintenance Department performs preventative vehicle maintenance programs.
- The management of Transit Operations monitors and evaluates accident trends.

Staffing for the Department includes a manager, senior claims representative, claims representative, administrative specialist, office specialist and a claims manager dedicated primarily to workers compensation.

Liability claim settlements require Board of Directors' review and approval when exceeding \$50,000. Settlements of \$15,000 to \$50,000 are reviewed and approved by a settlement committee composed of three members of OCTA's executive management and OCTA's general counsel. The risk manager has authority to settle claims of up to \$15,000. The senior claims representative has settlement authority up to \$10,000, and the claims representative has authority up to \$5,000.

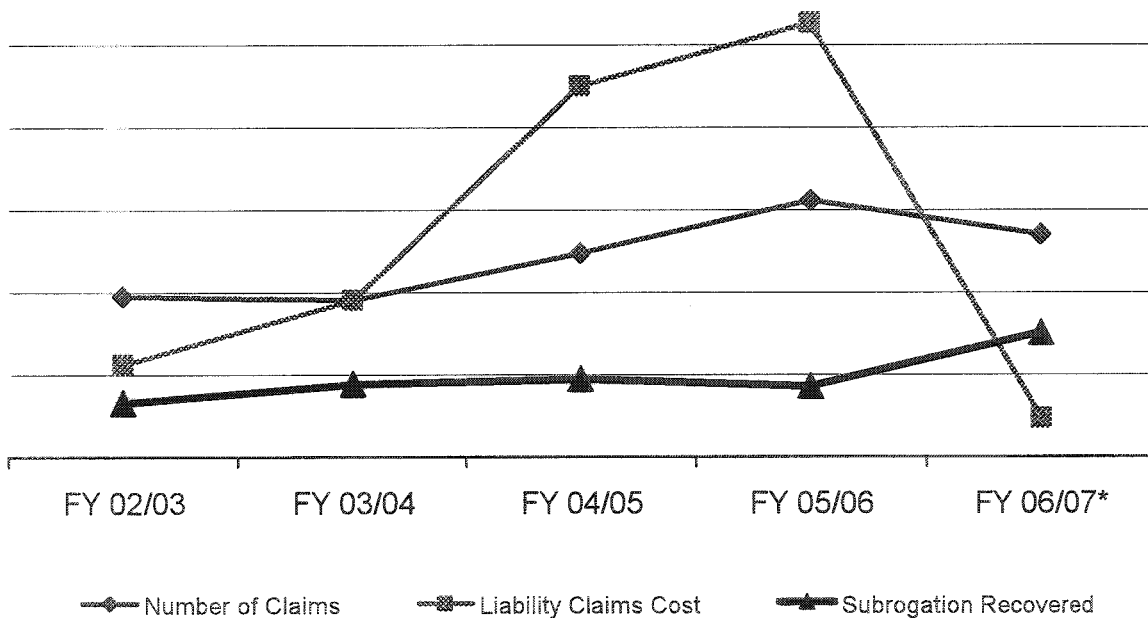
**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT**

**Liability Claims and Subrogations
Compliance and Operational Review**

May 8, 2007

The Department utilizes an in-house developed Occurrence Tracking System (OTS) to track accident data, claims and subrogations. The OTS is a stand-alone system that is used by various OCTA staff to input and track information concerning accidents, liability claims and subrogations. The system tracks key pieces of information that are also kept in hard copy occurrence files in the Department. This system allows Department staff the ability to print out various reports related to specific cases or summary information of costs by month or by type of expense.

OCTA's claim and subrogation experience (unaudited) for the last 5 years is graphically presented.



* 3/31/07 annualized

PURPOSE AND SCOPE

The Internal Audit Plan for Fiscal Year 2006-07 included an operational and internal control audit of liability claims and subrogations. Our objective was to evaluate the adequacy of internal controls, policies and procedures, and to review opportunities for operational improvements. This audit included a follow-up to recommendations provided in an audit report issued in October 2003.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT**

**Liability Claims and Subrogations
Compliance and Operational Review**

May 8, 2007

We reviewed policies, procedures, and internal controls. We tested a sample of liability and subrogation files for compliance with Department procedures and reviewed documentation supporting payments made or subrogations collected. We also reviewed access to data in hard copy files and in the OTS system to determine that reasonable security procedures were in place to protect sensitive data.

The period covered by the audit generally included activities and transactions taking place between January 2006 and December 2006.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT**

**Liability Claims and Subrogations
Compliance and Operational Review**

May 8, 2007

AUDIT COMMENTS AND RECOMMENDATIONS

Policies and Procedures

There are no written procedures for the subrogation claims process. The audit report issued in October of 2003 recommended that all policies and procedures be updated to reflect current practices. Most of the procedures have been updated; however, there is still a need to complete the revision of procedures for the subrogation claims process.

Recommendation 1: We recommend that all of the written policies and procedures be updated to reflect current practices as recommended in the prior audit.

Management Response:

Historically, the Risk Management Department has been responsible for recovering OCTA property damage caused by vehicular accidents. Although an established and formal procedure has been followed, an update to the department's subrogation procedures has been intentionally delayed as our responsibilities in this area have recently expanded. Risk Management is now additionally responsible for the recovery of losses related to the operation of the 91 Express Lanes and workers' compensation expenditures caused by the negligence of other parties. We are currently working to finalize the additional procedures necessary to carry out these added responsibilities and expect to formalize the entire subrogation program policies and procedures by the end of calendar year 2007.

File Documentation

During our review of twenty-six occurrence files, we noted one instance where a \$14,276.83 payment was miscoded in the OTS system. This resulted in the payment not appearing on the financial transaction history for the claim. Errors of this nature may distort management reports. In addition, a check paid for a claim of \$112.56 was documented in the hard copy file; however, it was not posted to the OTS system.

We also noted several misfiled documents, legal invoices or other supporting documentation, the details of which have been provided to management. A similar comment was noted in the prior audit issued in October 2003. In responding to the prior audit, Risk Management indicated that they would expand their review of files by someone other than the person assigned to the file.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT**

**Liability Claims and Subrogations
Compliance and Operational Review**

May 8, 2007

Recommendation 2: We recommend that management continue to increase the level of review of files before they are closed. This can be accomplished by increased review and sign-off by management or by requiring co-worker review and sign-off prior to closing a claim.

Management Response:

Management has reviewed the audit findings and will use them to provide additional training to the Risk Management staff. We will emphasize the importance of proper filing of documents and accuracy of inputting financial transactions into our database. Further, we will require full compliance with the established process of reviewing all case summary reports that are generated after each financial transaction is made to ensure proper coding and posting in the Occurrence Tracking System (OTS).



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Principles for Proposition 1B Implementation Legislation

Legislative and Government Affairs/Public Communications
Committee

May 17, 2007

Present: Directors Bates, Buffa, Glaab, Mansoor, and Rosen
Absent: Director Campbell

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Approve a plan and approach for each category which achieves a fair share allocation for Orange County.

Attached is a summary of the Proposition 1B Guiding Principles as requested by the Committee.

**Proposition 1B Guiding Principles
Orange County Transportation Authority**

In November 2006, California voters approved Proposition 1B which authorized a \$19.9 billion investment in transportation infrastructure in California. Of the 12 categories of funding in Proposition 1B, three require major legislative implementation and the guiding principles proposed by the Orange County Transportation Authority (OCTA) are outlined below.

State-Local Partnership Program (SLPP) - \$1 billion

The SLPP is intended to reward local regions for investments made on the state's transportation system through the enactment of voter-approved local transportation funding.

The following general principles should be included in implementing legislation:

- Program should be limited to those agencies with a locally imposed transportation sales tax (self-help counties) unless Orange County funding would not otherwise be affected
- A formula-based program that maximizes funding for Orange County
- Start in fiscal year (FY) 2010-2011 and run through FY 2015-2016, with \$200 million distributed per year
- A minimum project cost of \$20-25 million should be included to ensure that only major investments on the transportation system are funded
- The amount of local investment on the project should be significant
- Funds distributed under the program should be spent in a timely manner

Transit Safety, Security, and Disaster Response - \$1 billion

OCTA recommends a formula for this category that allocates funds as follows:

- 50 percent to all transit operators for safety, security, and disaster preparedness projects
- 50 percent to high-risk/high-density areas based on the most favorable determinations made by the State Office of Emergency Services or the Federal Office of Domestic Preparedness.

California Ports Infrastructure, Security, and Air Quality Improvement Account

Trade Corridor Improvement Fund (TCIF) - \$2 billion

Funding should be allocated to regions with an emphasis on the following:

- Annual 20-foot equivalent units (TEU) of containerized cargo
- Annual tonnage of non-containerized cargo
- Truck miles traveled
- Road and rail congestion/delay related to goods movement
- Local match

The following project criteria should also be considered:

- Annual reduction of vehicle and train hours of delay
- Annual reduction in diesel particulate matter (PM), and other air emissions, such as sulfur oxides (SOx), nitrogen oxides (NOx) and carbon dioxide (CO₂). Also the cumulative reduction in environmental and health impacts.
- Local match
- Project readiness
- System-wide benefits

Port Air Quality Improvement Account - \$1 billion

Funding should be allocated to regions with an emphasis on the following:

- Health risks/impacts on population
- Annual TEU's of containerized cargo
- Annual tonnage of non-containerized cargo
- Air quality non-attainment
- Annual number of vessel calls
- Local match

The following project criteria should also be considered:

- Annual reduction in diesel related PM, SOx, NOx and CO₂ emissions
- Immediate and long term reductions in emissions and health risks
- System-wide benefits



May 17, 2007

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Principles for Proposition 1B Implementation Legislation

Overview

Proposition 1B, approved by the voters in November 2006, contained \$19.9 billion for transportation infrastructure. Principles guiding the implementation of various funding categories are outlined in this report.

Recommendation

Approve a plan and approach for each funding category which achieves a fair share allocation for Orange County.

Discussion

In November 2006, the voters approved over \$37 billion in infrastructure related bonds. Most notably this included \$19.9 billion for transportation infrastructure projects in California. On November 13, 2006, the Orange County Transportation Authority (OCTA) Board of Directors adopted the following major principles in relation to Proposition 1B implementation:

- Support implementing legislation that increases funding directed towards Orange County projects.
- Support implementing legislation that enables faster, more efficient delivery of transportation projects in Orange County.

This report outlines several of the Proposition 1B funding categories that require legislative implementation. All of the funding categories are subject to Legislative appropriation through the budget process on an annual basis. The major Proposition 1B categories are included in Attachment A.

State-Local Partnership Program - \$1 billion

The State-Local Partnership Program (SLPP) is a regeneration of the old State-Local Transportation Partnership Program (SLTPP), enacted in 1989. It is widely understood that this program was placed into the bond for similar reasons as the initial program was put in place – to reward local regions for investments made on the state's transportation system through the enactment of voter-approved local transportation funding. The majority of “self-help” counties (counties with voter-approved local sales tax measures) understood this to mean that the program applied to only those counties with local voter-approved transportation sales taxes. Bay Area agencies argue this also includes voter-approved tolls.

Five basic scenarios are being discussed in some form or another and are briefly outlined below. Regardless of the method of distribution, staff recommends the consideration of the following general principles:

- Program should be limited to those agencies with a locally imposed transportation sales tax (self-help counties) unless Orange County funding would not otherwise be affected
- Start in fiscal year (FY) 2010-2011 and run through FY 2015-2016
- \$200 million distributed per year
- A minimum project cost that ensures that this program is used to fund major investments on the transportation system, such as \$20-25 million
- Local funds must constitute a large percentage of the total project cost
- Contain a timely use of funds provision

Scenario 1 - Competitive

The SLPP program could be arranged similarly to the Corridor Mobility Improvement Account (CMIA) process where agencies submit projects that meet specific eligibility requirements and projects are selected by the California Transportation Commission (CTC). Several agencies are reluctant to pursue this option following the agitation surrounding the CMIA process earlier this year.

Potential Formula Disbursements

If program funding is not determined on a competitive basis, a distribution formula must be developed which considers a variety of factors, but is currently most focused on the source of matching revenues. A chart of relevant revenue sources is included for information purposes as Attachment B.

Scenario 2 - Pro-Rata Share

The pro-rata share formula would mean that every program submitted for funding to the SLPP, as it met the criteria for eligibility, would receive its percentage share of funding relative to the total amount of projects submitted. In the old program, this created a great deal of uncertainty on the part of local agencies for what they could anticipate receiving from year-to-year. State funding under this category would range from 5 percent to 30 percent depending on the quantity and value of projects submitted each year. This caused delays in project implementation when agencies received less than what was anticipated and thus had to delay projects in order to close funding gaps created by the uncertainty.

As an example of a pro-rata share creates uncertainty, we can consider a scenario in which \$100 million was available in a given year under this program. If 10 agencies submit projects worth \$20 million each, each agency would be given 10 percent of the funds available that year. If 20 agencies submit projects worth \$20 million each, each agency would be given only five percent of the funds available that year. Since it would be difficult to guess the value and number of projects submitted from year-to-year, the amount of funding for Orange County would be very unpredictable and thus this option is not recommended.

Scenario 3 – Return-to-Source

The Metropolitan Transportation Commission (MTC) in the Bay Area has been promoting the concept of a “return-to-source” formula where the SLPP funds are redistributed back to agencies based on the percentage of revenue they generate statewide. However, they have also argued that the “voter-approved” measures should include \$2 of the \$4 Bay Area Bridge tolls. This would mean that approximately \$258 million in bridge toll revenues would also be eligible as a match for this program.

Two formulas emerge under this proposal, a return-to-source with tolls and without tolls. Those calculations mean that Orange County’s share of funds would range from \$81 million (with tolls) to \$88 million (without tolls). Revenues from Orange County’s toll road system would not be eligible as a match as they are not “voter-approved” tolls. This option is not recommended.

Scenario 4 - North/South Split

The Southern California counties have begun to discuss a formula that could serve as a compromise to the MTC proposal. This would consider a formula that first divides the SLPP funds into a "north/south split" based on local transportation sales tax revenue generation. This would mean that the south would retain approximately 72 percent of the funds and the north would receive 28 percent of the funds. Within each region, funds would be further subdivided by means yet to be determined. One of those means could be a population share of the regional pot. This would yield \$108 million for Orange County.

If a north/south split were considered that evaluated toll revenues (but not parcel taxes or other fees), the southern share would drop to 66 percent, with the north receiving 34 percent. Under this scenario, a further subdivision by population would yield \$99 million for Orange County.

These two options should be considered. For information purposes, the current "north/south split" that is commonly referred to is the manner in which funds are divided under the State Transportation Improvement Program (STIP), where the north receives 40 percent and the south receives 60 percent of the funding.

Scenario 5 - Population Share

A formula based on a strict population distribution amongst counties with a local transportation sales tax would yield approximately \$100 million for Orange County, as we are 10 percent of the state's self-help county population, compared to 8.5 percent of the statewide population. This option should be considered.

Senate pro Tem Don Perata (D-Oakland) has stated implementing legislation for this category is a priority item for this legislative session and the leadership seems primed to come to agreement this year.

Transit Safety, Security, and Disaster Response - \$1 billion

A number of proposals regarding the distribution of funds for this account have been discussed, but no proposal has yet emerged with clear consensus. The California Transit Association (CTA) convened a working group early on to establish a baseline proposal to take to the Legislature for their consideration. That proposal, which ultimately could not gain consensus even within CTA, essentially focused on the development of a formula with 50 percent distributed by formula to all transit operators for safety, security, and disaster preparedness projects and 50 percent to high-risk/high-density areas based on

determinations made by the State Office of Emergency Services or the Federal Office of Domestic Preparedness.

Ultimately, this proposal failed to gain consensus for the same reason that the key legislation introduced by Senate and Assembly leadership looks so different. Higher risk areas, generally Los Angeles and the Bay Area, want a higher percentage of the funds based on risk. Proposals being advocated by those regions are closer to 75 percent based on risk and 25 percent by formula.

What can complicate this funding category even further is the determination of "risk" as it pertains to funding allocations. If a federal funding formula were used, funds would be distributed by region, rather than by county. Funds would come to the Los Angeles/Santa Ana region and would be distributed by mutual agreement between affected agencies, which include the Los Angeles County Metropolitan Transportation Authority (Metro), OCTA, and the Southern California Regional Rail Authority (SCRRA).

One of the complications created through the utilization of the federal formula is that it changes frequently to account for changes in world events. As threats are received in the United States or around the world, the vulnerable infrastructure item is then ranked higher in the formula and shifts funding priorities. For example, most recently when New York was receiving threats to underground transportation facilities, the formulas changed to favor agencies with such facilities. In this case, Orange County benefited because of its ties to Los Angeles in the regional calculation. On our own, this shift would have caused a loss of funding. This instability could be problematic for long-term planning.

However, if the determination of risk were to be made by the State, the answer for Orange County would be even more unclear as our State risk assessment will not be completed until the end of 2007 and not all agencies in California have been through this process. This seems like a far more difficult measure to use for this proposal since many agencies would have no ability to compete for funds until the risk assessments are completed.

For Orange County, a population share of these funds would be \$85 million. The goal for this category should be a formula that provides no less than that amount of funding that also considers the following:

- Risk should be based on the federal assessment process
- Formula distributions should be focused 50 percent on formula, 50 percent on risk

If the formula were based on these principles, early estimates indicate Orange County could secure approximately \$42.5 million based on population share, and would share \$180 million from the risk based assessment with MTA and SCRRA, of which 69 percent is slanted toward rail improvements.

Although discussions are occurring and will continue on this category of funding, it does not yet appear that agreement will come this year. It would not be surprising to see discussion on this funding category continue into next year.

California Ports Infrastructure, Security, and Air Quality Improvement Account - \$3.1 billion

Trade Corridor Improvement Fund (TCIF) - \$2 billion

This category, to be allocated by the CTC, is designed to address the state's most urgent goods movements needs, provide a "reasonable geographic balance" between the state's regions, balance the demands of large and small state seaports, and place emphasis on projects that improve corridor mobility while reducing emissions.

The following statewide allocation formula is recommended to be considered:

Allocate infrastructure funds to regions in proportion to their relative port cargo volumes for the most recent calendar year with an emphasis on the following measures:

- Annual 20-foot equivalent unit (TEU) of containerized cargo
- Annual tonnage of non-containerized cargo
- Truck miles traveled
- Road and rail congestion and delay related to goods movement
- Local matching funds

Existing criteria was also articulated within the bond and includes cargo velocity, throughput, reliability, congestion reduction, projects that have supplemental funding, and projects must also have a one-to-one match. The following are additional project evaluation criteria that are also recommended to be considered:

- Annual reduction of vehicle hours of delay
- Annual reduction in train hours of delay

-
- Annual reduction in diesel particulate matter (PM), and other air emissions, such as sulfur oxides (SOx), nitrogen oxides (NOx) and carbon dioxide (CO₂)
 - Percentage of matching funds above required match
 - Project readiness
 - Priority to projects that reduce cumulative environmental and public health impacts
 - Priority given to projects with system wide benefit

Port Air Quality Improvement Account - \$1 billion

This account is designed to reduce emissions from activities related to the movement of goods along the state's trade corridors. Specifically, the funds are intended to supplement existing funds to finance projects that reduce emissions and improve air quality in trade corridors starting at the state's seaports, airports, and land ports of entry. While these funds will be made available to the California Air Resources Board (CARB), an allocation formula of the funds for emissions reduction is not stated.

The allocation of air quality mitigation reduction funds to regions could be considered on the basis of the following measures, based on the most recent calendar year:

- Health risks/impacts on population
- Annual TEU's of containerized cargo
- Annual tonnage of non-containerized cargo
- Air quality non-attainment
- Annual number of vessel calls
- Local match

In addition, the following evaluation criteria for emissions reduction projects should also be considered for recommendation:

- Annual reduction in diesel related PM, SOx, NOx and CO₂ emissions
- Immediate and long term reductions in emissions and health risks
- Priority given to projects with system wide benefits

With respect to timing, Legislative leadership indicates that they would like to come to agreement sometime this year on this category.

Formula Funding Requiring Minor Legislation

The following two accounts are to be allocated by already determined formulas. What is to be determined by legislation is the nature of oversight for these funds (to ensure that the funds are spent in accordance with voter intent) and the timing for distribution of funds (the starting year, length of program, and distribution each year).

Local Streets and Roads Improvement, Congestion Relief and Traffic Safety Account - \$2 billion

Public Transportation Modernization, Improvement, and Service Enhancement Account - \$4 billion

Attachment C provides an overview of pending legislation identified as of May 10, 2007, related to Proposition 1B.


Summary

Proposition 1B, approved by the voters in November 2006, contained \$19.9 billion for transportation infrastructure. Principles guiding the implementation of various funding categories are outlined in this report to ensure that Orange County receives its fair share of funding.


Attachments

- A. Overview of Proposition 1B Bond Accounts
- B. Voter-Approved Local Transportation Revenues in California
- C. Proposition 1B The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 Pending Legislation for 2007 as of May 10, 2007

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Overview of Proposition 1B Bond Accounts

Funding Categories Requiring Extensive Legislative Implementation	
California Ports Infrastructure, Security, and Air Quality Improvement Account	\$3.1 billion
State-Local Partnership Account	\$1 billion
Transit System Safety, Security, and Disaster Response Account	\$1 billion

Funding Categories Requiring Minor Legislative Implementation	
Public Transportation Modernization, Improvement, and Service Enhancement Account	\$4 billion
Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account	\$2 billion

Funding Categories Not Requiring Legislative Implementation	
Corridor Mobility Improvement Account (CMIA)	\$4.5 billion
State Route 99 Corridor	\$1 billion
School Bus Retrofit	\$200 million
State Transportation Improvement Program (STIP) Augmentation	\$2 billion
Local Bridge Seismic Retrofit Account	\$125 million
Highway-Railroad Crossing Safety Account	\$250 million
Highway Safety, Rehabilitation, and Preservation Account	\$750 million

ATTACHMENT B

Voter-Approved Local Transportation Revenues in California			
District	Revenue*	Population Estimate 2005 US Census	Percent of Self Help County Population
North Region			
Alameda County Transportation Improvement Authority	\$100,627,074	1,448,905	4.8%
BART Seismic	\$72,944,666		
AC Transit Property Tax	\$71,000,000		
Contra Costa Transportation Authority	\$70,168,503	1,017,787	3.4%
Fresno County Transportation Authority	\$52,831,064	877,584	2.9%
Madera County Transportation Authority	\$6,853,320	142,788	0.5%
Marin County Transportation Authority	\$20,000,000	246,960	0.8%
Sacramento Transportation Authority	\$101,221,107	1,363,482	4.5%
San Francisco County Transportation Authority	\$65,938,175	739,426	2.4%
San Joaquin County Transportation Authority	\$43,369,873	664,116	2.2%
San Mateo County Transportation Authority	\$58,335,581	699,610	2.3%
	\$58,335,581		
Santa Clara County Transit District	\$142,698,420	1,699,052	5.6%
Santa Clara County General Fund	\$142,733,894		
Santa Cruz Metropolitan Transit District	\$15,488,398	249,666	0.8%
Sonoma County Transportation Authority	\$17,000,000	466,477	1.5%
Tulare County - <i>estimate</i>	\$22,000,000	410,874	1.4%
Bay Area Bridge Tolls	\$258,891,819		
Total	\$1,320,437,475	10,026,727	33.0%
South Region			
Imperial County Local Transportation Authority	\$9,572,290	155,823	0.5%
Los Angeles County Transportation Commission	\$612,390,259	9,935,475	32.7%
Los Angeles County Transportation Commission	\$612,452,593		
Orange County Transportation Authority	\$245,500,537	2,988,072	9.8%
Riverside County Transportation Commission	\$134,516,987	1,946,419	6.4%
San Bernardino County Transportation Authority	\$128,793,344	1,963,535	6.5%
San Diego County Transportation Commission	\$228,562,784	2,933,462	9.7%
Santa Barbara County Transportation Authority	\$29,503,008	400,762	1.3%
Total	\$2,001,291,802	20,323,548	67.0%
Statewide Total	\$3,321,729,278	30,350,275	100.0%

*Data collected by the Metropolitan Transportation Commission (MTC) based on Board of Equalization data through FY 2004-2005.

Proposition 1B
The Highway Safety, Traffic Reduction, Air Quality, and Port Security
Bond Act of 2006
Pending Legislation for 2007 as of May 10, 2007

I. State-Local Partnership Account:

\$1 Billion: available upon appropriation by the Legislature and subject to conditions/criteria provided by the Legislature through statute.

- **AB 1351 (Levine, D-Van Nuys):** This bill contains the same provisions as SB 872 and has been designated as a leadership bill.
- **SB 47 (Perata, D-Oakland):** This is currently still in spot bill form.
- **SB 748 (Corbett, D-Fremont and Lowenthal, D-Long Beach):** This bill would require the CTC to adopt guidelines for the State-Local Partnership Program. This bill would also require the following measures:
 1. Appropriate \$200 million for the State-Local Partnership Program in each of five fiscal years beginning in the 2007-2008 fiscal year.
 2. Require transportation capital projects to cost at least \$1 million with no single project receiving more than \$25 million in a single funding cycle.
 3. Required local matching funds be any voter-approved local or regional tax or fee dedicated to transportation improvements.
 4. Defines a list of eligible projects which includes: improvements to the state highway system (major rehabilitation of an existing segment, projects that increase capacity, and safety or operational improvements), improvements to transit facilities that expand transit services or increase transit ridership, acquisition or rehabilitation of transit equipment, improvements to the local road system (major roadway rehabilitation and projects that increase capacity), improvement projects specifically addressing bicycle or pedestrian safety, and efforts to mitigate water quality impacts due to transportation infrastructure projects.
- **SB 872 (Ackerman, R-Irvine):** Sponsored by the Orange County Business Council, this bill would create the State-Local Partnership Program and require the following measures:
 1. Appropriate \$200 million per year for five years beginning in the 2010-2011 fiscal year.
 2. The project shall not include any other state funds.
 3. Proposed projects must have a minimum cost of \$25 million.

4. Matching local funds must be derived from a locally imposed sales tax for transportation and the total local share must constitute at least 50 percent of the total project cost.

II. California Ports Infrastructure, Security, and Air Quality Improvement Account:

\$3.1 Billion: available upon appropriation of the Legislature and subject to conditions and criteria as specified by the Legislature through statute.

- **\$2 Billion:** Trade Corridors Improvement Fund (TCIF); available upon appropriation in the annual Budget Bill by the Legislature and subject to conditions/criteria provided by the Legislature through statute.
 - **AB 1107 (Arambula, D-Fresno):** This bill would require the Secretary of Business, Transportation, and Housing, the Secretary of Labor and Workforce Development, and the Department of Agriculture to establish an advisory committee or use an existing advisory body, to assess and draft a report on the shipping needs and practices of small businesses and microenterprises that would be submitted to the Governor and Legislature by January 1, 2009. This bill recommends that the findings in this report be incorporated into the Goods Movement Action Plan prepared by the State Business, Transportation, and Housing Agency (BT&H) and California Environmental Protection Agency (Cal EPA).
 - **SB 9 (Lowenthal, D-Long Beach):** This bill would require projects proposed for funding under the TCIF be included in an approved regional transportation plan drafted by the appropriate regional transportation planning agency/agencies. This bill would also require the following measures:
 1. The California Transportation Commission (CTC), when allocating funds, should consider specified emissions associated with the construction and operation of the project.
 2. Local agencies applying for funds would be required to include a plan to mitigate emissions associated with the funded project.
 3. Projects would be required to be fully funded and ready for construction. Funds may only be used for construction costs.
 4. \$50 million would be specifically allocated toward projects that demonstrate the potential to support the movement of freight in a manner that produces zero emissions.

- **SB 262 (Runner, R-Antelope Valley):** This bill would require the California Air Resources Board (CARB), when allocating bond funds, to consider the impact of a project on goods movement and port operations in the Southern California Region and also consider potential projects which take into account the inland port concept as a means to relieve congestion at and in the vicinity of both Ports of Los Angeles and Long Beach.
- **SB 307 (Dutton, R-Rancho Cucamonga):** This is a spot bill that addresses the intent to incorporate the Southern California National Freight Gateway Strategy into the Goods Movement Action Plan drafted by BT&H and Cal EPA.
- **\$1 Billion:** CARB Port Emission Reductions; available upon appropriation by the Legislature and subject to conditions/criteria provided by the Legislature through statute.
 - **AB 575 (Arambula, D-Fresno):** This bill would require CARB to develop guidelines to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions. This bill would also place a \$15 million cap on CARB's program administration costs.
 - **AB 1209 (Karnette, D-Long Beach):** This bill contains the same provisions as AB 575.
 - **SB 19 (Lowenthal, D-Long Beach):** This bill would establish a list of projects eligible to receive funds and require CARB to ensure that applicants which receive bond funds are supplemented and matched with funds to the maximum extent possible. This bill would also require applicants to include a plan to reduce emissions associated with goods movement. The list of projects include: improvements to cargo handling equipment and harbor craft, on-shore electrical power for ocean carriers all of which operate at the state's seaports, emission improvements to heavy-duty diesel trucks and diesel switching locomotive engines, and comprehensive plans to reduce emissions associated with goods movement activity.
- **\$100 Million:** Office of Emergency Services (OES); Port, Harbor, & Ferry Terminal Security Improvements; available upon appropriation by the Legislature.

- **AB 784 (Karnette, D-Long Beach):** This bill would waive the competitive bidding requirements for agencies and organizations applying for bond funds in this category.
- **AB 1202 (Richardson, D-Carson):** Key provisions of this bill would require the State Office of Homeland Security (OHS), under the supervision of OES, to consult with the California Maritime Security Council (CMSC) to develop port security grant request proposals and also require bond funds for security grants to be appropriated over a phased two-year period commencing with the 2007-2008 Budget Act.
- **SB 745 (Oropeza, D-Marina del Rey):** This bill would require OES to develop criteria for allocating bond funds based on the following factors: terrorism threat and risk, enhanced terrorism prevention measures, and improved response and recovery capabilities. This bill would also require OES to consult with the CMSC in developing criteria and bond funds would be allocated in accordance with the developed criteria.

III. Transit System Safety, Security, and Disaster Response Account:

\$1 Billion; available upon appropriation by the Legislature and subject to conditions/criteria provided by the Legislature through statute.

- **AB 1350 (Núñez, D-Los Angeles):** This bill would require OES and Caltrans to issue a joint report to the Legislature no later than February 4, 2008 or before bond funds are allocated. This report shall address specified issues related to emergency disaster response.
- **SB 45 (Perata, D-Oakland):** This bill would establish an application process for the fund allocation for capital projects from the Transit System Safety, Security, and Disaster Response Account. This bill would also specify the categories of projects eligible for these funds and also provide allocations to OES from this account for capital expenditures that assist transit operators in developing disaster response transportation systems capable of moving goods, people, and equipment in the aftermath of a disaster.

IV. Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006:

\$2 Billion; available upon appropriation by the Legislature according to specified formulas.

- **SB 286 (Lowenthal, D-Long Beach, and Dutton, R-Rancho Cucamonga):** Sponsored by the League of California Cities and California State Association of Counties, this bill would require bond funds designated for local street and road purposes to be allocated by the State Controller in at least two cycles that cover four years with at least one-half of each eligible local agency's total allocation amount to be made during the first cycle of payments no later than January 1, 2008. This bill would also require each city to receive at least \$400,000 in the first cycle. Cities would be required to expend funds within three fiscal years from the date of allocation.

V. Public Transportation Modernization, Improvement, and Service Enhancement Account:

\$4 Billion: available upon appropriation by the Legislature.

- **\$400 Million:** allocated to Caltrans for Intercity Rail Improvements.
 - **\$125 Million:** specifically allocated for procurement of additional intercity railcars and locomotives.
 - No additional Legislation is required for implementation.
- **\$3.6 Billion:** Public Transportation Agencies; funds to be allocated through formulas by State Controller's Office.
 - **AB 901 (Núñez, D-Los Angeles):** Key provisions of this bill would require Caltrans to submit a report to the State Department of Finance and the Assembly and Senate Budget Committees with information indicating the total amount of verified project funding needed in the State Budget and the amount required by each sponsoring entity. AB 901 was amended on April 18 to require Caltrans, on a quarterly basis, to provide the State Controller with information on the total amount of funds requested and the total amount of each sponsoring entity's fund allocation pursuant to the formula specified in the Bond Act.
 - **SB 716 (Perata, D-Oakland):** This bill would specify the requirements for an eligible project sponsor in order to receive an allocation of funds appropriated from this account. This bill would also direct the CTC and the State Controller's Office to administer the provisions in this bill.

Other legislation related to Proposition 1B:

AB 412 (Smyth, R-Northridge): This bill would require each agency designated by Proposition 1B to allocate bond funds to establish guidelines that specify deadlines for commencing construction or implementation for each program administered under the Bond Act.

AB 620 (Portantino, D-La Cañada Flintridge): This bill would require the CTC or a regional transportation agency, to adopt guidelines and policies to ensure timely use of bond funds by requiring construction on a project to begin no later than December 31, 2012 and to conduct regular evaluations of those projects.

AB 992 (Brownley, D-Agoura Hills): This bill would require the appropriate State Regional Water Quality Board to review any plans designed to construct a new road or repair any portion of a road drafted by an agency which receives bond funds and would require the selected agency to develop guidelines that require the issuance of a clean water certificate by the regional board prior to the allocation of funds for those purposes.

AB 995 (Nava, D-Santa Barbara): Key provisions of this bill would prohibit the Budget Act from including appropriations for specific transportation improvement projects funded from Proposition 1B bonds and also prohibit the Legislature from enacting legislation to continuously appropriate Proposition 1B proceeds.

AB 1272 (Arambula, D-Fresno): This bill would require the Bureau of State Audits to conduct periodic audits on the allocation of all bond funds approved in 2006 (including Proposition 1B) to ensure the funds are awarded in a timely fashion and are consistent with bond requirements.

AB 1672 (Núñez D-Los Angeles): This bill would require the CTC to consult with the Chairs of the appropriate policy committees of the Legislature no less than 60 days prior to adopting changes to any guidelines for the expenditure of funds pursuant to Proposition 1B.



MEMO

May 29, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: **Board Committee Transmittal for Agenda Item**

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



May 24, 2007

To: Transit Planning and Operations Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Health, Safety, & Environmental Compliance Department Update on Recent Accomplishments

Overview

The Orange County Transportation Authority was recently recognized by the American Public Transportation Association as the 2007 Gold Award recipient for Bus Safety. This report highlights recent accomplishments of the Health, Safety, & Environmental Compliance Department and describes some of the department's future plans.

Recommendation

Receive and file as an information item.

Background

The Health, Safety & Environmental Compliance Department (HSEC) staff is the administrative support group that evaluates the Orange County Transportation Authority's (OCTA) operational methods to ensure compliance of environmental standards, and the safety of the public and employees. HSEC supports administrative and operations programs through traditional health and safety programs and activities including planned inspections, accident and incident investigations, hazard identification and resolution, regulatory agency liaison, and program development, implementation and maintenance within each of its' five functional areas of focus.

The five functional areas within the department are:

- Occupational Safety & Industrial Hygiene
- Environmental Health
- Occupational Health & Wellness
- Construction Safety
- Fleet Safety

HSEC develops and manages various health and safety programs and activities that address day-to-day operations and administration issues. These programs and activities include periodic audits; hazard identification and resolution; training; accident/incident reporting and investigation; and policy and procedures development and review. This department evaluates the safety processes of organizational units and consults with their management on safety issues and loss prevention strategies. The department additionally manages and updates the Bus System Safety Program Plan, with input from the Transit Division. HSEC is responsible for interacting with health, safety, and environmental regulatory agencies such as the State of California's Division of Occupational Safety and Health (DOSH) and Regional Water Quality Control Board (RWQCB). The department coordinates all construction safety on capital projects.

HSEC champions integrating safety into decision-making processes throughout the organization. The objective of this process is to have the safety effort in each department be relatively self-sustaining. It is believed that this approach assists in increasing the efficiency and effectiveness of the department-specific safety efforts with the overall goal of loss prevention. HSEC audits of departmental safety efforts have been determined to be beneficial to the overall safety effort of OCTA.

Discussion

In as much as operational safety is affected by decisions and events occurring in numerous functional areas of OCTA, it is imperative that HSEC interact with many departments. HSEC has, in fact, interaction with virtually every department within OCTA. While this report concentrates on the activities of HSEC, the accomplishments of each functional area could not have been completed without the participation of all departments, particularly Risk Management and the Transit Division.

Occupational Safety & Industrial Hygiene

Occupational Safety & Industrial Hygiene is responsible for assessing and facilitating OCTA's compliance with applicable state and federal Occupational Safety and Health Administration (OSHA) regulations. These responsibilities include:

- Defining and communicating the Injury and Illness Prevention Program
- Evaluating potential hazards and coordinating OCTA's programs to prevent injuries and work-related illnesses

- Working with departments to develop training, monitoring, and accident prevention programs
- Providing health and safety program direction
- Providing consultation and technical assistance in all areas of safety
- Acting as liaison with regulatory agencies on behalf of OCTA
- Performing safety audits to determine compliance with regulations, laws, and policies
- Seeking resolution of safety deficiencies
- Conducting interviews of employees injured on-the-job
- Coordinating and monitoring safety training of OCTA personnel
- Administering specific health and safety programs
 - Bloodborne Pathogens
 - Hazard Communication
 - Hearing Conservation
 - Respiratory Protection
 - Confined Space Program
 - Safety Captain Program
 - Lockout/Blockout Program

Recent Accomplishments

- For the past three years, OCTA's California OSHA recordable incident rate (injuries per every 100 employees) has dropped steadily.

2004	2005	2006
15	11	9
- Policies for eye protection and a prescription safety eyewear have been developed.
- Base pull-out inspections have been regularly conducted. These inspections include the participation of Executive Management and emphasize management's support of the safety process.
- Implementation of the American Public Transportation Association (APTA) Bus System Safety Program Plan (BSSPP).

Next Steps

- Develop equipment specific lockout/blockout procedures.
- Provide oversight to ensure that compressed natural gas (CNG) safety and emergency response training is provided to OCTA personnel and first responders.
- Coordinate and participate in a peer review by APTA of the BSSPP.

Environmental Health

HSEC has primary responsibility for environmental management through implementation of regulations associated with the Clean Air Act and Clean Water Act, controlled use of hazardous materials, proper disposal of hazardous waste, and implementation of proactive measures to protect the environment and comply with federal, state, and local laws and regulations. It is OCTA's policy to investigate suspected contaminant releases to air, water, or soil and to remediate such releases as necessary. Responsibilities of the Environmental Health function include:

- Representing OCTA with regulatory agencies
- Assisting base personnel with preparation of environmental compliance plans, permits, and reports as mandated by laws, regulations, permits, licenses, and use authorizations
- Ensuring that all reports are completed and filed on time in compliance with applicable laws and regulations
- Investigating reports of environmental releases and notifying federal, state, and local authorities in a timely manner as required

Recent Accomplishments

- Reduction of universal waste stream by expansion of recycling program to include small batteries, electronic devices, fluorescent tubes, and plastic window inserts.
- Obtained Certified Tank Operator certificate and currently serves as Designated Operator for all bases.

Next Steps

- Conduct training to ensure certification of Senior Facilities Technicians at each base to be Designated Operators for their facilities.
- Develop a spill prevention control and countermeasure plan for Irvine Base.
- Coordinate with Contracts Administration and Materials Management (Camm) Department to establish a policy requiring pre-approval by HSEC for the purchase of consumable materials and submission of material safety data sheets.

Occupational Health and Wellness

Occupational Health and Wellness is charged with providing employees wellness, nutrition and exercise programs and education to increase employee awareness and participation in making better health choices that assists OCTA in reducing healthcare costs. Ergonomic studies and evaluations are also

completed to reduce the impact of workers' compensation costs related to repetitive motion and vibration injuries.

Recent Accomplishments

- **Low Back Injuries Initiative**
 - In 2006, a study was commissioned to re-evaluate the coach operator seats associated with new bus procurements and future seat retrofits. The selected seat from the 2006 study should minimize the risk of low back injuries as a result of seat dynamics.
 - Body mechanics educational sessions have become a component of coach operator training for new hires and annual required training. This training includes non-strenuous stretching routines, seat posture, and correct techniques while performing specific job tasks, such as wheelchair loading.
- The low back injury initiative has begun to pay off. Coach operator back injuries have decreased from 52 in 2003 to 32 in 2006.
- HSEC has completed the process of having 11 key positions within the Transit Division evaluated for essential job functions. The evaluations define the essential job tasks and the physical abilities necessary to perform these particular jobs. The evaluations involved the biomechanical and environmental analysis of the job tasks for each position.
 - Worked in partnership with Transit Technical Services for approval and implementation of an adjustable accelerator/brake pedal platform for the procurement of the new buses. This design will permit the coach operators to move the pedals closer to or further from the seat for better ergonomic comfort and safety.
 - Collaborated with 24 Hour Fitness to offer a discount membership fee program. The effort will hopefully minimize the cost barrier for participation in a physical activity program and help provide a healthier more productive work force.

Next Steps

- Utilizing the essential job functions, evaluate the current method used to assess applicant's ability to perform the essential functions of the job for which the applicant has applied.
- Distribute the essential job functions to Labor Relations, Risk Management, and medical providers to use as a guideline to help document a person's readiness to return to work after an injury and help to provide OCTA with a framework of reasonable job accommodations if necessary for the return of an employee to work.

Contractor and Construction Safety

One area of focus for the HSEC department is contractor management for various project categories including, capital, retrofit, and maintenance projects. The major capital programs generally encompass highway and rail transit routes. The retrofit and maintenance projects generally are within OCTA properties, which include bus operation and maintenance bases, and transit centers within the County. Contractor and Construction Safety responsibilities include review of contracts and safety work plans, monitoring contractor activities, and participating in scheduled project meetings.

Recent Accomplishments

- Some safety highlights of the Garden Grove Freeway Improvement Project for the fiscal year 2005-2006 include:
 - Work hours: 1,486,098
 - Average number of workers: 785
 - No serious injuries or fatalities
 - Incident rate: 4.71 (Bureau of Labor Statistics average rate for highway construction: 6.0)
- The primary challenge the project safety team encountered was managing the project from an owner's perspective, which allowed OCTA staff to bring deficiencies or items of concern to the contractor, yet provide no contractor direction other than in an immediate life-threatening situation. The contractor is fully responsible for all safety compliance and enforcement. The contract safety requirements were limited and the contractor worked with OCTA staff from a good faith support effort, although in many instances was not obligated by the contract to do so.
- A new contractor safety specification requirement is now included in public works contracts.

Next Steps

- Participate in a lessons learned session with CAMM personnel to formulate uniform comprehensive HSEC requirements to be included in bid documents.
- Complete the contractor safety handbook that is presently in development to assist contractors in meeting our HSEC requirements. This handbook is envisioned to be included with each contractor bid package.
- Participate in CAMM contract evaluation review process at completion of each project so that safety performance of each contractor can be recorded.

Fleet Safety

Fleet Safety is responsible for assessing and facilitating the safe operation of OCTA owned and operated motor vehicles. This includes traffic, pedestrian, and passenger safety on OCTA property and public roadways. Responsibilities include:

- Evaluation and oversight of vehicle and traffic safety practices related to:
 - Operator recruitment, selection, and assessment
 - Operator orientation and training
 - Safe driving recognition
 - Site configuration and traffic control devices
 - Vehicle specifications
 - Accident determination and adverse action
 - Field supervisor investigation practices
- Occurrence reporting and analysis
- Utilizing data from analysis to identify issues and make recommendations to address the issues
- Investigating major incidents to determine cause and develop preventative recommendations. A major incident is one which results in serious bodily injury, death, or significant damage.
- Assisting the Risk Management Department in preparation for legal proceedings
- Performing vehicle and traffic safety inspections
- Assuring regulatory compliance with federal and state agencies
- Managing the Department of Motor Vehicles (DMV) Pull Notice Compliance Program by maintaining pull notices records, reviewing new pull notices, making recommendations based on driving records, and auditing base files

Recent Accomplishments

- Implemented the Accident Reduction Plan
- Initiated the Accident Reduction Team
- Facilitated a new "Employee Qualifications to Drive Motor Vehicles" policy and currently in the process of ensuring employees in applicable positions are enrolled in the DMV Pull Notice Program.
- Implemented the "Fleet Safety Information" email broadcast system for distributing the monthly Fleet Safety Information Report, safety news, and related bulletins.
- Conducted targeted safety campaigns to address hazardous issues including:
 - Railroad Crossings – Issues with coach operator behavior at railroad crossings was identified by an audit in which only

79 percent of those observed made a full stop. Since that time, educational campaigns have taken place at the bases and the last two audits showed that 100 percent of buses made full stops.

- Tire Strikes – Damage to bus tires were on the increase with 215 occurrences from May 2006 to October 2006. Tire strikes have decreased to a total of 94 from November 2006 to April 2007. An educational campaign involving Safety Captains, Base Trainers, and Operation Teamwork members, along with bases issuing discipline played a significant part in this reduction.
- Bus Hit in Zone – The Accident Reduction Team has investigated this issue and research indicates that it is the behavior of the passenger car not seeing buses that results in these types of incidents. Two initiatives have been implemented to assist passenger vehicles in seeing buses. The articulated buses are now equipped with automated flashers when stopped in zone. The new CNG buses will be equipped with additional rear lighting and automated flashers. HSEC will evaluate the effectiveness of the lighting change in the CNG buses once they are in service.
- Secured new data sources for accident analysis.
- Developed and implemented the use of new forms for evaluating traffic safety at the bases and bus-railroad crossing safety compliance.
- Developed "Field Investigation Guides" for field supervisors.
- Obtained software and State approval to upgrade the DMV Pull Notice Program to an electronic system.
- Assisted with the implementation of the Configuration Control Team.

Next Steps

- Consolidate the OCTA's investigation practices for accidents and incidents into a comprehensive accident investigation plan.
- Formalize the safety inspection process for the operations bases, public facilities, vehicles and equipment, driver performance observations, and railroad compliance observations.
- Seek industry standardization of fleet safety practices through continued participation in the "The Southern California Transportation Safety and Security Forum," which serves to facilitate the regional coordination and exchange of safety policies, procedures, protocols, and best practices.
- Fully implement the electronic system of the Pull Notice Program.

Summary

Significant decreases in reportable injuries, comprehensive documented safety policies, innovative programs to protect employees' health and safety, and leaderships' commitment to providing a safe workplace and environment for our passengers have resulted in OCTA being recognized by APTA as the 2007 Gold Award recipient for Bus Safety.

Attachment

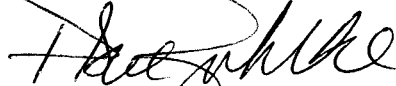
None.

Prepared by:



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Approved by:



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BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: State Legislative Status Report

Legislative and Government Affairs/Public Communications
Committee

May 17, 2007

Present: Directors Bates, Glaab, Mansoor, and Rosen
Absent: Director Campbell

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Adopt the following recommended positions on legislation:

Support AB 801 (Walters, R-Laguna Niguel)
Support SB 56 (Runner, R-Antelope Valley)



May 17, 2007

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: State Legislative Status Report

Overview

The Governor's revised budget proposal is due to be released on May 14. Support positions are recommended on two bills related to toll evasion and a design-build pilot program.

Recommendation

Adopt the following recommended positions on legislation:

Support AB 801 (Walters, R-Laguna Niguel)
Support SB 56 (Runner, R-Antelope Valley)

Discussion

May Revise

On Monday, May 14, 2007, the Governor will release his revised budget proposal based on actual income tax revenues received through April. A verbal update will be given at the Legislative and Governmental Affairs/Public Communications Committee meeting on May 17, 2007, as the information was not available at the time of the writing of this report.

While recent months have shown revenues falling approximately \$1.6 billion below expectations, April tax receipts came in approximately \$1.3 billion higher than projected. Higher than anticipated revenues may help the Legislature avoid some of the tougher budget cuts, but much of the focus still seems to be on overall spending reductions due to slowing economic indicators.

In January, the Governor proposed diverting \$1.1 billion in transit funding to help balance the general fund budget. There has been little receptivity to this proposal in the Legislature so there is an expectation that this proposal will be modified some in the May Revise to address concerns expressed in preliminary budget hearings held in March and April.

Newly Analyzed Legislation

AB 801 (Walters, R-Laguna Niguel), sponsored by the Transportation Corridor Agencies (TCA), prohibits the use of a device or product that would obstruct or impair the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, in connection with a toll road.

The intent of AB 801 is to ban sprays and other products designed to obscure the numbers and letters on a license plate, which enables a driver to use a toll road without paying. Some of these products, when applied to a license plate, are designed to leave a glossy finish on the plate that reflects any flash from a vehicle detection camera and obscures the vehicle's license plate.

In calendar year 2006, there were approximately 9,949 average monthly trips taken on the 91 Express Lanes in which the license plates were obstructed as compared to 7,755 average monthly trips in calendar year 2005, an increase of approximately 28 percent. Correspondingly, lost toll revenue averaged approximately \$26,304 per month in calendar year 2006 as compared to \$19,569 in calendar year 2005.

An analysis of the bill is attached (Attachment A). Staff recommends: SUPPORT.

SB 56 (Runner, R-Antelope Valley) would authorize a ten-project design-build demonstration program through January 2016, with projects to be selected by the California Transportation Commission. SB 56 is similar to AB 143 (Núñez, D-Los Angeles) in 2006, that would have provided broader, statewide design-build authority, but was adamantly opposed by the Professional Engineers in California Government (PECG) and was held on the Assembly floor during the last days of session.

Under SB 56, Phase II of the Garden Grove Freeway (State Route 22) project could be considered as one of the ten eligible projects. Preliminary engineering of the State Route 22 (SR-22) Phase II project could begin the second quarter of 2007. If design-build authority is granted under SB 56, construction on this project could begin as early as 2008.

An analysis of the bill is attached (Attachment B). Staff recommends: SUPPORT.

Summary

The Governor's revised budget proposal will be released on May 14 and early indications are that transit funding remains vulnerable at this point. Support positions are recommended on AB 801 related to toll evasion, and SB 56 which authorizes a design-build pilot program.

Attachments

- A. Analysis of AB 801 (Walters, R-Laguna Niguel)
- B. Analysis of SB 56 (Runner, R-Antelope Valley)
- C. Orange County Transportation Authority Legislative Matrix

Prepared by:

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Approved by:

P. Sue Zuhke
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BILL: AB 801 (Walters, R-Laguna Niguel)
Introduced February 22, 2007
Amended April 26, 2007

SUBJECT: Prohibits the use of a device that would obstruct or impair the reading or recognition of a license plate by law enforcement for the purposes of determining toll evasion

STATUS: Passed Assembly Transportation Committee 14-0
Passed Assembly Appropriations Committee 16-0
Pending on the Assembly Floor

SUMMARY AS OF MAY 4, 2007:

AB 801, sponsored by the Transportation Corridor Agencies (TCA), prohibits the use of a device or product that would obstruct or impair the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, in connection with a toll road.

The intent of AB 801 is to ban sprays and other products designed to obscure the numbers and letters on a license plate, which enables a driver to use a toll road without paying. Some of these products, when applied to a license plate, are designed to leave a glossy finish on the plate that reflects any flash from a vehicle detection camera and obscures the vehicle's license plate.

Toll agencies that utilize a video enforcement system have noticed an increase in the use of products designed to mask a vehicle's license plate from detection. While typically marketed to those who wish to evade detection from red light cameras or speed cameras, they are equally effective in masking a license plate from a camera operated by a local toll agency to detect vehicles without transponders trying to avoid paying tolls.

EFFECTS ON ORANGE COUNTY:

The 91 Express Lanes use a fully automated toll collection system requiring vehicles to be equipped with a transponder. The transponder matches a vehicle to an account to enable charging the trip to the account based on the toll in place at the time the vehicle passes under the transponder signal reader. Technological equipment, where possible, allows OCTA to capture license plate numbers of non-compliant vehicles so that a fine can be issued to the registered owner of the vehicle.

Annually, over 14 million trips are taken on the 91 Express Lanes 10-mile toll road. In calendar year 2006, there were approximately 9,949 average monthly trips taken on the 91 Express Lanes in which the license plates were obstructed as compared to 7,755 average monthly trips in calendar year 2005. This represents an increase of

28.3 percent. Correspondingly, lost toll revenue averaged approximately \$26,304 per month in calendar year 2006 as compared to \$19,569 in calendar year 2005.

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN ASSEMBLY APRIL 26, 2007

CALIFORNIA LEGISLATURE—2007–08 REGULAR SESSION

ASSEMBLY BILL

No. 801

Introduced by Assembly Member Walters

February 22, 2007

An act to amend Section 5201 of, and to add Section 40000.27 to, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 801, as amended, Walters. Vehicles: license plates.

(1) Existing law prohibits the use of a device that obstructs or impairs the reading or recognition of a license plate by a remote emission sensing device. A violation of this provision is a crime.

This bill would, prohibit the use of a device that would obstruct or impair the reading or recognition of a license plate by an electronic device operated *by state or local law enforcement*, in connection with a toll road, creating a new crime, thereby imposing a state-mandated local program.

This bill would provide that a person who sells ~~or advertises for sale~~ a product or device that obscures or is intended to obscure the reading or recognition of a license plate is guilty of a misdemeanor creating a new crime, thereby imposing a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Section 5201 of the Vehicle Code is amended to
2 read:

3 5201. License plates shall at all times be securely fastened to
4 the vehicle for which they are issued so as to prevent the plates
5 from swinging, shall be mounted in a position so as to be clearly
6 visible, and shall be maintained in a condition so as to be clearly
7 legible. The rear license plate shall be mounted not less than 12
8 inches nor more than 60 inches from the ground, and the front
9 license plate shall be mounted not more than 60 inches from the
10 ground, except as follows:

11 (a) The rear license plate on a tow truck may be mounted on
12 the left-hand side of the mast assembly at the rear of the cab of the
13 vehicle, not less than 12 inches nor more than 90 inches from the
14 ground.

15 (b) The rear license plate on a tank vehicle hauling hazardous
16 waste, as defined in Section 25117 of the Health and Safety Code,
17 or asphalt material may be mounted not less than 12 inches nor
18 more than 90 inches from the ground.

19 (c) The rear license plate on a truck tractor may be mounted at
20 the rear of the cab of the vehicle, but not less than 12 inches nor
21 more than 90 inches from the ground.

22 (d) The rear license plate of a vehicle designed by the
23 manufacturer for the collection and transportation of garbage,
24 rubbish, or refuse that is used regularly for the collection and
25 transportation of that material by any person or governmental entity
26 employed to collect, transport, and dispose of garbage, rubbish,
27 or refuse may be mounted not less than 12 inches nor more than
28 90 inches from the ground.

29 (e) The rear license plate on a two-axle livestock trailer may be
30 mounted 12 inches or more, but not more than 90 inches, from the
31 ground.

32 (f) No covering may be used on license plates except as follows:

33 (1) The installation of a cover over a lawfully parked vehicle
34 to protect it from the weather and the elements does not constitute
35 a violation of this subdivision. Any peace officer or other regularly
36 salaried employee of a public agency designated to enforce laws,
37 including local ordinances, relating to the parking of vehicles may

1 temporarily remove so much of the cover as is necessary to inspect
2 any license plate, tab, or indicia of registration on a vehicle.

3 (2) The installation of a license plate security cover is not a
4 violation of this subdivision if the device does not obstruct or
5 impair the recognition of the license plate information, including,
6 but not limited to, the issuing state, license plate number, and
7 registration tabs, and the cover is limited to the area directly over
8 the top of the registration tabs. No portion of a license plate security
9 cover shall rest over the license plate number.

10 (g) ~~No~~A casing, shield, frame, border, product, or other device
11 that obstructs or impairs the reading or recognition of a license
12 plate by an electronic device operated *by state or local law*
13 *enforcement* in connection with a toll road, or a remote emission
14 sensing device, as specified in Sections 44081 and 44081.6 of the
15 Health and Safety Code, shall *not* be installed on, or affixed to, a
16 vehicle.

17 (h) (1) It is the Legislature's intent that an accommodation be
18 made to persons with disabilities and to those persons who
19 regularly transport persons with disabilities, to allow the removal
20 and relocation of wheelchair lifts and wheelchair carriers without
21 the necessity of removing and reattaching the vehicle's rear license
22 plate. Therefore, it is not a violation of this section if the reading
23 or recognition of a rear license plate is obstructed or impaired by
24 a wheelchair lift or wheelchair carrier and all of the following
25 requirements are met:

26 (A) The owner of the vehicle has been issued a special
27 identification license plate pursuant to Section 5007, or the person
28 using the wheelchair that is carried on the vehicle has been issued
29 a distinguishing placard under Section 22511.55.

30 (B) (i) The operator of the vehicle displays a decal, designed
31 and issued by the department, that contains the license plate number
32 assigned to the vehicle transporting the wheelchair.

33 (ii) The decal is displayed on the rear window of the vehicle,
34 in a location determined by the department, in consultation with
35 the Department of the California Highway Patrol, so as to be clearly
36 visible to law enforcement.

37 (2) Notwithstanding any other provision of law, if a decal is
38 displayed pursuant to this subdivision, the requirements of this
39 code that require the illumination of the license plate and the
40 license plate number do not apply.

1 (3) The department shall adopt regulations governing the
2 procedures for accepting and approving applications for decals,
3 and issuing decals, authorized by this subdivision.

4 (4) This subdivision does not apply to a front license plate.

5 SEC. 2. Section 40000.27 is added to the Vehicle Code, to
6 read:

7 40000.27. A person who sells ~~or advertises for sale~~ a product
8 or device that obscures, or is intended to obscure, the reading or
9 recognition of a license plate pursuant to subdivision (g) of Section
10 5201 is guilty of a misdemeanor.

11 SEC. 3. No reimbursement is required by this act pursuant to
12 Section 6 of Article XIII B of the California Constitution because
13 the only costs that may be incurred by a local agency or school
14 district will be incurred because this act creates a new crime or
15 infraction, eliminates a crime or infraction, or changes the penalty
16 for a crime or infraction, within the meaning of Section 17556 of
17 the Government Code, or changes the definition of a crime within
18 the meaning of Section 6 of Article XIII B of the California
19 Constitution.

BILL: SB 56 (Runner, R-Antelope Valley)
Introduced January 10, 2007
Amended May 1, 2007

SUBJECT: Authorizes the California Transportation Commission (CTC) to select up to ten transportation projects that may be built using the design-build method

STATUS: Passed Senate Transportation and Housing Committee 8-2
Referred to the Senate Rules Committee

SUMMARY AS OF MAY 4, 2007:

SB 56 would authorize a ten-project design-build demonstration program through January 2016, with projects to be selected by the CTC. SB 56 is similar to AB 143 (Núñez, D-Los Angeles) in 2006 that would have provided broader, statewide design-build authority, but was adamantly opposed by the Professional Engineers in California Government (PECG) and was held on the Assembly floor during the last days of session.

Existing law authorizes public transit operators to enter into design-build contracts under certain conditions. It further specifies that these provisions apply only to transit projects, and that transit projects do not include highway construction or local street and road projects.

Multiple bills have been introduced to allow for broad statewide authority of this construction method. Despite repeated efforts, only one bill allowing the use of design-build on freeway projects has been signed into law, SB 1026 (Chapter 1, Statutes of 2006). This bill permits the use of design-build authority to construct the Interstate 405 High Occupancy Vehicle (HOV) lane in Los Angeles, expiring in January 2010.

EFFECTS ON ORANGE COUNTY:

For Phase I of the Garden Grove Freeway (State Route 22) improvement project, Orange County Transportation Authority (OCTA) utilized the design-build authority granted under AB 958 (Chapter 541, Statutes of 2000). This legislation was to sunset on January 1, 2005, but was extended by SB 1130 (Chapter 196, Statutes of 2004). Although SB 1130 extended the use of design-build by an additional two years, it limited its applicability and specified that "transit projects" would no longer include highway construction or local street and road projects. This limited design-build authority was again extended until January 1, 2011, under AB 372 (Chapter 262, Statutes of 2006).

The State Route (SR-22) improvement project is the first design-build project on an operating freeway in California, thanks in large part to the cooperation of the California Department of Transportation, which worked with OCTA to allow design-build to be used on the project. Because of the time savings gained by awarding a single contract

for both design and construction, the project was completed three to five years ahead of the state's original schedule, which relied on the traditional design-bid-build construction method.

Under SB 56, Phase II of the SR-22 project could be considered as one of the ten eligible projects. Phase II covers a distance of 2.5 miles through the communities of Garden Grove, Westminster, Seal Beach, Rossmore, Los Alamitos, and Laguna Woods. This project proposes to extend the carpool lanes in both directions from the SR-22/Valley View Street interchange to the Interstate 405 and Interstate 605 freeways. Additional improvements include reconstruction of the Valley View Street and Seal Beach Boulevard bridges, soundwalls, landscaping, and hardscape elements.

Preliminary engineering of the SR-22 Phase II project could begin the second quarter of 2007. If design-build authority is granted under SB 56, construction on this project could begin as early as 2008.

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN SENATE MAY 1, 2007

SENATE BILL

No. 56

Introduced by Senator Runner

January 10, 2007

An act to add and repeal Chapter 6.5 (commencing with Section 6800) of Division 2 of the Public Contract Code, relating to public contracts.

LEGISLATIVE COUNSEL'S DIGEST

SB 56, as amended, Runner. Highway construction contracts: Design-Build Demonstration Program: transportation entities.

Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law, until January 1, 2011, authorizes transit operators to enter into a design-build contract, as defined, according to specified procedures.

This bill would declare the intent of the Legislature to authorize a demonstration program that would allow a careful examination of the benefits and challenges of using a design-build method of procurement for transportation projects.

This bill would, until January 1, 2016, authorize certain state and local transportation entities to use a design-build process for contracting on transportation projects, as specified. This bill would authorize transportation projects, to be selected by the California Transportation Commission, as specified.

This bill would require a transportation entity to implement a labor compliance program for design-build projects. The bill would also require these transportation entities to report to the Legislature and the commission, regarding implementation of the design-build process.

This bill would establish a procedure for submitting bids that includes a requirement that design builders provide a statement of qualifications submitted to the transportation entity that is verified under oath. Because a verification under oath is made under penalty of perjury, the bill would, by requiring a verification, create a new crime and thereby impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.

This bill would make legislative findings to that effect.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Chapter 6.5 (commencing with Section 6800) is
2 added to Division 2 of the Public Contract Code, to read:

3
4 CHAPTER 6.5. THE DESIGN-BUILD DEMONSTRATION PROGRAM
5

6 6800. The Legislature hereby finds and declares all of the
7 following:

8 The design-build method of procurement authorized under this
9 chapter should be evaluated for the purposes of exploring whether
10 the potential exists for reduced project costs, expedited project
11 completion, or design features that are not achievable through the
12 traditional design-bid-build method. A demonstration program
13 will allow for a careful examination of the benefits and challenges
14 of design-build contracting on a limited number of projects. This

1 chapter shall not be deemed to provide a preference for the
2 design-build method over other procurement methodologies.

3 6801. For purposes of this chapter, the following definitions
4 apply:

5 (a) “Best value” means a value determined by objective criteria,
6 including, but not limited to, price, features, functions, life-cycle
7 costs, and other criteria deemed appropriate by the transportation
8 entity.

9 (b) “Commission” means the California Transportation
10 Commission.

11 (c) “Design-build” means a procurement process in which both
12 the design and construction of a project are procured from a single
13 entity.

14 (d) “Design-build entity” means a partnership, corporation, or
15 other legal entity that is able to provide appropriately licensed
16 contracting, architectural, and engineering services as needed
17 pursuant to a design-build contract.

18 (e) “Department” means the Department of Transportation as
19 established under Part 5 (commencing with Section 14000) of
20 Division 3 of the Government Code.

21 (f) “Local transportation entity” means a transportation authority
22 designated pursuant to Division 19 (commencing with Section
23 180000) of the Public Utilities Code, any consolidated agency
24 created pursuant to Chapter 3 (commencing with Section 132350)
25 of Division 12.7 of the Public Utilities Code, the Santa Clara Valley
26 Transportation Authority established under Part 12 (commencing
27 with Section 100000) of the Public Utilities Code, and any other
28 local or regional transportation entity that is designated by statute
29 as a regional transportation agency.

30 (g) “Transportation entity” means the department and a local
31 transportation entity.

32 6802. (a) Subject to the limitations of this chapter, a local
33 transportation entity, if authorized by the commission, may utilize
34 the design-build method of procurement for highway, bridge,
35 tunnel, or public transit projects within the jurisdiction of the entity.

36 (b) Subject to the limitations of this chapter, the department, if
37 authorized by the commission, may utilize the design-build method
38 of procurement for highway, bridge, or tunnel projects.

1 6803. (a) Only ~~_____~~ 10 design-build projects shall be
2 authorized under this chapter. The projects selected shall vary in
3 size, type, and geographical location.

4 (b) The commission shall determine whether a transportation
5 entity may award a design-build contract based on lowest
6 responsible bid or best value. The commission shall balance the
7 number of transportation entities that may use the low-bid and
8 best-value selection methods in order to ensure there is a number
9 of design-build contracts awarded that reflect the cost and benefit
10 of using each method.

11 (c) To be eligible for consideration as ~~one of the _____~~ 10
12 design-build projects, the proposed project shall be subject to the
13 existing process under the state transportation improvement
14 program (Chapter 2 (commencing with Section 14520) of Part 5.3
15 of Division 3 of the Government Code), the traffic congestion
16 relief program (Chapter 4.5 (commencing with Section 14556) of
17 Part 5.3 of Division 3 of the Government Code), or the state
18 highway operations and protection program established pursuant
19 to Section 14526.5 of the Government Code.

20 (d) The commission shall establish a peer review committee to
21 conduct an evaluation of the ~~_____~~ 10 projects selected to utilize
22 the design-build method of procurement.

23 (e) The commission shall establish a standard organizational
24 conflict-of-interest policy, consistent with applicable law, regarding
25 the ability of a person or entity that performs services for the
26 transportation entity relating to the solicitation of a design-build
27 project to submit a proposal as a design-builder or to join a
28 design-build team. This conflict-of-interest policy shall apply to
29 each transportation entity entering into design-build contracts
30 authorized under this chapter.

31 6804. A transportation entity authorized to use the design-build
32 method of procurement shall implement a labor compliance
33 program, as described in Section 1771.5 of the Labor Code, or it
34 shall contract with a third party to implement, on the transportation
35 entity's behalf, a labor compliance program subject to that statute.
36 This requirement does not apply to a project where the
37 transportation entity or design-build entity has entered into any
38 collective bargaining agreement or agreements that bind all of the
39 contractors performing work on the projects.

1 6805. The procurement process for the design-build projects
2 shall progress as follows:

3 (a) The transportation entity shall prepare a set of documents
4 setting forth the scope and estimated price of the project. The
5 documents may include, but need not be limited to, the size, type,
6 and desired design character of the project, performance
7 specifications covering the quality of materials, equipment,
8 workmanship, preliminary plans, and any other information deemed
9 necessary to describe adequately the transportation entity's needs.
10 The performance specifications and any plans shall be prepared
11 by a design professional who is duly licensed and registered in
12 California.

13 (b) Based on the documents prepared under subdivision (a), the
14 transportation entity shall prepare a request for proposals that
15 invites interested parties to submit competitive sealed proposals
16 in the manner prescribed by the transportation entity. The request
17 for proposals shall include, but need not be limited to, the following
18 elements:

19 (1) Identification of the basic scope and needs of the project or
20 contract, the estimated cost of the project, the methodology that
21 will be used by the transportation entity to evaluate proposals,
22 whether the contract will be awarded on the basis of the lowest
23 responsible bid or on best value, and any other information deemed
24 necessary by the transportation entity to inform interested parties
25 of the contracting opportunity.

26 (2) Significant factors that the transportation entity reasonably
27 expects to consider in evaluating proposals, including, but not
28 limited to, cost or price and all nonprice-related factors.

29 (3) The relative importance or the weight assigned to each of
30 the factors identified in the request for proposals.

31 (4) For transportation entities authorized to utilize best value
32 as a selection method, the transportation entity reserves the right
33 to hold discussions and negotiations with responsive bidders and
34 shall so specify in the request for proposals and shall publish
35 separately or incorporate into the request for proposals applicable
36 rules and procedures to be observed by the transportation entity
37 to ensure that any discussions or negotiations are conducted in
38 good faith.

39 (c) Based on the documents prepared under subdivision (a), the
40 transportation entity shall prepare and issue a request for

1 qualifications in order to prequalify the design-build entities whose
2 proposals shall be evaluated for final selection. The request for
3 qualifications shall include, but need not be limited to, the
4 following elements:

5 (1) Identification of the basic scope and needs of the project or
6 contract, the expected cost range, the methodology that will be
7 used by the transportation entity to evaluate proposals, the
8 procedure for final selection of the design-build entity, and any
9 other information deemed necessary by the transportation entity
10 to inform interested parties of the contracting opportunity.

11 (2) (A) Significant factors that the transportation entity
12 reasonably expects to consider in evaluating qualifications,
13 including technical design and construction expertise, skilled labor
14 force availability, and all other nonprice-related factors.

15 (B) For the purposes of subparagraph (A), “skilled labor force
16 availability” shall be determined by the existence of an agreement
17 with a registered apprenticeship program approved by the
18 California Apprenticeship Council that has graduated at least one
19 apprentice in each of the preceding five years. This graduation
20 requirement shall not apply to programs providing apprenticeship
21 training for any craft that was first deemed by the Department of
22 Labor and the Department of Industrial Relations to be an—
23 apprenticeable craft within the five years prior to the effective date
24 of this article.

25 (3) A standard questionnaire prepared by the transportation
26 entity. In preparing the questionnaire, the transportation entity may
27 consult with the construction industry, including, but not limited
28 to, representatives of the building trades and surety industry. This
29 questionnaire shall require information including, but not limited
30 to, all of the following:

31 (A) If the design-build entity is a partnership, limited
32 partnership, or other association, a listing of all of the partners,
33 general partners, or association members known at the time of bid
34 submission who will participate in the design-build contract.

35 (B) Evidence that the members of the design-build entity have
36 completed, or demonstrated the experience, competency, capability,
37 and capacity to complete projects of similar size, scope, or
38 complexity, and that proposed key personnel have sufficient
39 experience and training to competently manage and complete the
40 design and construction of the project, and a financial statement

1 that assures the transportation entity that the design-build entity
2 has the capacity to complete the project.

3 (C) The licenses, registration, and credentials required to design
4 and construct the project, including, but not limited to, information
5 on the revocation or suspension of any license, credential, or
6 registration.

7 (D) Evidence that establishes the design-build entity has the
8 capacity to obtain all required payment and performance bonding,
9 liability insurance, and errors and omissions insurance.

10 (E) Information concerning workers' compensation experience
11 history and a worker safety program.

12 (F) A full disclosure regarding all of the following that are
13 applicable:

14 (i) Any serious or willful violation of Part 1 (commencing with
15 Section 6300) of Division 5 of the Labor Code or the federal
16 Occupational Safety and Health Act of 1970 (Public Law 91-596),
17 settled against any member of the design-build entity.

18 (ii) Any debarment, disqualification, or removal from a federal,
19 state, or local government public works project.

20 (iii) Any instance where the design-build entity, or its owners,
21 officers, or managing employees submitted a bid on a public works
22 project and were found to be nonresponsive or were found by an
23 awarding body not to be a responsible bidder.

24 (iv) Any instance where the design-build entity, or its owners,
25 officers, or managing employees defaulted on a construction
26 contract.

27 (v) Any violations of the Contractors' State License Law, as
28 described in Chapter 9 (commencing with Section 7000) of
29 Division 3 of the Business and Professions Code, excluding alleged
30 violations of federal or state law regarding the payment of wages,
31 benefits, apprenticeship requirements, or personal income tax
32 withholding, or Federal Insurance Contribution Act (FICA)
33 withholding requirements settled against any member of the
34 design-build entity.

35 (vi) Any bankruptcy or receivership of any member of the
36 design-build entity, including, but not limited to, information
37 concerning any work completed by a surety.

38 (vii) Any settled adverse claims, disputes, or lawsuits between
39 the owner of a public works project and any member of the
40 design-build entity during the five years preceding submission of

1 a bid under this article, in which the claim, settlement, or judgment
2 exceeds fifty thousand dollars (\$50,000). Information shall also
3 be provided concerning any work completed by a surety during
4 this five-year period.

5 (G) In the case of a partnership or any association that is not a
6 legal entity, a copy of the agreement creating the partnership or
7 association that specifies that all partners or association members
8 agree to be fully liable for the performance under the design-build
9 contract.

10 (H) An acceptable safety record. A bidder's safety record shall
11 be deemed acceptable if its experience modification rate for the
12 most recent three-year period is an average of 1.00 or less, and its
13 average total recordable injury/illness rate and average lost work
14 rate for the most recent three-year period does not exceed the
15 applicable statistical standards for its business category or if the
16 bidder is a party to an alternative dispute resolution system as
17 provided for in Section 3201.5 of the Labor Code.

18 (4) The information required under this subdivision shall be
19 verified under oath by the design-build entity and its members in
20 the manner in which civil pleadings in civil actions are verified.
21 Information required under this subdivision that is not a public
22 record under the California Public Records Act, as described in
23 Chapter 3.5 (commencing with Section 6250) of Division 7 of
24 Title 1 of the Government Code, shall not be open to public
25 inspection.

26 (d) For those projects utilizing low bid as the final selection
27 method, the competitive bidding process shall result in lump-sum
28 bids by the prequalified design-build entities. Awards shall be
29 made to the lowest responsible bidder.

30 (e) For those projects utilizing best value as a selection method,
31 the design-build competition shall progress as follows:

32 (1) Competitive proposals shall be evaluated by using only the
33 criteria and selection procedures specifically identified in the
34 request for proposals. However, the following minimum factors
35 shall be weighted as deemed appropriate by the contracting
36 transportation entity:

37 (A) Price.

38 (B) Technical design and construction expertise.

39 (C) Life cycle costs over 15 years or more.

1 (2) Pursuant to subdivision (c), the transportation entity may
2 hold discussions or negotiations with responsive bidders using the
3 process articulated in the transportation entity's request for
4 proposals.

5 (3) When the evaluation is complete, the top three responsive
6 bidders shall be ranked sequentially from the most advantageous
7 to the least advantageous.

8 (4) The award of the contract shall be made to the responsible
9 bidder whose proposal is determined to be the most advantageous.

10 (5) Notwithstanding any other provision of this code, upon
11 issuance of a contract award, the transportation entity shall publicly
12 announce its award, identifying the contractor to whom the award
13 is made, along with a written decision supporting its contract award
14 and stating the basis of the award. The notice of award shall also
15 include the transportation entity's second- and third-ranked
16 design-build entities.

17 (6) The written decision supporting the transportation entity's
18 contract award, described in paragraph (5), and the contract file
19 shall provide sufficient information to satisfy an external audit.

20 6806. (a) The design-build entity shall provide payment and
21 performance bonds for the project in the form and in the amount
22 required by the transportation entity, and issued by a
23 California-admitted surety. In no case shall the amount of the
24 payment bond be less than the amount of the performance bond.

25 (b) The design-build contract shall require errors and omissions
26 insurance coverage for the design elements of the project.

27 (c) The commission shall develop a standard form of payment
28 and performance bond. In developing the bond form, the
29 commission shall consult with entities authorized to use the
30 design-build procurement method under this chapter and with
31 representatives of the surety industry to achieve a bond form that
32 is consistent with surety industry standards and practices, while
33 protecting the public interest.

34 6807. (a) The transportation entity, in each design-build request
35 for proposals, may identify specific types of subcontractors that
36 must be included in the design-builder's statement of qualifications
37 and proposal. All construction subcontractors that are identified
38 in the proposal shall be afforded all the protections of Chapter 4
39 (commencing with Section 4100) of Part 1 of Division 2.

(b) In awarding subcontracts not listed in the request for proposals, the design-builder shall do all of the following:

(1) Provide public notice of availability of work to be subcontracted in accordance with the publication requirements applicable to the competitive bidding process of the transportation entity.

(2) Provide a fixed date and time on which the subcontracted work will be awarded.

(c) Subcontractors awarded subcontracts under this chapter shall be afforded all the protections of Chapter 4 (commencing with Section 4100) of Part 1 of Division 2.

6808. Quality assurance inspections for the construction of any project on or affecting the state highway system utilizing the design-build method of procurement authorized under this chapter shall be performed by department personnel.

6809. Nothing in this chapter affects, expands, alters, or limits any rights or remedies otherwise available at law.

6810. (a) The retention proceeds withheld by a transportation entity from a design-build entity shall not exceed 5 percent.

(b) The transportation entity shall not withhold retention from payments to a design-build entity for actual costs incurred and billed for design services, construction management services, or where applicable, for completed operations and maintenance services.

(c) In a contract between a design-build entity and a subcontractor, and in a contract between a subcontractor and any subcontractor thereunder, the percentage of the retention proceeds withheld shall not exceed the percentage specified in the contract between the transportation entity and the design-build entity. If the design-build entity provides written notice to any subcontractor who is not a member of the design-build entity, prior to or at the time that the bid is requested, that a bond may be required and the subcontractor subsequently is unable or refuses to furnish a bond to the design-build entity, then the design-build entity may withhold retention proceeds in excess of the percentage specified in the contract between the transportation entity and the design-build entity from any payment made by the design-build entity to the subcontractor.

(d) In accordance with applicable state law, the design-build entity may be permitted to substitute securities in lieu of the

1 withholding from progress payments specified in subdivision (b).
2 These substitutions shall be made in accordance with Section
3 22300.

4 6811. (a) Not later than June 30 of each year after the
5 design-build contract is awarded, the awarding transportation entity
6 shall submit a progress report to the commission. The progress
7 report shall include, but shall not be limited to, all of the following
8 information:

9 (1) A description of the project.

10 (2) The design-build entity that was awarded the project.

11 (3) The estimated and actual costs of the project.

12 (4) The estimated and actual schedule for project completion.

13 (5) A description of any written protests concerning any aspect
14 of the solicitation, bid, proposal, or award of the design-build
15 project, including, but not limited to, the resolution of the protests.

16 (6) An assessment of the prequalification process and criteria
17 utilized under this chapter.

18 (7) An assessment of the impact of limiting retention to 5 percent
19 on the project, as required under Section 6810.

20 (8) A description of the labor compliance program required
21 under Section 6804 and an assessment of the impact of this
22 requirement on a project.

23 (9) A description of the method used to evaluate the bid,
24 including the weighting of each factor and an assessment of the
25 impact of this requirement on a project.

26 (10) A description of any challenges or unexpected problems
27 that arose during the construction of the project and a description
28 of the solutions that were considered and ultimately implemented
29 to address those challenges and problems.

30 (11) Recommendations to improve the design-build process of
31 construction procurement authorized under this chapter.

32 (b) The commission shall submit an annual report to the
33 Legislature that includes the information provided pursuant to
34 subdivision (a).

35 6812. (a) The peer review committee established pursuant to
36 subdivision (d) of Section 6803 shall conduct an evaluation of all
37 transportation projects using the design-build method of
38 construction procurement authorized under this chapter.

39 (b) The evaluation shall examine the procurement method,
40 comparing those projects using low bid and best value, and shall

1 consider whether the projects were on time and on budget. The
2 evaluation shall also compare the design-build projects to similar
3 transportation projects that used the design-bid-build method of
4 construction procurement.

5 (c) (1) The commission shall submit a midterm report of its
6 findings to the Legislature no later than June 30, 2011.

7 (2) The commission shall submit a final report of its findings
8 to the Legislature no later than June 30, 2016.

9 6813. The provisions of this chapter are severable. If any
10 provision of this chapter or its application is held invalid, that
11 invalidity shall not affect other provisions or applications that can
12 be given effect without the invalid provision or application.

13 6814. This chapter shall remain in effect only until January 1,
14 2016, and as of that date is repealed, unless a later enacted statute,
15 that is enacted before January 1, 2016, deletes or extends that date.

16 SEC. 2. No reimbursement is required by this act pursuant to
17 Section 6 of Article XIII B of the California Constitution because
18 the only costs that may be incurred by a local agency or school
19 district will be incurred because this act creates a new crime or
20 infraction, eliminates a crime or infraction, or changes the penalty
21 for a crime or infraction, within the meaning of Section 17556 of
22 the Government Code, or changes the definition of a crime within
23 the meaning of Section 6 of Article XII B of the California
24 Constitution.

25 SEC. 3. The Legislature finds and declares that Section 1 of
26 this act, which adds Section 6805 to the Public Contract Code,
27 imposes a limitation on the public's right of access to the meetings
28 of public bodies or the writings of public officials and agencies
29 within the meaning of Section 3 of Article I of the California
30 Constitution. Pursuant to that constitutional provision, the
31 Legislature makes the following findings to demonstrate the interest
32 protected by this limitation and the need for protecting that interest:

33 In order to allow transportation entities to fully explore and
34 utilize the Design-Build Demonstration Program as a method to
35 reduce project costs in the design and construction of highways,
36 bridges, and tunnel projects within this state, it is imperative to
37 protect the interests of those persons submitting bids for a
38 design-build project to ensure that any personal and confidential
39 information that is required to be submitted by those persons by

1 this act continues to be protected as personal and confidential
2 information.

O

Orange County Transportation Authority Legislative Matrix

(► Denotes changes from the last report)

OCTA Sponsored Legislation

- AB 256 **AUTHOR:** Huff (R)
TITLE: State Highway Operation and Protection Programs
LAST AMEND: 4/25/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
Relates to the state highway operation and protection program. Appropriates to the department, from funds in the State Highway Account the amount identified for traffic safety projects.
STATUS:
5/09/2007 *In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.*
Position: Sponsor
- AB 387 **AUTHOR:** Duvall (R)
TITLE: Design-Build: Transit Contracts
LAST AMEND: 4/17/2007
LOCATION: Assembly Business and Profession Committee
COMMENTARY:
Amends law that authorizes transit operators to enter into design-build contract according to specified procedures. Provides that the prequalification process is optional for technology or surveillance procurements designed to enhance safety, disaster preparedness, and homeland security efforts.
STATUS:
5/08/2007 *In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Failed passage; reconsideration granted.*
Position: Sponsor
- AB 1228 **AUTHOR:** Solorio (D)
TITLE: High-Speed Passenger Train Bond Act
INTRODUCED: 2/23/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
Relates to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Provides that Anaheim is to be the Southern terminus of the initial segment of the high-speed train system. Provides that for the Anaheim-Irvine segment, no general obligation bond funds shall be available for construction, but that those funds shall be available only for eligible planning, environmental, and engineering costs.
STATUS:
5/09/2007 *In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.*
Position: Co-Sponsor

- AB 1306 **AUTHOR:** Huff (R)
TITLE: Sales Tax on Gasoline
INTRODUCED: 2/23/2007
LOCATION: Assembly Transportation Committee
COMMENTARY:
Reduces the portion of gasoline sales tax revenues that are deposited in the Public Transportation Account by eliminating what is commonly known as the spillover formula. Increase revenues from the sales tax on gasoline that are deposited in the General Fund. Requires those revenues to be transferred to the Transportation Investment Fund.
STATUS:
04/23/2007 *In ASSEMBLY Committee on TRANSPORTATION: Failed passage; reconsideration granted.*
Position: Sponsor
- SB 184 **AUTHOR:** Alquist (D) and Correa (D)
TITLE: Transportation Projects
INTRODUCED: 2/06/2007
LOCATION: Senate Appropriations Committee
COMMENTARY:
Limits provisions of existing law that authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the California Transportation Commission has not made an allocation to projects advanced for expenditure by an eligible entity.
STATUS:
5/07/2007 *In SENATE Committee on APPROPRIATIONS: To Suspense File.*
Position: Co-Sponsor
- SB 442 **AUTHOR:** Ackerman(R)
TITLE: Public Contracts: Transit Projects: Design-Build
LAST AMEND: 4/09/2007
LOCATION: Senate Transportation and Housing Committee
COMMENTARY:
Amends existing law that authorizes transit operators to enter into design-build contracts. Specifies that such provisions apply only to transit projects, and that transit projects do not include highway construction or local street and road projects. Specifies that project include, but are not limited to, high-occupancy vehicle lane connecting the Garden Grove Freeway (State Route 22) to the San Diego (Interstate 405) and the San Gabriel (Interstate 605) freeways.
STATUS:
4/24/2007 *In SENATE Committee on TRANSPORTATION AND HOUSING: Failed passage; reconsideration granted.*
Position: Sponsor

Bills with Official Positions

► AB 1337 RELATED TO CONTRACTING OUT FOR STATE ENGINEERING SERVICES WAS REMOVED AS IT IS NOW A TWO-YEAR BILL.

► AB 1457 RELATED TO THE EXTENSION OF STATE ROUTE 241 WAS REMOVED AS IT IS NOW A TWO-YEAR BILL.

- AJR 14 **AUTHOR:** Jeffries (R)
TITLE: Customs Duties and Importation Revenues
INTRODUCED: 2/23/2007
LOCATION: Senate Rules Committee
COMMENTARY:
Memorializes the President and Congress to enact legislation that will ensure that a substantial increment of new revenues derived from customs duties and importation fees be dedicated to mitigating the economic, mobility, security, and environmental impacts of trade in this state and in other trade-affected states.
STATUS:
4/23/2007 In ASSEMBLY. Read third time. Adopted by ASSEMBLY.
*****To SENATE; To SENATE Committee on RULES.
Position: Support
- SB 124 **AUTHOR:** Ducheny (D)
TITLE: Evasion of Tolls: Registered Owner
LAST AMEND: 4/09/2007
LOCATION: ASSEMBLY
COMMENTARY:
Defines registered owner, for purposes of liability for a toll evasion violation, to include a person registered as the owner of the vehicle by the appropriate agency or authority of another state, the District of Columbia, or a territory or possession of the United States.
STATUS:
4/23/2007 In SENATE. Read third time, urgency clause adopted. Passed SENATE. *****To ASSEMBLY.
Position: Support
- SB 872 **AUTHOR:** Ackerman (R)
TITLE: State-Local Partnership Program
LAST AMEND: 5/8/2007
LOCATION: Senate Appropriations Committee
HEARING: 5/21/2007 10:00 am
COMMENTARY:
Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax.
STATUS:
5/08/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.
5/08/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
Position: Support

Bills Being Monitored

► AB 6 RELATED TO GREENHOUSE GAS EMISSION COMPLIANCE WAS REMOVED AS IT IS NOW A TWO-YEAR BILL.

- AB 38 **AUTHOR:** Nava (D)
 TITLE: Department of Emergency Services and Homeland Security
 LAST AMEND: 5/01/2007
 LOCATION: Assembly Appropriations Committee
 COMMENTARY:
 Merges the Office of Homeland Security and the Office of Emergency Services to establish the Department of Emergency Services and Homeland Security.
 STATUS:
 5/01/2007 *In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
- AB 57 **AUTHOR:** Soto (D)
 TITLE: Highways: Safe Routes to School Construction Program
 LAST AMEND: 3/28/2007
 LOCATION: Assembly Appropriations Committee
 COMMENTARY:
 Deletes the January 1, 2008, repeal date of the Safe Routes to School construction program, thereby extending the provisions indefinitely. Deletes the January 1, 2008, repeal date of provisions authorizing state and local entities to secure and expend federal funds for programs related to bicycles and pedestrian safety and traffic-calming measures in high-hazard locations.
 STATUS:
 4/18/2007 *In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.*
- AB 109 **AUTHOR:** Nunez (D)
 TITLE: Global Warming Solutions Act of 2006: Annual Report
 INTRODUCED: 1/05/2007
 LOCATION: Assembly Appropriations Committee
 COMMENTARY:
 Requires the State Air Resources Board to report to the Legislature annually the status and progress of implementing the Global Warming Solutions Act of 2006. Requires the state to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.
 STATUS:
 5/09/2007 *In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.*
- AB 169 **AUTHOR:** Levine (D)
 TITLE: Joint Powers Authorities: Indian Tribes
 INTRODUCED: 1/23/2007
 LOCATION: Assembly Third Reading File
 COMMENTARY:
 Provides that 16 federally recognized Indian tribes may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6-county region of the Southern California Association of Governments.
 STATUS:
 5/7/2007 *In ASSEMBLY. Read second time. To third reading.*

- AB 242 **AUTHOR:** Blakeslee (R)
TITLE: Emissions of Greenhouse Gases: Reduction
LAST AMEND: 3/29/2007
LOCATION: Assembly Natural Resources Committee
COMMENTARY:
Requires that an entity that has voluntarily reduced its emissions of greenhouse gases through cost-effective investments receive credit from the state Air Resources Board for early action. Authorizes an entity that has received credit for early action to further minimize its carbon footprint through the purchase of offsets for the emission of greenhouse gases as authorized by the board.
STATUS:
4/16/2007 *In ASSEMBLY Committee on NATURAL RESOURCES: Not heard.*
- AB 801 **AUTHOR:** Walters (R)
TITLE: Vehicles: License Plates
LAST AMEND: 5/07/2007
LOCATION: Assembly Consent Calendar – Second Legislative Day
COMMENTARY:
Prohibits the use of a device that would obstruct or impair the reading or recognition of a license plate by an electronic device operated by state or local enforcement, or by an electronic device operated in connection with a toll road, high-occupancy lane, toll bridge, or other toll facility. Provides that a person who sells a product or device that obscures or is intended to obscure the reading or recognition of a license plate is guilty of a misdemeanor.
STATUS:
5/08/2007 *In ASSEMBLY. Read second time. To Consent Calendar.*
- AB 867 **AUTHOR:** Davis (D)
TITLE: Transportation Analysis Zones
INTRODUCED: 2/22/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
Requires each metropolitan planning organization and each transportation planning agency, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of regional transportation analysis zones. Requires results of such analysis to be availed to the public.
STATUS:
4/23/2007 *From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.*
- AB 901 **AUTHOR:** Nunez (D)
TITLE: Transportation: Highway Safety Traffic Reduction
LAST AMEND: 4/18/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Provides for allocation to public transit operators and transportation planning agencies by formula. Requires information on eligible projects and a sponsoring entity.
STATUS:
5/02/2007 *In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.*

- AB 945 **AUTHOR:** Carter (D)
TITLE: Transportation Needs Assessment
LAST AMEND: 4/26/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
Requires the Transportation Commission to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis.
STATUS:
5/09/2007 *In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.*
- AB 957 **AUTHOR:** Spitzer (R)
TITLE: State Property: Transportation Records
LAST AMEND: 4/09/2007
LOCATION: SENATE
COMMENTARY:
Amends existing law which requires the Department of Transportation to furnish to the Department of General Services an updated record of each parcel of real property that it possess to include in that record, among other information, the parcels location, size, purchase price, and description of current use. Deletes the exclusion for airspace, excess lands, and properties acquired for highway projects from this recording requirement.
STATUS:
5/03/2007 *In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.*
- AB 966 **AUTHOR:** Krekorian (D)
TITLE: Driver's License Renewal: Senior Citizens
LAST AMEND: 4/30/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
Requires the Department of Motor Vehicles to include with every notice of renewal of a driver's license that is mailed to a licensed driver, a notice that a person who is 62 years of age or older may be issued, free of charge, an identification card bearing a senior citizen notation.
STATUS:
4/30/2007 *In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
- AB 1003 RELATED TO STREAMLINING CALTRANS REVIEW FOR SELF-HELP COUNTIES WAS REMOVED AS IT IS NOW A TWO-YEAR BILL.

- AB 1161 **AUTHOR:** Tran (R)
TITLE: Eminent Domain
LAST AMEND: 5/01/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
Requires the Department of Transportation, upon acquiring property through eminent domain, to designate the particular project for which the property is being acquired and would require the department to use the property for that purpose within a certain number of years, plus an extension if obtained, or to otherwise sell the property. Requires the property to be offered to the original owner, or his or her descendants, at the original purchase price. Repeals a provision relating to property taxation.
STATUS:
5/01/2007 *In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
- AB 1351 **AUTHOR:** Levine (D)
TITLE: Transportation: State-Local Partnerships
INTRODUCED: 2/23/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
Amends the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. States the intent of the Legislature to appropriate a specified amount of funds for the State-Local Partnership Program for funding transportation projects for a specified period. Defines local funds under the program relating to a local match as revenues from any locally imposed transportation related sales tax. Requires certain related reports.
STATUS:
4/23/2007 *From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.*
- AB 1358 **AUTHOR:** Leno (D)
TITLE: Planning: Circulation Element: Transportation
LAST AMEND: 4/23/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
Requires that the legislative body of a city or county, upon any revision of the circulation element of the general plan, modify the circulation element to specify how this element will provide for the routine accommodation of all users of the highway and public transportation systems, to include motorists, pedestrians, bicyclists, children, individuals with disabilities, seniors, and users of public transportation. Requires the Office of Planning and Research to prepare or amend related guidelines.
STATUS:
5/09/2007 *In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.*

► ACA 1

AUTHOR: Dymally (D)
TITLE: Elections: Redistricting
LAST AMEND: 4/19/2007
LOCATION: Assembly Elections and Redistricting Committee
COMMENTARY:

Proposes an amendment to the Constitution to require the appointment of the Independent Redistricting Commission that would be charged with establishing, by February 28 of each year ending in the number one, congressional, Assembly, Senate, and State Board of Equalization districts of equal population in compliance with the United States Constitution, pursuant to a mapping process for each district in accordance with specified goals.

STATUS:
4/19/2007 To ASSEMBLY Committee on ELECTIONS AND REDISTRICTING.
4/19/2007 From ASSEMBLY Committee on ELECTIONS AND REDISTRICTING with author's amendments.
4/19/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on ELECTIONS AND REDISTRICTING.

ACA 2

AUTHOR: Walters (R)
TITLE: Eminent Domain
INTRODUCED: 12/04/2006
LOCATION: ASSEMBLY
COMMENTARY:

Proposes an amendment to the Constitution of the State to permit private property to be taken or damaged only for a stated public use and only when just compensation has been paid to, or into court for, the owner of the property. Prohibits, with respect to both new and pending eminent domain projects that involve the exercise of the power of eminent domain, a community redevelopment agency, commission, or joint powers agency that has the power of eminent domain from exercising such power unjustly.

STATUS:
12/04/2006 INTRODUCED.

ACA 3

AUTHOR: Gaines (R)
TITLE: Expenditure Limits
INTRODUCED: 12/04/2006
LOCATION: ASSEMBLY
COMMENTARY:

Limits total state General Fund and special fund expenditures to an annual increase of no more than the increase in the cost of living, multiplied by the percentage increase in state population. Requires excess revenues to be allocated in prescribed amounts to a reserve account, to the State School Fund, and to personal income taxpayers.

STATUS:
12/04/2006 INTRODUCED.

ACA 4

AUTHOR: Villines (R)
TITLE: Reapportionment
INTRODUCED: 12/04/2006
LOCATION: ASSEMBLY

COMMENTARY:

Requires the Independent Citizens' Commission on Redistricting, on or before February 1 of the year following the year in which the national census is taken, to adjust the boundary lines of the Senate, Assembly, congressional, and State Board of Equalization districts in conformance with certain standards, prioritized in a certain order consistent with specified federal law.

STATUS:

12/04/2006 INTRODUCED.

► SB 9

AUTHOR: Lowenthal (D)
TITLE: Trade Corridor Improvement: Transportation Project
LAST AMEND: 4/10/2007
LOCATION: Senate Appropriations Committee
HEARING: 5/21/2007 10:00 am

COMMENTARY:

Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Requires for funding emphasis to be on consideration of specified emissions associated with the construction and operation of the project and the project's potential to reduce emissions associated with trade activity. Requires inclusion of a plan to mitigate emissions associated with their projects. Provides funding for projects that support movement of freight with zero emissions.

STATUS:

4/17/2007 *From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.*

► SB 19

AUTHOR: Lowenthal (D)
TITLE: Trade Corridor: Projects to Reduce Emissions: Funding
LAST AMEND: 4/10/2007
LOCATION: Senate Appropriations Committee
HEARING: 5/21/2007 10:00 am

COMMENTARY:

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Specifies a list of projects eligible for this funding. Requires that the Air Resources Board ensure that these funds are supplemented and matched with funds from federal, state, local, and private sources to the maximum extent feasible. Requires applicants for this funding to include with their application for funding a plan to reduce emissions associated with goods movement activity.

STATUS:

4/17/2007 *From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.*

- SB 33 **AUTHOR:** Simitian (D)
TITLE: Vehicles: Wireless Telephones and Mobile Service
LAST AMEND: 4/23/2007
LOCATION: ASSEMBLY
COMMENTARY:
Prohibits a person under the age of 18 years from driving a motor vehicle using a wireless telephone equipped with a hands-free device or while using a mobile service device. Provides that the prohibition would not apply to a person using a wireless telephone or mobile service device for emergency purposes.
STATUS:
4/26/2007 *In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.*
- SB 45 **AUTHOR:** Perata (D)
TITLE: Transportation Funds for Capital Projects
LAST AMEND: 4/10/2007
LOCATION: *Senate Appropriations Committee*
HEARING: 5/21/2007 10:00 am
COMMENTARY:
States the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account.
STATUS:
5/07/2007 *In SENATE Committee on APPROPRIATIONS: Not heard.*
- SB 47 **AUTHOR:** Perata (D)
TITLE: Transportation Bonds
LOCATION: Senate Rules Committee
COMMENTARY:
States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to the State-Local Partnership Program.
STATUS:
1/18/2007 To SENATE Committee on RULES.
- SB 56 **AUTHOR:** Runner G (R)
TITLE: Highway Construction Contracts
LAST AMEND: 5/01/2007
LOCATION: *Senate Appropriations Committee*
HEARING: 5/14/2007 10:00 am
COMMENTARY:
Declares the intent of the Legislation to authorize a demonstration program that would allow a careful examination of the benefits and challenges of using a design-build method of procurement for transportation projects. Authorizes certain state and local transportation entities to use a design-build process for contracting on transportation projects. Requires a transportation entity to implement a labor compliance program for design-build projects. Establishes a procedure for submitting bids.
STATUS:
5/03/2007 *Withdrawn from SENATE Committee on RULES.*
5/03/2007 *Re-referred to SENATE Committee on APPROPRIATIONS.*

- SB 61 **AUTHOR:** Runner G (R)
TITLE: High-Occupancy Toll Lanes and Toll Roads
LAST AMEND: 5/01/2007
LOCATION: Senate Appropriations Committee
COMMENTARY:
Authorizes the Department of Transportation to apply to the State Transportation Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by the department. Deletes the 4-project limitation and the requirement for the Legislature to approve each project by statute.
STATUS:
5/01/2007 *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
- SB 113 **AUTHOR:** Calderon R (D)
TITLE: Presidential Primary Election
INTRODUCED: 1/22/2007
ENACTED: 3/15/2007
LOCATION: Chaptered
COMMENTARY:
Requires that the presidential primary election be held on the first Tuesday in February in any year evenly divisible by the number 4.
STATUS:
3/15/2007 Signed by GOVERNOR.
3/15/2007 Chaptered by Secretary of State. Chapter No. 2
- SB 204 RELATED TO A REDUCTION IN TRANSPORTATION FUNDING WAS REMOVED AS IT IS NOW A TWO-YEAR BILL.
- SB 286 **AUTHOR:** Dutton (R) and Lowenthal (D)
TITLE: Transportation Bonds: Implementation
LAST AMEND: 5/02/2007
LOCATION: Senate Appropriations Committee
HEARING: 5/21/2007 10:00 am
COMMENTARY:
Requires Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act funds for local street and road purposes to be allocated in cycles. Requires the Controller to use the population figures from the Department of Finance in making allocations to cities. Requires an applicant for these funds to submit a list of projects expected to be funded with bond funds to the Department of Finance and to report various information to the Department of Finance. Requires the funds to be allocated within 3 fiscal years of the date of allocation.
STATUS:
5/02/2007 *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*

- SB 375
- AUTHOR:** Steinberg (D)
TITLE: Transportation Planning: Travel Models: Reviews
LAST AMEND: 5/02/2007
LOCATION: Senate Appropriations Committee
HEARING: 5/21/2007 10:00 am
COMMENTARY:
Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a preferred growth scenario designed to achieve goals for the reduction of vehicle miles in the region, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria.
STATUS:
5/02/2007 *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
- SB 445
- AUTHOR:** Torlakson (D)
TITLE: Road User Task Force
LAST AMEND: 5/08/2007
LOCATION: Senate Appropriations Committee
COMMENTARY:
Creates the Road User Task Force to hold public hearings around the state and to report on alternatives to the current system of taxing road users through per-gallon fuel taxes.
STATUS:
5/08/2007 *From SENATE Committee on APPROPRIATIONS with author's amendments.*
5/08/2007 *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
- SB 716
- AUTHOR:** Perata (D)
TITLE: Transit Operators
LAST AMEND: 4/10/2007
LOCATION: Senate Appropriations Committee
HEARING: 5/21/2007 10:00 am
COMMENTARY:
Relates to appropriations for transportation agencies for transit capital projects pursuant to a specified order. Specifies requirements for an eligible project sponsor to receive an allocation of funds appropriated from the account. Requires the Transportation Commission and the Controller to administer these provisions.
STATUS:
4/17/2007 *From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS..*

- SB 717 **AUTHOR:** Perata (D)
TITLE: Transportation Investment Fund
INTRODUCED: 2/23/2007
LOCATION: Senate Second Reading File
COMMENTARY:
Continues the Transportation Investment Fund in existence and specifies the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year.
STATUS:
5/07/2007 *From SENATE Committee on APPROPRIATIONS: Do pass as amended.*
- SB 841 **AUTHOR:** Calderon (D)
TITLE: Vehicles: Mature Driver Improvement Course
INTRODUCED: 2/23/2007
LOCATION: Senate Third Reading File
COMMENTARY:
Amends existing law that requires the Director of Motor Vehicles to establish standards and develop criteria for approval of initial and renewal mature driver improvement courses. Specifies that a course may be offered in an Internet format, if the course is educationally equivalent to the course provided in the classroom format.
STATUS:
5/09/2007 *In SENATE. Read second time. To third reading.*
- SB 947 **AUTHOR:** Hollingsworth (R)
TITLE: Consultation: Transportation Facilities
LAST AMEND: 4/30/2007
LOCATION: Senate Appropriations Committee
HEARING: 5/14/2007 10:00 am
COMMENTARY:
Requires notice of at least one scoping meeting to be provided to transportation planning agencies or public agencies required to be consulted concerning a project proposed by a lead agency which requires an environmental impact report under the California Environmental Quality Act. Requires the project's effect on overpasses, on-ramps, and off-ramps to be included in that consultation.
STATUS:
4/30/2007 *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*
- SB 974 **AUTHOR:** Lowenthal (D)
TITLE: Ports: Congestion Relief: Environmental Mitigation
LAST AMEND: 4/30/2007
LOCATION: Senate Appropriations Committee
HEARING: 5/14/2007 10:00 am
COMMENTARY:
Requires the Ports of Los Angeles and Long Beach to transmit 1/2 of the funds derived from imposition of the fee to the Southern California Port Congestion Relief Trust Fund. Requires the Port of Oakland to transmit 1/2 of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund and 1/2 to the Northern California Port Mitigation Relief Trust Fund.
STATUS:
4/30/2007 *In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.*

SCA 1

AUTHOR: McClintock (R)
TITLE: Eminent Domain: Condemnation Proceedings
LAST AMEND: 2/05/2007
LOCATION: Senate Judiciary Committee

COMMENTARY:

Proposes an amendment to the Constitution to provide that private property may be taken or damaged only for a stated public purpose and not without the consent of the owner for purposes of economic development, increasing tax revenue, or any other private use, nor for maintaining the present use by a different owner. Provides that if the property ceases to be used for the public use, the former owner would have right to require the property at its fair market value. Provides reevaluation procedures.

STATUS:

2/05/2007 From SENATE Committee on JUDICIARY with author's amendments.
2/05/2007 In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY.

► SCA 5

AUTHOR: McClintock (R)
TITLE: State and Local Government Finance: Taxes
INTRODUCED: 1/30/2007
LAST AMEND: 3/21/2007
LOCATION: Senate Revenue and Taxation Committee

COMMENTARY:

Proposes an amendment to the Constitution to establish a constitutional definition of a tax as any monetary exaction imposed by a governmental entity. Recasts the definition of a special tax. Conditions the imposition by the state or local government of a new tax, or a change in a tax, that increases the amount of any tax levied upon the approval of 2/3 membership of the governing body and voter approval. Prohibits new tax without voter approval. Provides exceptions.

STATUS:

4/25/2007 *In SENATE Committee on REVENUE AND TAXATION: Heard, remains in Committee.*



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Federal Legislative Status Report

Legislative and Government Affairs/Public Communications
Committee

May 17, 2007

Present: Directors Bates, Buffa, Glaab, Mansoor, and Rosen
Absent: Director Campbell

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Oppose the amendment from Representative Davis (D-San Diego) to the Fiscal Year 2008 National Defense Authorization Act which would repeal existing federal law allowing the Department of the Navy to grant an easement at the Marine Corps Base Camp Pendleton for the Foothill Transportation Corridor-South (State Route 241) toll road extension "notwithstanding any provision of State law to the contrary."



May 17, 2007

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Federal Legislative Status Report

Overview

An opposition position is recommended on a recent amendment, adopted by the House Armed Services Committee as part of their mark up of the Fiscal Year 2008 National Defense Authorization Act, which would impede construction of the Foothill Transportation Corridor-South (State Route 241) toll road extension. The most recent monthly reports from the Washington lobbyists are also provided.

Recommendation

Oppose the amendment from Representative Davis (D-San Diego) to the Fiscal Year 2008 National Defense Authorization Act which would repeal existing federal law allowing the Department of the Navy to grant an easement at the Marine Corps Base Camp Pendleton for the Foothill Transportation Corridor-South (State Route 241) toll road extension "notwithstanding any provision of State law to the contrary."

Background

In 1971 the State of California and the Department of the Navy entered into a 50-year lease that allowed the northern-most end of Camp Pendleton to be used as a State Park. In the lease, both parties signed and acknowledged the right of the Department of the Navy to grant current and future easements on the lease property.

In 1999, a specific provision of the Military Construction Authorization Act for fiscal year (FY) 1999 reaffirmed an earlier 1997 federal provision giving the Department of the Navy authority to grant an easement to the Foothill/Eastern Transportation Corridor Agency for the State Route 241 (SR-241) toll road extension on property previously leased to the State of California. The 1999

provision made clear that the authority granted in 1997 was “notwithstanding any provision of State law to the contrary.”

The amendment of Representative Davis was approved by the House Armed Services Committee with a vote of 30-27 as part of the Fiscal Year 2008 National Defense Authorization Act. The amendment, which is included as Attachment A, removes the language regarding “notwithstanding any provision of State law to the contrary,” from the grant of authority to the Department of the Navy, thereby seeking to significantly weaken the federal military’s authority and rights to manage its own land at Camp Pendleton and providing an opening for State law provisions and authorities which could impede or halt this project.

Discussion

Since the mid-1990’s, the Foothill/Eastern Transportation Corridor Agency has worked with the Federal Highway Administration, the United States Environmental Protection Agency (US EPA), the United States Fish and Wildlife Service, the United States Army Corps of Engineers, the California Department of Transportation, the United States Marine Corps Camp Pendleton, and many others to identify and analyze various project alternatives for the SR-241 extension.

The extension is a vital Orange County transportation link that has been included in the Southern California Association of Government’s Regional Transportation Plan, the Orange County Transportation Authority’s (Authority) FastForward assessment of the transportation needs in 2030, the Orange County Master Plan of Arterial Highways, and the General Plans of the cities of San Clemente, San Juan Capistrano, and Mission Viejo.

For almost two decades, federal and state transportation and environmental agencies have worked to identify the most environmentally prudent alternative for this corridor. After complying with both the California Environmental Quality Act (CEQA) and the National Environmental Quality Act (NEPA) processes, the preferred alternative route has been chosen and the process is in the final environmental impact phase.

The Final Environmental Impact Report has found the current planned alignment to deliver the greatest amount of traffic relief and to be the least environmentally damaging and most practical alternative according to the US EPA and the United States Army Corps of Engineers. Other alternatives were evaluated and found to have more severe environmental and economic impacts, including losses of homes, jobs, and businesses.

The language contained in the original grant of authority to the Department of the Navy would assure that the project could now move forward without any

The language contained in the original grant of authority to the Department of the Navy would assure that the project could now move forward without any further obstruction or delay. The amendment added by the House Armed Services Committee will provide an opening for state legislation to impede or halt the extension project and create uncertainty about the project's future at a critical time in project development.

Finally, the most recent monthly reports for the Authority's Washington legislative consultants are provided as Attachments B, C, and D to this federal legislative status report.

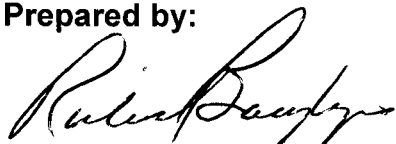
Summary

Staff is requesting opposition to the amendment brought by Representative Davis (D-San Diego) which has been adopted as part of the Armed Services Committee mark up of the National Defense Authorization Act.

Attachments

- A. Amendment to H.R. 1585 offered by Mrs. Davis of California
- B. Blank Rome Government Relations LLC Narrative of Washington Activities of Interest to OCTA, March 2007
- C. James F. McConnell Washington Report April 2007
- D. Potomac Partners Washington Report April 2007

Prepared by:



Richard J. Bacigalupo
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AMENDMENT TO H.R. 1585

OFFERED BY MRS. DAVIS OF CALIFORNIA

At the end of subtitle D of title XXVIII, add the following new section:

1 SEC. 28____. MODIFICATION OF CONVEYANCE AUTHORITY,
2 MARINE CORPS BASE, CAMP PENDLETON,
3 CALIFORNIA.

4 Section 2851(a) of the Military Construction Author-
5 ization Act for Fiscal Year 1999 (division B of Public Law
6 105-261; 112 Stat. 2219) is amended by striking “, not-
7 withstanding any provision of State law to the contrary,”
8 as added by section 2867 of Public Law 107-107 (115
9 Stat. 1334).

**BLANK ROME GOVERNMENT RELATIONS LLC
NARRATIVE OF WASHINGTON ACTIVITIES OF INTEREST TO OCTA
MARCH 2007**

- PREPARED WEEKLY UPDATE
- TELEPHONE CALL WITH J. KOLB ABOUT SAFETEA CORRECTIONS BILL
- E-MAIL EXCHANGES AND TELEPHONE CALLS WITH K. MURRAY ABOUT SAFETEA CORRECTIONS BILL
- TELEPHONE CALL WITH B. HERBERT WITH SENATOR REID ABOUT SAFETEA CORRECTIONS
- MEETING WITH R. BACIGALUPO, R. ALCALDE AND J. MCCONNELL
- TELEPHONE CALL WITH K. DEDRICK AND E-MAIL FOLLOW-UP TO SET-UP MEETING
- ATTENDED BIWEEKLY NEW STARTS WORKING GROUP MEETINGS; PREPARED SUMMARY NOTES TO CLIENT
- BREAKFAST MEETING WITH R. BACIGALUPO
- MEETING WITH R. BACIGALUPO AND K. DEDRICK ABOUT SR-91
- TELEPHONE CALL WITH R. BACIGALUPO AND E-MAIL FOLLOW-UPS
- MEETING WITH A. LEAHY AND P. BUFFA
- REVIEWED SAFETEA CORRECTIONS BILL AND ORIGINAL SAFETEA MAGLEU LANGUAGE

during the life of the authorization bill in return for no requests for earmarks in the bill or subsequent funding bills during the life of the authorization. One idea is that funding could come from a portion of the Federal gas tax collected in Orange County being remitted to OCTA. Or, if the gas tax is increased, or indexed for inflation, in the next TEA bill then a portion of that increase might be dedicated to OCTA for use on authorized projects.

These are ideas from a small group of Members, and certainly have not been vetted with the authorizing committees of Congress. Members of the Orange County Delegation, however, have been enthusiastic when they hear such proposals.

The Fiscal Year 2008 budget and appropriations process is moving forward in Congress, albeit slowly because of the political dispute surrounding the FY 2007 supplemental appropriations bill to fund the war in Iraq. If the final budget for FY 2008 is not adopted by both Houses before May 15, then the Appropriations Committees are free to begin marking up their FY 08 bills without the guidance of the budget resolution. There is little disagreement over the spending parameters for FY 08, but since the budget resolution is a rolling five-year document, there are issues governing the fiscal out years, in particular after 2010, when the Bush Administration tax cuts will expire unless extended.

Meanwhile, when the Appropriations Committees do begin writing their 2008 bills to specifically fund the operations of the Government for next year, one of the first orders of business will be to decide whether to include earmarks for specific project requests, and at what level. As you are aware, specific project earmarks were left out of the Joint Resolution funding nine of the 11 appropriations bills for FY 2007.

Throughout April, congressional staff, lobbyists, and even Members themselves have reported different scenarios on the status of earmarks in FY 08, including reports that (1) earmarks will not be included when the bills go to the floor, in part, because (2) the data base is unreliable and cannot be unscrambled in time to meet the floor schedule of House Appropriations Committee Chairman David Obey (D-WI) floor schedule, but that (3) they will be dropped in at conference, even though (4) House Democrats are paranoid about having earmarks at all.

In addition to these rumors and theories, I have also heard that the only exceptions to no earmarks before conference may be the defense and energy and water appropriations bills. The Capitol Hill grapevine reports that the House is afraid that the Senate will not move their bills expeditiously and thus House earmarks will “hang out” for months to be subjected to potshots by anti-earmark groups (and, thus the conference idea.) Furthermore Chairman Obey has floated the idea of once again leaving earmarks completely out of the 2008 bills, as was done in 2007. A theory here is that this idea was floated as a warning to Republicans to tone down their far right Members’ anti-earmark rhetoric, because rank-and-file Republicans Members support earmarks as much as Democrats.

Take your pick on any or all of the above theories and scenarios with regard to the 2008 appropriations process. Regardless of how the earmark debate unfolds, I discussed continuing OCTA appropriations priorities during, and after, the recess with delegation Members and their staffs, as well as with California's Senator's staffs.

I was in Orange County the week April 10-13 and met with Vice Chairman Norby, as well as with Directors Glaab and Nguyen. I also met with staff to discuss Federal issues and agendas on upcoming Washington trips.

Congress will be in session all of May until the Memorial Day recess at the end of the month.

James F. McConnell Washington Report April 2007

**April 2007
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Congress returned to Washington on April 16 after a two-week spring recess. During the recess, and after, I continued to discuss SAFETEA-LU corrections legislation, Fiscal Year 2008 appropriations, and even initial views and ideas on the next TEA authorization bill with the Orange County congressional delegation and staff.

While the House version of the SAFETEA-LU corrections bill, H.R. 1195, passed at the end of February, the Senate is only now moving toward a markup of its version of the legislation. In anticipation of Senate action on the technical corrections bill, OCTA Chair Cavecche sent a letter to Senator Barbara Boxer supporting three requests: the Nevada/California MAGLEV project; LOSSAN Corridor improvements; and the SR-91 mobility improvement projects. I discussed these projects several times with staff of the delegation, including during Rick Bacigalupo's April trip to Washington. Representative Gary Miller, a member of the Transportation and Infrastructure Committee, and Representative Loretta Sanchez, as the sole Democrat in the Orange County delegation, were asked to help lobby Senator Boxer in support of these three requests.

Rick Bacigalupo and I also discussed the technical corrections bill and FY 2008 appropriations requests with staff for Congressmen Ken Calvert, John Campbell, Dana Rohrabacher, and Ed Royce on April 17. The deadline for FY 08 appropriations requests was extended before the recess to April 27. I met twice with Rep. Campbell's staff to see if he would consider a generic, non-specific appropriations request for a transportation appropriation. He declined to do so this year, while expressing support for OCTA's agenda.

Congressman Campbell and his staff continued to discuss with me the possibility of a program which would provide a lump sum grant to OCTA in lieu of specific project appropriations. One possibility would be a request to the House Appropriations Committee to consider such an appropriation next year in lieu of individual requests from the six Members of the delegation. Another approach could be a pilot project in the next TEA bill to grant some dedicated amount of funding to OCTA during the life of the authorization bill in return for no requests for earmarks in the bill or subsequent funding bills during the life of the authorization. One idea is that funding could come from a portion of the Federal gas tax collected in Orange County being

remitted to OCTA. Or, if the gas tax is increased, or indexed for inflation, in the next TEA bill then a portion of that increase might be dedicated to OCTA for use on authorized projects.

These are ideas from a small group of Members, and certainly have not been vetted with the authorizing committees of Congress. Members of the Orange County Delegation, however, have been enthusiastic when they hear such proposals.

The Fiscal Year 2008 budget and appropriations process is moving forward in Congress, albeit slowly because of the political dispute surrounding the FY 2007 supplemental appropriations bill to fund the war in Iraq. If the final budget for FY 2008 is not adopted by both Houses before May 15, then the Appropriations Committees are free to begin marking up their FY 08 bills without the guidance of the budget resolution. There is little disagreement over the spending parameters for FY 08, but since the budget resolution is a rolling five-year document, there are issues governing the fiscal out years, in particular after 2010, when the Bush Administration tax cuts will expire unless extended.

Meanwhile, when the Appropriations Committees do begin writing their 2008 bills to specifically fund the operations of the Government for next year, one of the first orders of business will be to decide whether to include earmarks for specific project requests, and at what level. As you are aware, specific project earmarks were left out of the Joint Resolution funding nine of the 11 appropriations bills for FY 2007.

Throughout April, congressional staff, lobbyists, and even Members themselves have reported different scenarios on the status of earmarks in FY 08, including reports that (1) earmarks will not be included when the bills go to the floor, in part, because (2) the data base is unreliable and cannot be unscrambled in time to meet the floor schedule of House Appropriations Committee Chairman David Obey (D-WI) floor schedule, but that (3) they will be dropped in at conference, even though (4) House Democrats are paranoid about having earmarks at all.

In addition to these rumors and theories, I have also heard that the only exceptions to no earmarks before conference may be the defense and energy and water appropriations bills. The Capitol Hill grapevine reports that the House is afraid that the Senate will not move their bills expeditiously and thus House earmarks will “hang out” for months to be subjected to potshots by anti-earmark groups (and, thus the conference idea.) Furthermore Chairman Obey has floated the idea of once again leaving earmarks completely out of the 2008 bills, as was done in 2007. A theory here is that this idea was floated as a warning to Republicans to tone down their far right Members’ anti-earmark rhetoric, because rank-and-file Republicans Members support earmarks as much as Democrats.

Take your pick on any or all of the above theories and scenarios with regard to the 2008 appropriations process. Regardless of how the earmark debate unfolds, I

discussed continuing OCTA appropriations priorities during, and after, the recess with delegation Members and their staffs, as well as with California's Senator's staffs.

I was in Orange County the week April 10-13 and met with Vice Chairman Norby, as well as with Directors Glaab and Nguyen. I also met with staff to discuss Federal issues and agendas on upcoming Washington trips.

Congress will be in session all of May until the Memorial Day recess at the end of the month.

POTOMAC PARTNERS WASHINGTON REPORT APRIL 2007
210 D Street, SE Washington, DC 20003

Subject: OCTA LOBBYING ACTIVITY REPORT for THE MONTH OF APRIL

1. Overview

We are continuing to strongly advocate for additional legislative language in the SAFETEA LU Technical Corrections Bill that includes fixes for the Maglev project and California State Route 91 projects authorization. Also with regard to SAFETEA LU we are also working to protect the LOSSAN corridor change that was included in a House passed version of the Technical Corrections as it moves over to the Senate. We will also continue to strengthen the commitments for including all needed OCTA language in the final Conference bill.

The annual appropriations cycle is moving forward with House members already having submitted their transportation requests for this year to the Appropriations Committees and the Senate office submittal deadlines to the Senate Appropriations Committees approaching the second week of May.

During this month there also was a hearing in the Transportation and Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials, chaired by Congresswoman Corrine Brown on High Speed Rail. We hosted the Chairman of the California Nevada Super speed Train Commission and the American Magline Group (AMG), the private partner of the Maglev project, in our Washington Office. After the hearing we had a good opportunity to meet with Chairwoman Brown and later met with Congressman Mica the ranking Republican member on the T&I committee.

2. Discussion

- The House Technical Correction to SAFETEA LU passed in March. We are now working on a Senate strategy to have language included in SAFETEA LU Technical Corrections bill for both Maglev and California State Route 91 Projects authorization. While Congressman Young, Congressman Mica, Congressman Duncan, and Congressman Miller, who all have spoken to Chairman Oberstar about these issues for OCTA, and subsequently had Oberstar's commitment to include the additional language in the House Bill, the agreed change unfortunately did not appear in the House passed version. These same members are now working to secure Oberstar's commitment for a change in the Conference Committee version. We have spoken to Senator Reid's staff about helping on our language as well.
- With regard to appropriations we are continuing to monitor and report on earmark reform and the potential for a reduced amount of earmarks in House Appropriations bills. We continue to make the case for Orange County's need for additional transportation funding as we meet with staff and members on and off the Hill. Specifically we are staying engaged with Congressman Knollenberg and Congressman Gary Miller, who will be helpful in our effort to secure earmarks.
- We met with Chairwoman Corrine Brown and Congressman John Mica with our friends at California Nevada Super speed Train Commission and the American Magline Group. During each meeting we presented a discussion about the challenges and opportunities for high speed rail in CA and potential impacts for OCTA.

3. Next Steps

- Continue to monitor appropriations requests.
- Continue to report on progress for the Technical Correction Bill in the Senate and the potential timing for a Joint House Conference on the bill.
- Continue to report on potential timing and upcoming discussions on the next Highway Bill that will come before Congress.



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Scope of Work and Evaluation Criteria for Procurement of Federal Legislative Consulting Services

Legislative and Government Affairs/Public Communications
Committee

May 17, 2007

Present: Directors Bates, Buffa, Glaab, Mansoor, and Rosen
Absent: Director Campbell

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Approve the draft scope of work and evaluation criteria for the reprocurement of federal legislative consulting services and provide input to staff regarding the procurement process.



May 17, 2007

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Scope of Work and Evaluation Criteria for Procurement of Federal Legislative Consulting Services

Overview

Staff has prepared a draft scope of work and evaluation criteria for the reprocurement of federal legislative consulting services in preparation for the release of a Request for Proposals on June 15, 2007.

Recommendation

Approve the draft scope of work and evaluation criteria for the reprocurement of federal legislative consulting services and provide input to staff regarding the procurement process.

Background

In 2002, the Board last entered into a procurement for legislative consulting services. A Request for Proposals (RFP) was issued in accordance with the Orange County Transportation Authority's (Authority) procedures for professional and technical services. In addition to cost, other factors were considered as a part of the RFP.

During that process, a pre-proposal conference was held in Washington, D.C. which was attended by representatives of 23 firms. Of these, 19 firms submitted proposals. The Legislative and Government Affairs/Public Communications Committee (Committee) approved a staff evaluation committee. This group reviewed the proposals and prepared a short list of six firms. These six firms were interviewed by the Committee and four firms were recommended for award by the Board of Directors. Award was recommended to firms offering the most effective overall proposals considering such factors as staffing, prior experience, approach to the scope of work, and expertise in the field of advocacy.

On December 9, 2002, the Board awarded contracts to the four recommended consulting firms. In March 2003, an additional consultant was added to the team by the Board. At the end of 2003, the Board terminated the contract of one of the firms initially chosen. Thereafter, the remaining four consultants have continued to provide legislative consulting services. Most recently, in December 2006, the Board authorized the extension of their contracts until December 2007.

At that time, the Board also determined to reprocure federal legislative consulting services in 2007. On April 19, 2007, the Committee recommended approval of a draft schedule for this procurement and established a task force to provide further input into the procurement process. This draft schedule was approved by the Board on April 23, 2007.

Discussion

The Authority's federal legislative consultants represent the agency's positions on legislation, policy issues, and funding priorities before Congress and the appropriate modal administrations of the U.S. Department of Transportation. They also assist in the preparation of the Authority's legislative platform, notify staff of relevant proposed legislation and regulations affecting the Authority and provide timely updates and strategy for transportation related events occurring in Washington.

Presently, the Authority's legislative consulting services are provided by Peter Peyser and the firm of Blank Rome, Rick Alcalde and the firm of Potomac Partners, James McConnell, and Scott Baugh.

At the April 19, 2007, meeting of the Committee, a task force, consisting of Chairman Bates, and Directors Buffa, and Glaab, was established to oversee the procurement. On May 3, 2007, that task force reviewed and commented upon a draft of the scope of work and evaluation process for this procurement (Attachment A). As a result of their input, several changes have been made to the draft. Regarding the evaluation criteria, the task force reduced the evaluation criteria from four to three by combining the firm qualifications with staffing and project organization and assigning a weight of 50 percent to this combined factor. In addition, the task force recommended a weight of 30 percent for the work plan and 20 percent for cost and price.

Regarding the evaluation procedure, the task force recommends that the proposed evaluation committee include one or more members of the Committee, as well as persons from outside of the Authority, in addition to Authority staff. The task force also wanted the procedure for Committee member involvement in proposal evaluation to remain open at this time, until it is determined how many proposals are received.

The task force has indicated a preference for having final candidates come to Orange County to make their presentations at a Committee meeting. However, they recognize that holding a pre-proposal conference in Washington, D.C. would be beneficial, and may want Board Members to attend that meeting.

The task force also reviewed the Statement of Information and Issues which is Attachment 1 to the proposed scope of work for the contract. It was recommended to list the ten issues discussed in the statement in alphabetical order rather than to prioritize them. These ten issues are intended to provide the basis of a workplan for future legislative advocacy in Washington, D.C.

Upon Board approval of these documents, a final RFP will be prepared and released by June 15, 2007. The procurement schedule presently calls for final selection of one or more consultants at the first Board meeting in October.

Summary

Staff is seeking approval of a scope of work and evaluation criteria for the reprocurement of federal legislative consulting services.

Attachment

- A. Orange County Transportation Authority Evaluation Criteria and Scope of Work

Prepared by:



Richard J. Bacigalupo
Manager of Federal Relations
(714) 560-5901

Orange County Transportation Authority Evaluation Criteria and Scope of Work

A. EVALUATION CRITERIA

The Authority will evaluate the offers received based on the following criteria:

1. Qualifications of the Firm and Staffing 50%

Experience in performing work of a closely similar nature; experience working with public agencies; strength and stability of the firm; strength, stability, experience and technical competence of subcontractors; assessment by client reference; the length of time your firm has been representing public transportation agencies.

Qualifications of project staff, particularly key personnel and especially the Project Manager; key personnel's level of involvement in performing the related work; adequacy of labor commitment; concurrence in the restrictions on changes in key personnel.

Principal's strong federal bipartisan relationships; the principal's strong relationships with authorizing and appropriating committee's leadership and members in the Senate and House; the principal's strong relationships with Office of the Secretary of Transportation and the Office of the Administrator of the Federal Transit Administration, and the Federal Highway Administration; the principal's strong relationships with members of the Orange County Congressional Delegation; provide your current clients that may pose significant conflict's with Authority's interests.

2. Work Plan 30%

Depth of Offeror's understanding of Authority's requirements and overall quality of work plan; logic, clarity and specificity of work plan; appropriateness of labor distribution; ability to meet the deadlines; utility of suggested technical or procedural innovations; the firm's understanding of necessary advocacy goals; approach in representing Authority work in concert with Authority's policies and objectives.

3. Cost and Price 20%

Reasonableness of the total price and competitiveness of this amount with other offers received; adequacy of data in support of figures quoted; cost comparison to Authority's current federal lobbyist contracts; cost comparison to Authority's budget for this contract; basis on which prices are quoted (FFP, CPFF, T & E).

B. EVALUATION PROCEDURE

The evaluation committee may include Board members and/or persons from outside of the Authority. The committee members will evaluate the written proposals using criteria identified in Section III A. A list of top ranked proposals, firms within a competitive range, will be developed based upon the totals of each committee members' score for each proposal.

During the evaluation period, the Authority's staff and/or Board of Directors may interview some or all of the proposing firms. The Authority has established September 24 and 27, 2007 as the date(s) to conduct interviews. The interviews will be conducted by the Orange County Transportation Authority Board Committee Task Force or Board Committee. All prospective Offerors will be asked to keep these dates available. No other interview dates will be provided, therefore, if an Offeror is unable to attend the interview on these dates, its proposal may be eliminated from further discussion. The interview may consist of a short presentation by the Offeror after which the Orange County Transportation Authority may ask questions related to the firm's proposal and qualifications.

At the conclusion of the proposal evaluations and interviews, Offerors remaining within the competitive range may be asked to submit a Best and Final Offer (BAFO). In the BAFO request, the firms may be asked to provide additional information, confirm or clarify issues and submit a final cost/price offer. A deadline for submission will be stipulated.

At the conclusion of the evaluation process, the evaluation committee may recommend to the appropriate Board Committee Task Force or Board Committee, or both, an Offeror with the highest final ranking or a short list of top ranked firms within the competitive range whose proposal(s) is most advantageous to the Authority. The Board Committee will review the evaluation committee's recommendation and forward its recommended decision to the full Board of Directors for final action.

C. AWARD

The Authority will evaluate the proposals received and will submit, with approval of the Legislative and Government Affairs Board Committee, the proposal(s) considered to be the most competitive to the Authority's Board of Directors, for consideration and selection. The Authority may also negotiate contract terms with the selected Offeror prior to award, and expressly reserves the right to negotiate with several Offerors simultaneously and, thereafter, to award a contract(s) to the Offeror(s) offering the most favorable terms to the Authority.

The Authority reserves the right to award its total requirements to one Offeror or to apportion those requirements among several Offerors as the Authority may

deem to be in its best interest. In addition, negotiations may or may not be conducted with Offerors; therefore, the proposal submitted should contain Offeror's most favorable terms and conditions, since the selection and award may be made without discussion with any Offeror.

D. NOTIFICATION OF AWARD AND DEBRIEFING

Offerors who submit a proposal in response to this RFP shall be notified by electronic mail regarding the firm(s) who was awarded the contract(s). Such notification shall be made within three (3) days of the date the contract is awarded.

Offerors who were not awarded the contract may obtain a prompt explanation concerning the strengths and weaknesses of their proposal. Unsuccessful Offerors, who wish to be debriefed, must request the debriefing in writing or electronic mail and the Authority must receive it within three (3) days of notification of the contract award.

SCOPE OF WORK FOR FEDERAL LEGISLATIVE ADVOCATES

NOTE: The federal legislative advocate team will need to address a series of issues described in Attachment 1 and will be organized around the federal goals and objectives of the Orange County Transportation Authority's (OCTA) Legislative Platform (Attachment 2). The primary issues and objectives are summarized as follows:

1. Secure transportation appropriations in accordance with current Legislative Platform and Board approved appropriation requests.
2. Preserve and expand project authorization for Orange County projects in existing SAFETEA-LU.
3. Advocate on behalf of OCTA's position on Goods Movement.
4. Seek to maximize funding for OCTA projects in the next transportation reauthorization bill.
5. Seek to streamline delivery of federally funded projects with minimal federal requirements.
6. Advocate for funding of any new federally mandated requirements.

OCTA expects the federal legislative advocate(s) to build and sustain a strong federal coalition in support of OCTA.

1. OCTA Legislative Platform
 - 1.1 Develop with OCTA, funding strategies for transportation projects described in the Information and Issues discussion and Legislative Platform (Attachments 1 and 2), including bus, highway, intelligent transportation systems projects, and any other projects which may be appropriate to achieve OCTA legislative goals.
 - 1.2 Recommend appropriate activities for OCTA Board members and local elected officials at various stages of the legislative process.
 - 1.3 Provide general political and strategy advice to the OCTA.
2. Legislation, Regulations, and Policy
 - 2.1 Notify OCTA of anticipated, newly introduced, or amended federal legislation, regulations, and administrative policy actions which could impact OCTA and provide a legislative analysis on how such action(s) may affect the interest of OCTA.
 - 2.2 Working with OCTA, develop positions and strategies regarding the upcoming reauthorization of the transportation program.
 - 2.3 Provide information on legislative hearings which may impact policies and programs of OCTA.

- 2.4 Attend hearings and other public sessions of interest to OCTA.
 - 2.5 Assist in the preparation of testimony before congressional committees and represent OCTA before such committees, including the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure, the Senate Committee on Banking and Urban Affairs, and the Senate Committee on Environment and Public Works.
 - 2.6 Assist in drafting legislative language, and other written materials deemed of interest to OCTA, to ensure that the goals and objectives of OCTA are fulfilled.
 - 2.7 Assist in drafting responses to Federal Register notices and other federal public comment announcements.
3. Liaison, Advocacy, and Coordination
- 3.1 Orange County Congressional Delegation
 - 3.1.1 Maintain frequent formal and informal contact with the Orange County delegation members and staff to represent and advocate OCTA policies and positions.
 - 3.1.2 Recommend when OCTA Board members should be in direct contact with members of the Orange County delegation.
 - 3.2 House and Senate
 - 3.2.1 Maintain direct and frequent contact with key members and staff of appropriate Senate and House Committees to represent and advocate OCTA policies and positions.
 - 3.2.2 Arrange meetings for OCTA personnel as appropriate in Washington, D.C. or Orange County. Provide logistical support for Washington, D.C. visits.
 - 3.2.3 Recommend timing and nature of contacts with the Orange County delegation and other members in Washington, D.C.
 - 3.3 Department of Transportation and Other Federal Agencies
 - 3.3.1 Meet with and arrange meetings with appropriate Department of Transportation officials and staff, and other federal agencies as necessary, to represent and advocate OCTA policies and positions.
4. Coordination with OCTA Board, staff and others
- 4.1 Coordinate all activities with the OCTA Manager of Grants and Federal Relations.

- 4.2 Coordinate with members of the OCTA Board of Directors.
- 4.3 Coordinate, as appropriate, with other OCTA consultants.
- 5. Preparation of Materials, Conference Calls, Oral Reports, Written Reports, and Additional Assignments.
 - 5.1 Assist in preparation of appropriate written materials supporting OCTA legislative goals.
 - 5.2 Every two weeks, participate via teleconferencing with the Manager of Grants and Federal Relations, other OCTA staff, and other consultants.
 - 5.3 Provide on-site and in-person oral reports to the Board of Directors and meet with the Manager of Grants and Federal Relations and other OCTA staff at the Orange County Transportation Authority headquarters in Orange, California, as needed. Number of on-site reports not expected to exceed six per year.
 - 5.4 Submit monthly activity and status report, including number of hours dedicated to OCTA advocacy.
 - 5.5 Undertake additional assignments that have been mutually agreed upon by both parties.

Orange County Transportation Authority

Information and Issues

Background

The Orange County Transportation Authority (OCTA) was formed in 1991 by the consolidation of seven separate transportation agencies, including the Orange County Transportation Commission, the Orange County Transit District, the Consolidated Transportation Services Agency, the Orange County Local Transportation Authority, the Orange County Service Authority for Freeway Emergencies, the Orange County Congestion Management Agency and the Orange County Service Authority for Abandoned Vehicles. This consolidation creates a multi-modal authority, which eliminates duplicate transportation functions and increases efficiency in providing transportation services throughout the County.

The following facts indicate the size and breadth of OCTA's functions:

- More than 2,000 employees, plus an additional 750 paratransit/fixed route contract employees (for 2007).
- A proposed budget for fiscal year (FY) 2007-2008 of more than \$950 million
- A county-wide bus system with over 900 vehicles
- The nation's 12th busiest bus transit operation providing more than 68 million rides annually
- Countywide paratransit service with 265 buses and more than 1.1 million boardings per year
- Three Metrolink commuter rail lines with more than 3.78 million boardings per year
- Administration of Measure M, the package of transportation improvements promised to Orange County voters in 1990 when they approved a half-cent sales tax. Measure M was renewed by the voters in 2006 and provides funding for freeway, regional/local streets and roads, and transit improvements until 2041
- Ownership and operation of the 91 Express Lanes toll road with 14.1 million vehicle trips in FY 2006
- Recently opened the Garden Grove Freeway Improvement Project, which is the first design-build project on an operating freeway

- Recently completed several major investment studies for future freeway improvements throughout the County

Future Legislative and Regulatory Issues

Over the next several years, OCTA anticipates dealing with the following issues (presented in alphabetical order), which relate to Congress and the U.S. Department of Transportation:

Anaheim Regional Transportation Intermodal Center (ARTIC). The ARTIC is an intermodal transportation center located in the City of Anaheim along the LOSSAN corridor. ARTIC will serve as a hub for many Orange County transit modes, including conventional bus service, intercity bus and rail, and planned regional high technology transportation systems. In addition, ARTIC will facilitate the proposed California high speed rail alignment, as well as the Anaheim to Ontario International Airport segment of the California-Nevada Maglev rail project. The ARTIC project will expand existing transportation infrastructure for Amtrak intercity rail, Metrolink commuter rail, Orange County bus and bus rapid transit, and Anaheim Resort shuttles.

OCTA and the City of Anaheim have acquired the necessary property for the project with local funds. The ARTIC project is not specifically earmarked in SAFETEA-LU. However, the project qualifies as an intermodal facility authorized as part of the bus discretionary program in SAFETEA-LU. The project is presently in a preliminary engineering stage, which will further define the project scope, cost, and the extent of joint development opportunities in the facility. A request for FY 2008 appropriations funding has been made for the project and a grant request is being made to the Federal Transit Administration for FY-2007 funding.

The ARTIC is intended to be the western terminus of the California –Nevada Maglev rail project. The OCTA supports this project and seeks to ensure that \$45 million authorized in SAFETEA-LU for this project is given contract authority and is available for the entire Las Vegas to Anaheim corridor. Presently the project is described in SAFETEA-LU as Las Vegas to Primm, Nevada only, and does not have contract budget authority.

Bristol Street Corridor. Bristol Street is a major north/south arterial street through the heart of Orange County from the Garden Grove Freeway (SR-22) on the north to South Coast Plaza at the City of Costa Mesa's southern city limit. The street will be widened from two to three lanes in each direction and the project includes landscaped median and parkways, improved intersections, relocation of utilities underground, storm drain improvements, upgraded street lighting and soundwalls. The total project cost is estimated at \$236 million.

The OCTA seeks federal appropriation funding to supplement local funding for this project. The project has received prior federal appropriations of \$750,000 in FY 2005 and \$600,000 in FY 2006 appropriations.

Goods Movement. Orange County acts as a bridge between Los Angeles and the Inland Empire for the growing supply of foreign goods sent through the ports of Los Angeles and Long Beach, to the rest of the nation. The Burlington Northern Santa Fe Railway mainline between Los Angeles and San Bernardino counties currently carries an estimated 70 daily freight trains in the Orangethorpe corridor through northern Orange County. That number is estimated to increase to 150 daily trains by 2025. Each of Orange County's major freeways currently averages a daily truck volume of between 15,000 and 22,000.

At least \$910 million in future grade separation projects will be needed to eliminate roadway congestion caused by rail freight traffic. Increased truck freight movements on the County's freeways will require the expenditure of at least an additional \$1.5 billion for future goods movement related projects. OCTA's federal legislative platform and appropriations requests currently support seeking additional funding for Orangethorpe grade separation projects and improvements to ease congestion in highway corridors which carry goods. Existing resources are insufficient to both meet these goods movement mitigation needs and address the County's existing transportation needs. OCTA supports having the shippers and retailers who benefit the most from increased goods movement pay a fair share of any additional mitigation measures related to goods movement.

Improvements to the I-5 Corridor. The OCTA is planning to provide additional freeway capacity along the I-5 corridor from Pacific Coast Highway to Avenida Pico and to reconstruct the existing I-5/Ortega Highway interchange in San Juan Capistrano. In addition, OCTA plans to reconstruct the I-5 southbound entrance ramp at First Street into a loop ramp and construct a new lane on southbound SR-55 through the McFadden Avenue exit ramp to Edinger Avenue. This improvement would seek to eliminate weaving between the I-5 southbound connector and the SR-55 southbound McFadden exit ramp.

OCTA is seeking \$12 million in funding for these improvements as a part of its FY 2008 appropriation request.

Metrolink Commuter Rail. OCTA funds and supervises Metrolink commuter rail service in Orange County. Three Metrolink lines (including Metrolink riders on Amtrak) transport more than 3.78 million riders per year in and through the County. The three lines are: the Orange County (OC) Line from Los Angeles to Oceanside, the Inland Empire-Orange County (IEOC) Line from San Bernardino to Oceanside and the 91 (Riverside-Fullerton-Los Angeles) Line. All of these lines make use of some part of the Los Angeles to San Diego ("LOSSAN") rail corridor. The OCTA owns the LOSSAN

corridor right of way within Orange County. There are currently ten Metrolink stations in Orange County, with an additional station under construction in Buena Park.

In November 2005, OCTA's Board approved a plan to expand Metrolink service and increase the number of trains serving Orange County from 40 per day to 76 per day over the next four years. By 2009, OCTA plans Metrolink daily service to run every 30 minutes between Laguna Niguel/Mission Viejo and Fullerton. OCTA would also like to better coordinate and consolidate existing service between Los Angeles and San Diego from three present providers to one joint powers provider.

OCTA's federal legislative platform seeks to ensure that the entire LOSSAN corridor is eligible for SAFETEA-LU fixed guideway funding and that greater levels of federal funding are available for planned Metrolink service enhancements.

Project Delivery. With a population of over three million, Orange County is the sixth most populous county in the nation and contains some of the nation's most congested highways. Yet the County remains a donor county in a donor state and does not receive its fair share of federal gas tax revenue. Historically, this situation has led to the development of public private partnerships to build toll roads in the County. These facilities are privately operated with public management oversight. The OCTA owns one of these facilities, the 91 Express Lanes, which it purchased in 2002 in order to eliminate a non-compete clause which prohibited improvements to the adjacent free lanes.

The OCTA has also recently opened the expanded SR-22 freeway. This project was constructed with public funds and is not a toll facility. However, the construction was accomplished by use of a design-build construction method. This method allowed the construction to proceed much quicker than conventional projects, and the freeway was opened several years earlier than would have been possible with conventional contracting methods.

The use of privately financed tolling facilities and the design-build method of project delivery have been controversial at the state and federal level. The OCTA seeks to continue to have the option of using the financial arrangements and project delivery methods which will deliver its projects in the earliest time frame at the lowest cost to its to Orange County taxpayers. However, the use of these project delivery methods should not be viewed as a substitute for adequate state or federal funding for transportation, but rather as a response to the historic lower level of public funding made available to areas like Orange County, which have significant population and employment growth, translating into greater transportation needs.

Reauthorization. The federal transportation program authorized by SAFETEA-LU will expire on September 30, 2009. It is expected that over the next two years, various national groups such as the American Public Transportation Association (APTA) and

the American Association of State Highway Transportation Officials (AASHTO) will be putting together principles and programs for reauthorization. Likewise, California will be working with its local transportation entities to attempt a cohesive strategy for the state's approach to federal reauthorization. Once introduced, Congress will likely consider and debate the bill for several months.

The OCTA has responsibilities and funding needs on both the highway and transit sides of transportation reauthorization. OCTA is also deeply involved with the freight movement issue in Southern California. This issue is likely to form a major new part of the federal reauthorization bill. Finally, the State is firmly committed to the reduction of green house gasses, and past reauthorization bills have sought to link clean air improvements with transportation funding decisions. As a donor county, OCTA seeks to maximize its transportation funding within federally authorized formula programs and through the authorization earmark process.

San Diego Freeway (I-405) Widening and Improvements. The OCTA has completed a major investment study for the I-405 between the Corona Del Mar Freeway (SR-73) and the San Gabriel Freeway (I-605). The preferred strategy calls for a 12-lane freeway plus additional operational and capacity improvements, to the extent they can be accommodated within the existing freeway right-of-way.

This project received an earmark in SAFETEA-LU of \$2.568 million as a high priority project. In addition, OCTA is seeking further appropriation funding for this project as part of its FY 2008 appropriations request.

SR-91 Express Lanes and Corridor. OCTA owns and operates the four-lane, 10-mile toll facility from the Orange/Riverside county line west to the SR-55. OCTA purchased the 91 Express Lanes for \$207.5 million in 2002. The purchased franchise extends into Riverside County to the I-15. This purchase cleared the way for traffic improvements along the SR-91 corridor by eliminating a "non-compete" provision that limited new highway expansion on the SR-91. Since acquiring the toll facility, the OCTA has managed congestion with toll rates, which are regularly adjusted in accordance with traffic volumes. High occupancy vehicles with three or more riders travel free during most hours. Metrolink and express bus routes in the corridor have experienced very successful ridership growth. OCTA is continuing to plan for improvements to relieve traffic congestion in the corridor.

OCTA's federal legislative platform supports seeking funding for the SR-91 widening and congestion relief projects. OCTA is seeking authorization of these projects in the SAFETEA-LU technical corrections act, and has submitted a request for its FY 2008 appropriations for the SR-91 congestion relief projects. OCTA is also seeking federal capital support for up to 22 additional vehicles to expand its express bus services through the corridor.

Transportation Security Funding. As part of the Los Angeles metropolitan area, OCTA is part of one of the eight metropolitan areas nationwide designated by the Department of Homeland Security (DHS) as high risk areas. As a result, it participates as a Tier I applicant for funding under the Transit Security Grant Program. Security funding for bus and rail transportation has lagged far behind such funding for aviation on a per passenger basis. Moreover, this funding is limited by DHS largely to capital expenditures.

OCTA's legislative platform seeks support for increased federal funding to transit agencies for operational security improvements and supports a fair distribution of funding based on the risk of terrorism as estimated by DHS in lieu of formulas based upon population or state minimums.

The Orange County Transportation Authority (OCTA) is the county's primary transportation agency. OCTA enhances the quality of life in Orange County by delivering safer, faster and more efficient transportation solutions.

OCTA began in 1991 with the consolidation of seven separate transportation agencies. By increasing efficiency and eliminating duplicate functions, we save county taxpayers millions of dollars.

An 18-member Board of Directors governs OCTA. The Board consists of 5 county supervisors, 10 city members, 2 public members and the Caltrans District 12 Director as a non-voting member.

OCTA received the American Public Transportation Association's 2005 Outstanding Public Transportation System Achievement Award. OCTA competed with transportation systems in New York City, Chicago, San Francisco and Portland for this prestigious award.

OCTA Programs & Services

Measure M Renewed by Orange County Voters: OCTA administers Measure M, a package of transportation improvements promised to voters in 1990 when the special half-cent sales tax was originally passed by the County. In November, Measure M was renewed for 30 years with nearly 70 percent approval by the voters. Under the renewed Measure M, Orange County taxpayers have committed \$1.2 billion in local sales tax funding to invest in freeways, improve local streets and roads, and to fund bus and rail services. OCTA looks forward to working with its Congressional leaders to ensure a greater level of federal investment in goods movement corridors and rail lines, to improve air quality, and to sustain economic development throughout the county and region.

Bus System: OCTA operates buses in a 798 square-mile area serving more than 3 million residents. OCTA provides local, community, rail connector, express and paratransit services.

Freeways: OCTA assists with planning and funding for all freeway improvements. Projects on the Santa Ana/San Diego (I-5), Riverside (SR-91), Orange (SR-57) and Costa Mesa (SR-55) freeways have been completed. The Garden Grove Freeway (SR-22) Improvement Project and the Santa Ana Freeway (I-5) Gateway Project are underway.

Streets and Roads: OCTA administers a variety of funding programs for cities to widen streets, improve intersections, coordinate signals and rehabilitate pavement. OCTA also administers regional street and road improvement projects.

Commuter Rail: OCTA funds and supervises Metrolink rail service in Orange County. OCTA's three Metrolink lines: the Orange County Line, the Inland Empire-Orange County Line, and the 91 Line have more than 3.2 million boardings per year.

Rapid Transit Service: The OCTA Board of Directors is pursuing a variety of alternatives including Bus Rapid Transit (BRT) and Intercounty Express Bus services.

91 Express Lanes: OCTA also owns and operates the four-lane, 10-mile toll road from the Orange/Riverside County line west to the SR-55. The 91 Express Lanes save drivers time on their daily drive.

Motorist Services: OCTA provides emergency call boxes through the Service Authority for Freeway Emergencies (SAFE), offers emergency towing services with the Freeway Service Patrol (FSP) and removes abandoned vehicles through the Service Authority for Abandoned Vehicles (SAAV).

OCTAP: OCTA operates the Orange County Taxi Administration Program (OCTAP). OCTAP issues taxi business, driver and vehicle permits on behalf of the County and its 34 cities.

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Introduction

With a population of over three million, Orange County is the second largest county in California and the fifth largest county in the nation. Orange County is also one of the most densely populated areas in the country and is second only to San Francisco for the most densely populated county in the state of California. National and global attractions include Disneyland, Knott's Berry Farm, and over 42 miles of beaches, making Orange County a worldwide vacation destination.

Among metro areas in the United States, Orange County has the 11th largest gross domestic product and is home to the 12th busiest airport in the nation. In addition, Orange County provides highway and rail corridors that facilitate an increasing level of international trade entering the Southern California ports. With regard to federal revenues, Orange County is consistently a donor county within a donor state.

Orange County Transportation Authority's (OCTA) Federal Legislative Platform outlines the statutory, regulatory, and administrative goals and objectives of the transportation authority. The following platform was adopted by the OCTA Board of Directors to provide direction to staff and federal legislative advocates for the first session of the 110th Congress.

I. Fiscal Year 2008 Transportation Appropriations

The annual appropriations process will play a significant roll in the OCTA 2007 federal legislative platform. Given that the federal surface transportation authorization bill, the Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), fully obligated the federal highway trust fund and to a lesser degree, the mass transit account, there is limited discretionary funding available year to year for surface transportation earmarks. To more effectively work within the limitations on federal transportation funding at this time, OCTA

will focus on strategic, high priority county and regional projects, to include: highway and transit infrastructure, homeland security, and goods movement. As part of the fiscal year (FY) 2008 transportation appropriations bill, OCTA will work with its Congressional delegation to secure greater levels of federal investment in the following projects:

- a) Riverside Freeway (State Route 91) widening and Orange County/Riverside chokepoint projects congestion relief projects.
- b) Grade separation improvements along Orangethorpe corridor in north Orange County.
- c) San Diego Freeway (Interstate 405) widening and improvements. Including interchange improvements, as well as bridges and overcrossings.
- d) San Diego Freeway (Interstate 5) and Ortega Highway chokepoint and interchange improvements.
- e) Improvements to relieve chokepoint congestion at the Interstate 5 (I-5) and Costa Mesa Freeway (State Route 55).
- f) Phase I of the I-5 South high occupancy lane (HOV) project.
- g) The Orange County Rapid Transit project, which includes Metrolink service enhancements and Bus Rapid Transit.
- h) Improvements along the Bristol Street multi-modal corridor in Santa Ana.
- i) Phase II of the Garden Grove Freeway (State Route 22) project and federal authorization for easements to the Seal Beach Naval Weapons Center.

Other funding priorities for OCTA include:

- a) Support appropriations and additional funding of transit security grant programs for the Department of Homeland Security (DHS) to protect county surface transportation systems, including highways, transit facilities, rail lines, and related software systems.

- b) Support Small Start funding for the Orange County Rapid Transit project.
- c) Support full funding of Section 5309 (m)(1)(a) rail modernization grant funds.
- d) Support bus and bus-related OCTA projects under Section 5309 (m)(1)(c).
- e) In concert with regional transportation agencies, seek funding for the Southern California Regional Training Consortium to develop bus maintenance training information to the transit agencies throughout Southern California.
- j) Inter-county express bus service to assist commuters between Orange, Los Angeles and Riverside counties.

II. Highways, Transit, and Rail – Next Round of Reauthorization Begins

The federal surface transportation bill, SAFETEA-LU, included a significant level of funding for OCTA and authorized funding for critical highway and transit projects. However, there are a number of vital infrastructure projects – both highway and rail – that continue to require authorization to address specific highway, rail, and transit needs throughout the County and Southern California region. As Congress gears up for the next round of reauthorization of the federal surface transportation bill, OCTA will seek authorization and funding for the following projects:

Project Authorization

- a) Support legislative efforts to authorize the State Route 91 (SR-91) congestion relief projects.
- b) Support authorization and funding for the Anaheim Regional Transportation Intermodal Center (ARTIC).
- c) Support continued authorization of and funding for the four-county Alameda Corridor East (ACE) project.
- d) Support amendments to the Los Angeles-San Diego-

San Luis Obispo (LOSSAN) Rail Corridor Agency (LOSSAN Corridor) to ensure federal authorization for all counties, including Orange County, that serve and are impacted by the rail corridor. As currently authorized, only projects within 10 percent of the corridor would be eligible. Because of the shared use of the LOSSAN Corridor, improvements along any stretch of rail line would have positive impacts to other areas.

- e) Support efforts to authorize and fund Maglev transportation from Anaheim to Ontario Airport and Ontario to Las Vegas. Support funding to augment state and local efforts for high speed rail service to and from Anaheim.
- f) Monitor and with OCTA Board approval, support Intelligent Transportation System (ITS) measures to advance the safety, security and efficiency of the multi-modal transportation system, reduce fuel consumption and environmental impacts, ease congestion, and facilitate emergency response times.

Regulatory Changes

- a) Designate the Orange County portion of the BNSF/Orangethorpe corridor as part of the Alameda Corridor East/national goods movement corridor.
- b) The Federal Highway Administration (FHWA) recently began to require that agencies prepare a 30-year cash flow analysis for the long range Regional Transportation Plan (RTP). OCTA and other planning agencies already perform this level of analysis for the six-year Transportation Improvement Program (TIP) and doing a 30-year analysis for the RTP is redundant and costly.
- c) SAFTEA-LU implementing regulations, shifted the approval of RTP amendments involving Transportation Control Measures (TCM) from FHWA to the Environmental Protection Agency (EPA). OCTA requests that this approval process revert back to FHWA and maintain a consultation process with EPA.

- d) Request Federal Transportation Enhancement (TE) program guidelines be amended to permit use of TE funds for soundwalls as a local option. The FHWA does not permit the use of highway funds to retrofit soundwalls, yet federal trade policies have lead to increased freight traffic along goods movement corridors and hence noise along the freeways. OCTA requests that the policy be amended to allow highway funds to be used to mitigate the impacts of freight traffic on local communities adjacent to goods movement corridors.

III. Advocacy Efforts for Existing Federal Highway and Transit Programs

- a) Work with regional agencies to advocate for a high ranking of the ACE project as part of the U.S. Department of Transportation's Projects of National and Regional Significance (PNRS) program.
- b) Seek support from the Federal Transit Administration and Orange County Congressional Delegation for the Orange County Rapid Transit Project.
- c) Pursue funding for applicable transit programs newly authorized by SAFETEA-LU, including Small Starts, Jobs Access Reverse Commute (JARC), and New Freedom program for new transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA).
- d) Support expanded design-build authorization for federally-funded highway and surface transportation projects.
- e) Support environmental streamlining and stewardship efforts by the relevant federal agencies.
- f) Support expedited federal review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities.
- g) Support bond measures for Amtrak improvements in high-speed rail corridors.

- h) Work with the Southern California Regional Transit Training Consortium on its FY 2007 legislative efforts to obtain federal funds to streamline bus maintenance training for alternative fuel buses.

IV. Homeland Security

OCTA continues to work cooperatively with neighboring transit agencies, Urban Area Security Initiative (UASI) partners, state Homeland Security grant partners, and local jurisdictions to develop regional and countywide strategic plans for terrorism preparedness. Last year, DHS released the first level of federal funding to enhance the security of regional bus and rail systems as part of the FY 2005 Transit Security Grant Program (TSGP). In addition to seeking additional grant funding in FY 2007 to secure the county's highways, rail and transit systems, OCTA will pursue the following regulatory and statutory changes to address homeland security needs:

- a) Support increased federal funding to transit agencies for operational security improvements for highways, transit, and rail security in the United States.
- b) Support a fair distribution of grant funds based on the risk of terrorism as estimated by the DHS, in lieu of formulas based solely on size of population.
- c) Support programs that reach out to state homeland security officials to improve information exchange protocols, refine the Homeland Security Advisory System, and support state and regional data coordination.
- d) Congress passed the Terrorism Risk Insurance Act (TRIA) in 2002 and its extension in 2005, but the legislation is scheduled to expire December 31, 2007. Monitor and support Congressional action to adopt a long-term private/public terrorism risk insurance program.

V. Goods Movement

OCTA will continue to support Southern California regional goods movement efforts to ease congestion and facilitate the significant international trade entering the Southern California ports. OCTA will seek funding for the following goods movement projects:

- a) Support additional funding for ACE grade separation projects in Orange County along the Orangethorpe corridor.
- b) Support funding for highway improvements along Orange County trade corridors, including the SR-91, Orange Freeway (State Route 57), I-5, and I-405.

VI. Energy Issues

Legislation addressing U.S. policies on energy is likely to play a greater role in the 110th Congress. The transportation sector is the largest consumer of petroleum in the United States. Therefore, the focus by Congress to further develop energy efficient policies is likely to have an impact on OCTA operations.

- a) Monitor legislation and federal rulemaking that addresses new or emerging energy policies such as: incentives for alternative fuel technology and use, developer incentives supporting transit programs, as well as research and technology.
- b) Provide federal legislative reports to the OCTA Board of Directors outlining any energy-related legislation introduced in the next Congress that potentially impacts OCTA operations.
- c) Work with industry associations to comment on Congressional actions and/or federal policies that impact the public transportation sector.

Pollution Control Act, and the Endangered Species Act. OCTA's historical positions with regard to these acts and related regulations include:

- a) Seek opportunities to streamline the environmental process for federally funded projects.
- b) Support implementation of a NEPA pilot project, authorized by SAFETEA-LU, to apply to OCTA federally-funded projects.
- c) Support legislation and federal grant programs that encourage ridesharing and related congestion relief programs for Orange County commuters.

In addition, OCTA takes the following positions with regard to U.S. Departments providing federal oversight, specifically:

- a) Support efforts to work with the Administration to equitably resolve the FHWA interpretation of the Americans with Disabilities Act (ADA) compliance guidelines that retroactively requires the implementation of costly curb-ramp upgrades within the boundaries of federally-funded projects. According to state officials implementing these regulations on behalf of FHWA, the requirements apply even if curb ramps are already in place but considered to be out of date according to the most recent ADA guidelines or when the project would not require ground disturbance (i.e. signal synchronization projects funded with Congestion Mitigation and Air Quality funds).
- b) Oppose any regulations or administrative guidance seeking to extend through administrative actions the statutory requirements of ADA.
- c) Support expedited federal review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities.
- d) Support streamlined federal reporting and monitoring requirements to ensure efficiency and usefulness of data and to eliminate redundant state and federal requirements.

VII. Environmental Policy and Regulatory Requirements

Federal environmental laws and regulations affecting OCTA include the National Environmental Protection Act (NEPA), the Federal Clean Air Act, Federal Water

VIII. Employment Issues

Federal employment laws affecting OCTA include the Fair Labor Standards Act, Family and Medical Leave Act, Occupational Safety and Health Act and the Omnibus Transportation Employee Testing Act of 1991. While there is not anticipated to be significant changes to these federal laws next year, OCTA historical positions have included:

- a) Support income tax reductions for employees receiving employer-provided transit passes, vanpool benefits, or parking spaces currently counted as income.
- b) Oppose legislation and regulations adversely affecting the agency's ability to effectively and efficiently address labor relations, employee rights, benefits, and working conditions including health, safety, and ergonomics standards in the workplace.



MEMO

May 29, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: **Board Committee Transmittal for Agenda Item**

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



May 24, 2007

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

Overview

Staff is providing a report on Metrolink commuter rail ridership and on-time performance in Orange County.

Recommendation

Receive and file as an information item.

Background

The Southern California Regional Rail Authority operates Southern California's five-county commuter rail system known as Metrolink. Metrolink is a joint powers authority whose five-agency membership includes the Los Angeles County Metropolitan Transportation Agency, the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), the San Bernardino Associated Governments (SANBAG), and the Ventura County Transportation Commission.

Three of seven Metrolink lines provide a total of 44 daily weekday trains to 10 city-owned Orange County stations. Construction for the eleventh Orange County station, located in the City of Buena Park, is expected to be completed in summer 2007. The three lines serving Orange County consist of the Orange County (OC) line, with stops between Oceanside and Los Angeles, the Inland Empire – Orange County (IEOC) line, with stops between San Bernardino, Riverside, and Orange to Oceanside, and the 91 line, with stops between Riverside and Los Angeles via Fullerton. Total ridership for the three lines, including Rail 2 Rail is averaging approximately 14,484 riders per day (Attachment A). Rail 2 Rail allows Metrolink monthly pass holders the option to ride Amtrak trains at no additional charge.

Metrolink recently began operation of the OC and IEOC lines on weekends as part of the Board of Directors-approved Metrolink Service Expansion. The OC line Saturday service began on June 3, 2006, followed by Sunday service on July 2, 2006. The OC line includes six trains, providing three round trips on both Saturday and Sunday.

The IEOC weekend service previously operated for ten years as a summer-only service known as the "Beach Train" and "Summerlink" service. Year-round weekend service began on the IEOC line on July 15, 2006. The IEOC line weekend service consists of six trains, providing three round trips on Saturday, and four trains, providing two round trips on Sunday. OCTA, RCTC, and SANBAG are partners in funding the IEOC line weekend service.

There are currently 13 StationLink routes serving seven Orange County Metrolink stations. StationLink operates during peak rush hours and provides Metrolink passengers connecting bus service to major employment centers Monday through Friday. There is one StationLink route that operates on Saturday from the Irvine station to Irvine Spectrum.

Discussion

This report provides the Board of Directors with a brief update of recent ridership and on-time performance status.

Weekday Ridership

Weekday ridership continues to show positive quarterly and annual growth. The OC line fiscal year (FY) 2006-07 ridership through March compared to FY 2005-06 is up by 2.6 percent, averaging 6,426 riders per weekday. This increase does not include Rail 2 Rail Program ridership, which allows Metrolink monthly pass holders to ride Amtrak trains. Rail 2 Rail average weekday ridership of 1,295 is up 5.1 percent compared to the previous year. The average daily ridership on the IEOC line compared to the previous year is up 13.7 percent, averaging 4,610 riders per weekday. Lastly, the ridership on the 91 line is up 6.4 percent compared to last year, with 2,153 average weekday riders.

Total weekday average ridership on all three lines from July 1 through March 31, 2007, has increased by 6.7 percent from the previous year, for a total weekday average of 14,484 riders including Rail 2 Rail ridership (Attachment A).

Weekend Ridership

Metrolink carried a total of 78,440 Orange County weekend passengers since start up of the new service beginning in June 2006 through March 2007 (Attachment B). The first year daily weekend ridership goal is approximately 100 passengers per train on the OC line and 125 passengers per train on the IEOC line. Ridership is nearing projections on Saturday service carrying 90 passengers on average per train on the OC line and 100 passengers per train on the IEOC line. Sunday OC and IEOC line ridership is at 72 and 91 percent of the projected average respectively. A weekend ridership study is currently underway to identify the weekend service customer base and to provide a foundation for service planning, future marketing, and customer relations activities.

During the FY 2006-07 second quarter winter season, weekend ridership decreased. It is now beginning to increase as the peak summer season draws near. This is evidenced by a 17.2 percent increase in total OC line weekend ridership from FY 2006-07 second quarter compared to third quarter. Similarly, the IEOC line experienced a 9.6 percent increase in total weekend ridership from the second quarter to the third quarter.

Total Fiscal Year-to-Date Ridership

The total fiscal year-to-date (YTD), from July 2006 through March 2007, OC ridership of 1,239,335 has increased by 5.1 percent compared to the previous year. The IEOC YTD ridership of 902,217 is up 15 percent compared to the previous year. Lastly, the 91 line ridership is showing a 12 percent increase or 426,933 riders compared to the previous year. The IEOC line experienced the largest YTD ridership growth system wide. The 91 line experienced the second largest growth followed by the OC line. These three lines are growing faster than the Antelope Valley line, Riverside line and San Bernardino line in the Metrolink system. Total YTD riders for all three Orange County lines is 2,839,176 including weekend service.

Station Passenger Counts

In addition to the average daily and YTD ridership counts provided by Metrolink, staff contracted with Rea & Parker Research to perform passenger counts of boardings and alightings for all Orange County train stations, as well as Oceanside, Norwalk/Santa Fe, and Commerce stations. Rea & Parker Research presented a final report to OCTA on April 19, 2007, which included station counts for both Metrolink and Amtrak passengers.

The results from the station counts performed by Rea & Parker Research indicate that the most heavily used Orange County train stations in order are the Fullerton, Irvine, Santa Ana, Orange, Tustin, Anaheim, San Juan Capistrano, Anaheim Canyon, Laguna Niguel/Mission Viejo, and San Clemente stations. The passenger counts include Amtrak passengers at the Fullerton, Anaheim, Irvine, Santa Ana, and San Juan Capistrano stations. The only Orange County station that had a higher number of alightings than boardings was the Tustin station. The most heavily used OC line stations are the Fullerton, Irvine, and Tustin stations, and the most heavily used IEOC line stations in Orange County are the Orange, Irvine, and Anaheim Canyon stations. The most heavily used Amtrak station in Orange County is the Irvine station. The report concludes that 14,425 passengers are using the Orange County stations daily.

StationLink Rail Feeder

StationLink ridership increased by 7.2 percent YTD compared to the same period during FY 2005-06. In addition, Metrolink transfers to all OCTA bus routes, including StationLink and local routes, showed an increase of 8.6 percent YTD compared to the statistics for the same period during FY 2005-06.

On-Time Performance Report

While the growth in ridership is an important factor, another important factor in providing useful and quality commuter rail service is the on-time performance of trains. Metrolink provides weekly systemwide on-time performance reports followed by monthly on-time performance reports by line. The on-time performance reached 100 percent systemwide on October 25, November 29, and December 12, 2006, and on January 1, 2007.

Of the seven Metrolink routes, three operate in Orange County, accounting for 31 percent of the Metrolink ridership in March 2007. Trains serving Orange County averaged 94 percent on-time performance over the last 12 months. The IEOC line had 92 percent on-time performance, and the 91 line had 94 percent on-time performance. Overall, 93 percent of all trains serving Orange County have been within five minutes of their scheduled time (Attachment C). Weekend trains operated at 88.5 percent on time since start of service last June and July, largely due to weekend construction activities between Fullerton and Los Angeles and the Santa Ana Double Track project.

Summary

This report provides an update on the OCTA commuter rail weekday and weekend ridership and on-time performance. Overall, weekday ridership has increased and weekend ridership is also gaining ridership again.

Attachments

- A. Weekday Ridership
- B. Weekend Ridership
- C. Weekday On-Time Performance Report

Prepared by:



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Approved by:



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WEEKDAY RIDERSHIP**Fiscal YTD Daily Average Weekday Ridership**

Fiscal Year to Date Average Weekday Ridership through March	Orange County Line Daily Average	Inland Empire - Orange County Line Daily Average	91 Line Daily Average	Rail 2 Rail Daily Average	Total Weekday Average
FY 2005-06	6,261	4,055	2,024	1,232	13,572
FY 2006-07	6,426	4,610	2,153	1,295	14,484
Change	2.6%	13.7%	6.4%	5.1%	6.7%

Total Fiscal YTD Ridership

Fiscal Year to Date Total Ridership through March	Orange County Line	Inland Empire - Orange County Line	91 Line	Rail 2 Rail South of LA*	Total Year to Date
2005-06	1,179,039	784,265	381,119	258,614	2,603,037
2006-07	*1,239,335	*902,217	426,933	270,691	2,839,176
Change	5.1%	15.0%	12.0%	4.7%	9.1%

* Includes Weekend Ridership

WEEKEND RIDERSHIP

Monthly Metrolink Weekend Ridership FY 2006-07

	Orange County Line (Sat)	Orange County Line (Sun)	Inland Empire - Orange County Line (Sat)	Inland Empire - Orange County Line (Sun)
June	2,649	-	-	-
July	2,880	1,563	4,657	2,620
August	2,084	1,932	5,957	3,412
September	2,472	1,933	3,860	1,485
October	1,721	2,503	1,561	1,808
November	1,704	1,762	1,259	912
December	2,115	1,961	1,419	1,039
January	3,186	1,596	1,086	628
February	2,875	1,621	1,178	649
March	3,040	1,898	2,216	1,199
Subtotal	24,726	16,769	23,193	13,752
Total Ridership YTD Per Line	41,495		36,945	
Total All Lines	78,440			

Year to Date Weekend Ridership Average Per Train

Year To Date	Orange County Line (Sat)	Orange County Line (Sun)	Inland Empire - Orange County Line (Sat)	Inland Empire - Orange County Line (Sun)
YTD Average per Day	541	432	603	364
YTD Average per Train	90	72	100	91

Weekday On-Time Performance Report

Percentage of ALL Trains Arriving Within 5 Minutes of Scheduled Time				
	OC Line	IEOC Line	91 Line	System Total *
Apr-06	92%	92%	90%	94%
May-06	96%	95%	95%	95%
Jun-06	92%	86%	86%	93%
Jul-06	92%	93%	95%	95%
Aug-06	93%	92%	94%	94%
Sep-06	95%	87%	97%	95%
Oct-06	96%	95%	95%	96%
Nov-06	89%	90%	93%	91%
Dec-06	92%	95%	97%	95%
Jan-07	95%	93%	99%	95%
Feb-07	97%	95%	97%	95%
Mar-07	96%	93%	94%	94%
Total Line Average	94%	92%	94%	94%

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

Weekend On-Time Performance Report

Percentage of Weekend Trains Arriving Within 5 Minutes of Scheduled Time			
Month	OC Line	IEOC Line	System Total **
Jun-06	81.0%		88.0%
Jul-06	90.0%	83.0%	87.0%
Aug-06	94.0%	85.0%	94.0%
Sep-06	80.0%	87.0%	90.0%
Oct-06	85.0%	86.0%	91.0%
Nov-06	94.0%	85.0%	95.0%
Dec-06	95.0%	96.0%	96.0%
Jan-07	90.0%	100.0%	94.0%
Feb-07	78.0%	84.0%	90.0%
Mar-07	93.0%	98.0%	94.0%
Total Line Average	88.0%	89.0%	92.0%

** System Total includes Antelope Valley, San Bernardino, OC, and IEOC Lines.



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Selection of a Consultant for Preparation of the Ortega Highway
(State Route 74) Operational and Safety Improvement Study

Regional Planning and Highways Committee

May 21, 2007

Present: Directors Amante, Cavecche, Glaab, Green, Mansoor, and Norby
Absent: Directors Dixon, Pringle, and Rosen

Committee Vote

This item was passed by all Committee Members present.

Director Mansoor was not present to vote.

Committee Recommendations

- A. Select HDR Engineering, Inc., as the top ranked firm to provide architectural and engineering services for the preparation of the Ortega Highway (State Route 74) Operational and Safety Improvement Study.
- B. Authorize the Chief Executive Officer to request a cost proposal from HDR Engineering, Inc., and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement.
- D. Authorize the Chief Executive Officer to negotiate a funding agreement with the Riverside County Transportation Commission.

Staff Comments

Contracts Administration and Materials Management staff provided a revised evaluation matrix, which reflected the correct order of firms two and three.



May 21, 2007

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Selection of a Consultant for Preparation of the Ortega Highway (State Route 74) Operational and Safety Improvement Study

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board of Directors approved funds for consulting services to conduct an operational and safety study for the Ortega Highway (State Route 74) from Antonio Parkway/La Pata Avenue to the Ontario Freeway (Interstate 15) in the City of Lake Elsinore. Proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform architectural and engineering work. These procedures are in accordance with both federal and state legal requirements.

Recommendations

- A. Select HDR Engineering, Inc., as the top ranked firm to provide architectural and engineering services for the preparation of the Ortega Highway (State Route 74) Operational and Safety Improvement Study.
- B. Authorize the Chief Executive Officer to request a cost proposal from HDR Engineering, Inc., and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement.
- D. Authorize the Chief Executive Officer to negotiate a funding agreement with the Riverside County Transportation Commission.

Background

In December of 2005, the Orange County Transportation Authority (Authority) and the Riverside County Transportation Commission (RCTC) approved the Riverside County/Orange County Major Investment Study (RC/OC MIS) locally preferred strategy (LPS). One of the approved recommendations identified in the LPS was to study operational and safety improvements along Ortega Highway (State Route 74). This study will be done in cooperation with RCTC, with funding being split 50/50 between the two agencies.

State Route 74 (SR-74) begins at the San Diego Freeway (Interstate 5) in San Juan Capistrano and runs northeast through the Santa Ana Mountains and the Cleveland National Forest connecting the cities of San Juan Capistrano and Lake Elsinore. The study limits will focus on the segment of SR-74 from Antonio Parkway/La Pata Avenue to the Ontario Freeway (Interstate 15) in the City of Lake Elsinore (Attachment A). The objective of the study will be to identify potential operational and safety improvements to SR-74. It will also study how this segment of SR-74 may be improved to meet current state conventional highway standards. The Authority is seeking consultant assistance for the preparation of an operational and safety improvement study for the project study limits.

Discussion

This procurement was handled in accordance with the Authority's policies and procedures for architectural and engineering requirements, which conform to both federal and state law. Proposals are evaluated without consideration of cost and are ranked based on evaluation criteria specified in the Request For Proposals (RFP). The highest ranked firm is requested to submit a cost proposal and the final agreement is negotiated. Should negotiations fail with the highest ranked firm, a cost proposal will be solicited from the second ranked firm in accordance with the procurement policies previously adopted by the Board of Directors (Board).

A RFP was posted on CAMMNET on March 7, 2007. The project was advertised on March 7 and 14, 2007, in a newspaper of general circulation. A pre-proposal meeting was held on March 14, 2007, and was attended by ten firms. One addendum was issued on March 15, 2007, to make administrative changes to the RFP.

On April 9, 2007, four proposals were received. An evaluation committee consisting of staff from the California Department of Transportation Districts 8

and 12, RCTC, and the Planning and Analysis and Contracts Administration and Materials Management departments was established. On April 17, 2007, the evaluation committee met to evaluate the proposals received. The proposals were evaluated using the following criteria: qualifications of the firm, staffing and project organization, and work plan. Cost and price are not considered pursuant to state and federal law. All four proposals were found to be qualified. On April 22, 2007, KFM Engineering, Inc., requested to withdraw their proposal from further consideration due to the unavailability of the project manager.

On April 25, 2007, the evaluation committee reconvened to interview the three remaining firms. Based on the evaluation process, the evaluation committee recommends HDR Engineering, Inc., as the most qualified firm to perform the work due to their experience working on the SR-74 corridor, the strength and experience of their core staff, and strong geographic information systems experience. The three qualified firms are ranked in the following order:

Firm and Location

HDR Engineering, Inc.,
Irvine, California

IBI Group
Irvine, California

Katz, Okitsu & Associates
Monterey Park, California

In addition, staff requests the Board authorize the Chief Executive Officer to negotiate and execute a funding agreement with RCTC for a proportional share (50 percent) of the study's cost.

Fiscal Impact

The project was approved in the Authority's Fiscal Year 2006-07 Budget, Development Division, Planning and Analysis Department, Account 1536-7519-A1012-BYY, and is funded with local funds.

Summary

The evaluation committee met and reviewed the proposals received. Based on the material provided, the evaluation committee recommends the selection of

Selection of a Consultant for Preparation of the Ortega Highway (State Route 74) Operational and Safety Improvement Study

Page 4

HDR Engineering, Inc., as the most qualified firm to prepare the SR-74 Operational and Safety Improvement Study.

Staff is seeking direction to request a cost proposal from HDR Engineering, Inc., and negotiate an agreement within the approved budget for this project, which is \$200,000.

Attachment

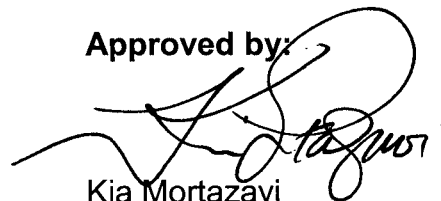
- A. 2007 State Route 74 Operational/Safety Study Limits

Prepared by:

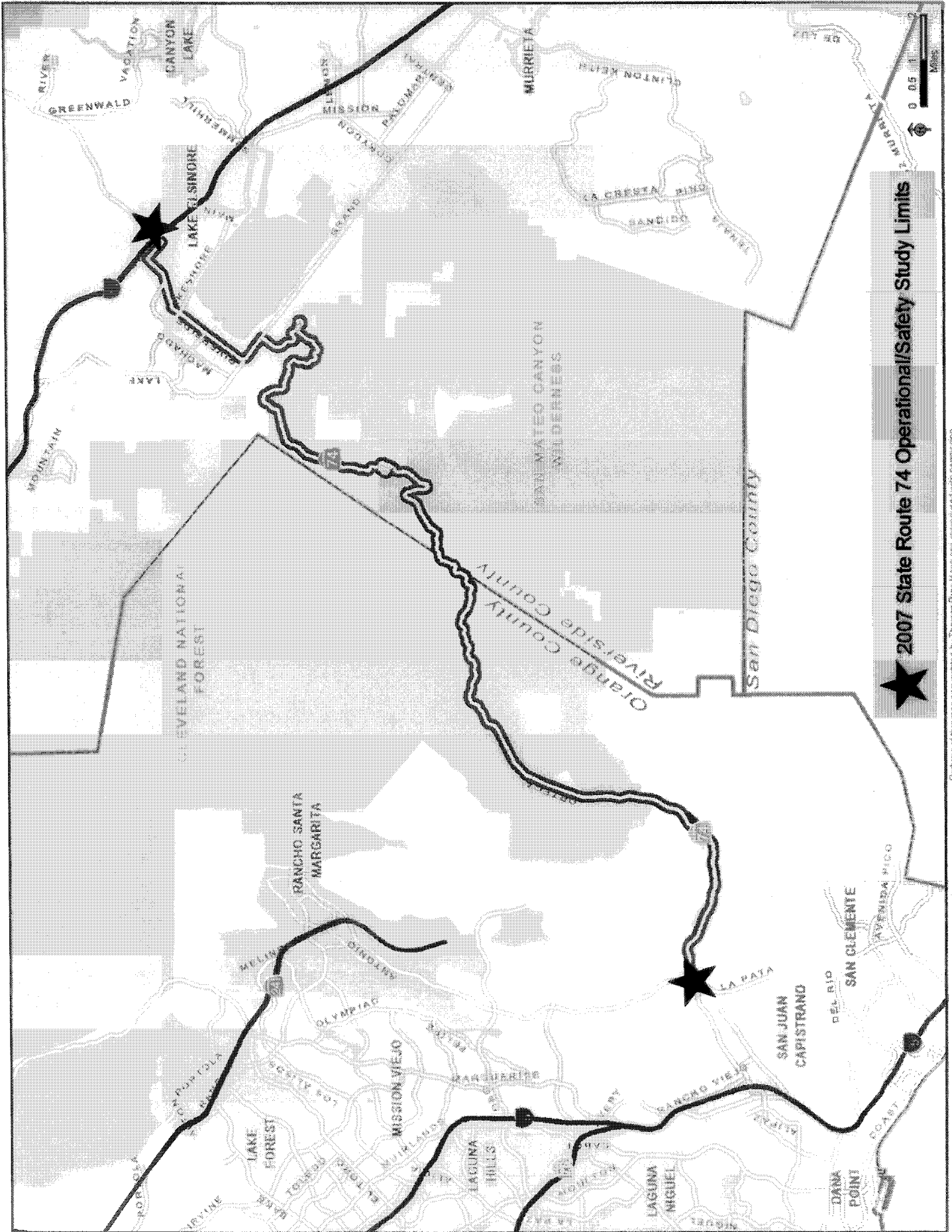


Charlie Larwood
Section Manager, Corridor Studies
(714) 560-5683

Approved by:



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



★ 2007 State Route 74 Operational/Safety Study Limits



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Consultant Selection for 91 Express Lanes/Foothill-Eastern Transportation Corridor (State Route 241) Connector Feasibility Study

Regional Planning and Highways Committee

May 21, 2007

Present: Directors Amante, Cavecche, Glaab, Green, Mansoor, and Norby
Absent: Directors Dixon, Pringle, and Rosen

Committee Vote

This item was passed by all Committee Members present.

Chairman Cavecche abstained pursuant to Government Code 84308, and Director Mansoor was not present to vote.

Committee Recommendations

- A. Select CH2M Hill as the top ranked firm for the preparation of a feasibility study.
- B. Authorize Chief Executive Officer to request a cost proposal from CH2M Hill and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final Agreement C-7-0612.
- D. Authorize the Chief Executive Officer to execute a funding agreement with the Transportation Corridor Agencies.



May 21, 2007

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Consultant Selection for 91 Express Lanes/Foothill-Eastern Transportation Corridor (State Route 241) Connector Feasibility Study

Overview

The proposed study entails evaluating the concept of connecting the 91 Express Lanes to the Foothill-Eastern Transportation Corridor (State Route 241) and extending the 91 Express Lanes east to the Corona Expressway (State Route 71) and/or Ontario Freeway (Interstate 15). Proposals and statements of qualifications for the preparation of the feasibility study were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform architectural and engineering work. These procedures are in accordance with both federal and state legal requirements.

Recommendations

- A. Select CH2M Hill as the top ranked firm for the preparation of a feasibility study.
- B. Authorize Chief Executive Officer to request a cost proposal from CH2M Hill and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final Agreement C-7-0612.
- D. Authorize the Chief Executive Officer to execute a funding agreement with the Transportation Corridor Agencies.

Background

The feasibility study will evaluate the concept of directly connecting the 91 Express Lanes to the Foothill-Eastern Transportation Corridor (State Route 241)

and other freeway-to-freeway interchanges, identify where to drop the added lanes merging to and from State Route 241 (SR-241), and propose how an extension of the 91 Express Lanes could be integrated into Orange County and Riverside County planned freeway improvements. The goal of this concept is to move more peak period traffic and improve overall Riverside Freeway (State Route 91) corridor travel time.

Discussion

This procurement was handled in accordance with the Orange County Transportation Authority's (Authority) procurement policies and procedures for architectural and engineering requirements, which conform to both federal and state law. Proposals are evaluated without consideration of cost and are ranked in accordance with the qualifications of the firm and the technical proposal. The highest ranked firm is requested to submit a cost proposal and the final agreement is negotiated. Should negotiations fail with the highest ranked firm, a cost proposal will be solicited from the second ranked firm in accordance with the procurement policies previously adopted by the Authority's Board of Directors (Board).

The project was advertised on March 7 and March 13, 2007, in a newspaper of general circulation. The notice for the Request for Proposals was posted on March 6, 2007, on CAMMNET and emailed to 1,741 firms. Addendum No. 1 was issued on March 6, 2007, to update the solicitation title. Addendum No. 2 was issued on March 14, 2007, to post the pre-proposal registration sheet and to provide a draft technical memorandum attachment. A pre-proposal meeting was held on March 13, 2007, and was attended by 27 firms.

On April 4, 2007, two proposals were received. An evaluation committee consisting of staff from Planning and Analysis Department, Contracts Administration and Materials Management Department, and the Riverside County Transportation Commission met to review the proposed work plans and firm qualifications.

The evaluation committee reviewed both proposals and found them to be qualified for the work. On April 23, 2007, the two firms were interviewed.

Questions were asked relative to the firms' proposals. The two qualified firms are:

Firm and Location

CH2M Hill
Santa Ana, California

HNTB Corporation
Santa Ana, California

Based on the committee's evaluation of the two qualified firms, CH2M Hill is recommended as the firm that has the staff and experience that best fits the task. The CH2M Hill team provided an excellent technical proposal/work plan. They also provided an excellent presentation and answers to interview questions. These included a very good presentation on traffic analysis of the project study area and a very good discussion of concepts that could improve the operations of State Route 91. The project manager and sub-consultants have excellent related project experience.

The Authority will seek a proportional share of the feasibility study cost from the Transportation Corridor Agencies (TCA). The TCA proportional share will be limited to the 91 Express Lanes/SR-241 connector portion of the study's costs.

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2006-07 Budget, Development Division, Account 1536-7519-A0001-BYX, and is funded with local funds.

Summary

The evaluation committee met and reviewed this item. Based on the materials provided, the committee recommends the selection of CH2M Hill as the most qualified firm to prepare the feasibility study.


Staff is requesting authorization to request a cost proposal from CH2M Hill and negotiate an agreement within the approved budget for this project, which is \$500,000.

In addition, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute a funding agreement with the TCA for a proportional share of the feasibility study cost.

Attachment

None.

Prepared by:



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Section Manager, Project Development
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Approved by:



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



MEMO

May 29, 2007

To: Members of the Board of Directors
From: ^{WY}Wendy Knowles, Clerk of the Board
Subject: **Board Committee Transmittal for Agenda Item**

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



May 24, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Customer Relations Report for Third Quarter
Fiscal Year 2006-07

Overview

The Customer Relations Report is submitted to the Orange County Transportation Authority Board of Directors on a quarterly basis. The report provides an overview of customer communications received during the prior period of January through March 2007, as well as an overview of the Customer Information Center contract which is administered by Customer Relations.

Recommendation

Receive and file as an information item.

Background

The Customer Relations Department is responsible for identifying and resolving service issues through the use of proactive and responsive methods. Customer Relations disseminates information about the Orange County Transportation Authority (OCTA) services and policies and serves as a channel through which customers' opinions about those services and policies are transmitted to OCTA.

Discussion

Responsibilities within the Customer Relations Department are varied. As its primary function, Customer Relations takes written, verbal, and e-mailed comments and complaints and facilitates OCTA responses. Staff interacts closely with numerous departments to obtain resolution to customers' concerns. Customer Relations participates in monthly meetings with members of OCTA's Transit Division, as well as with the contractor responsible for providing ACCESS service and contracted fixed route service, to ensure customer concerns are heard and problems are resolved. Staff also interacts closely with the bus Service Planning and Customer Advocacy staff to ensure there is a forum to listen to the needs of riders.

The department also oversees the Customer Information Center (CIC) which provides trip routing information to bus riders; the issuance of Reduced Fare Identification (RFID) cards to seniors and persons with disabilities; and the sale of bus passes and ACCESS coupons to the public via mail, phone, and online. Customer Relations is also responsible for coordinating responses to customer service calls about the 91 Express Lanes; administration of the OCTA Store; production of Riders' Alerts to notify customers of changes to bus routes and schedules; and oversight of the Special Needs in Transit Advisory Committee. Below are highlights of Customer Relations activity during the period of January 1 through March 31, 2007.

Customer Communications

Customer Relations receives and processes communications from customers on a variety of topics including local bus service, intracounty and intercounty express routes, rail feeder routes, and ACCESS service. Listed below is a breakdown of the communications that Customer Relations received during the quarter.

Total Communications

Fiscal Year 2006-07	Phone Calls	E-mails	Letters	Totals
1 st Quarter (July – September)	11,397	935	77	12,409
2 nd Quarter (October – December)	11,291	847	97	12,235
3 rd Quarter (January – March)	11,296	748	108	12,152

ACCESS Service

Veolia Transportation, Inc. (Veolia) operates ACCESS service. During this quarter, there were 308,193 ACCESS boardings compared to 335,771 in the previous quarter. Complaints about ACCESS accounted for the majority of total complaints received during the third quarter. Veolia staff developed a strategic plan for corrective action that is being implemented to improve service delivery. The plan was formulated in December 2006 and implemented in January 2007. The positive affects of the strategic plan began to show a decrease in complaints in the months of February and March 2007.

The complaint standard for ACCESS service is no more than one complaint for every one thousand boardings. There were 5.24 complaints per one thousand boardings in the third quarter of fiscal year 2007, as compared to the second quarter, which had 4.55 complaints per one thousand boardings. Veolia introduced a new template for deploying work assignments during the third

quarter. As a result, many subscription riders were negatively impacted which led to an increased number of complaints at the beginning of the quarter.

Continuing Key Issues for ACCESS

1. Vehicles Running Behind Schedule

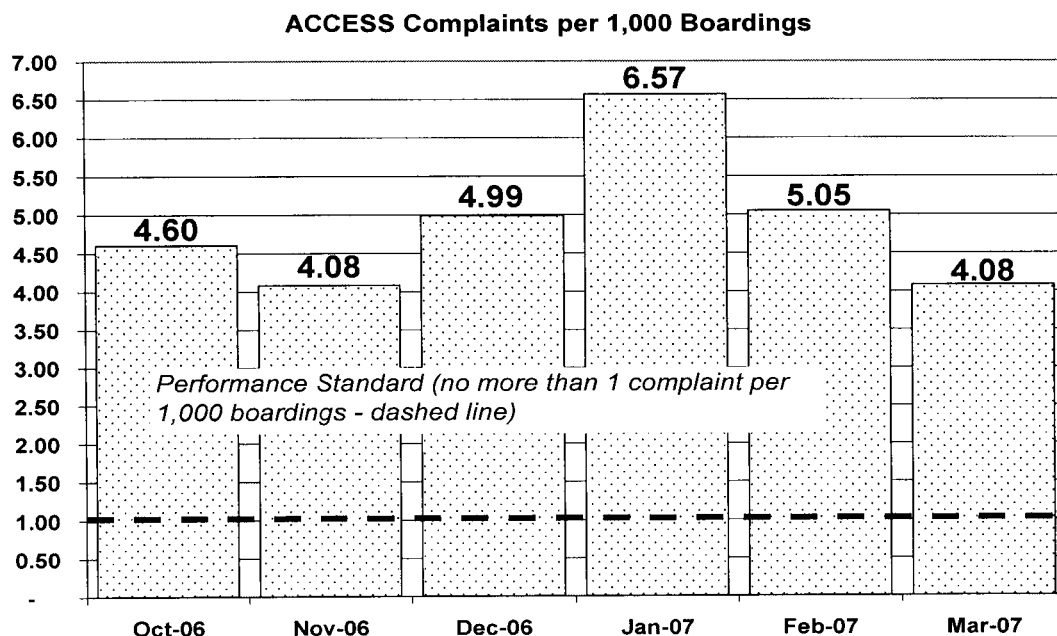
From January 1, 2007 to March 31, 2007, Customer Relations received 469 complaints from riders about ACCESS drivers running behind schedule, compared to the 430 complaints reported in the previous quarter. This is a 9 percent increase in complaints about ACCESS vehicles running behind schedule.

2. Vehicles Not Arriving

There were 377 complaints about ACCESS vehicles not arriving to pick up passengers, versus 418 in the previous quarter. This is a 10 percent decrease in complaints about ACCESS vehicles not arriving.

3. Driver Judgment (any questionable decision, action, or omission on the part of the ACCESS driver)

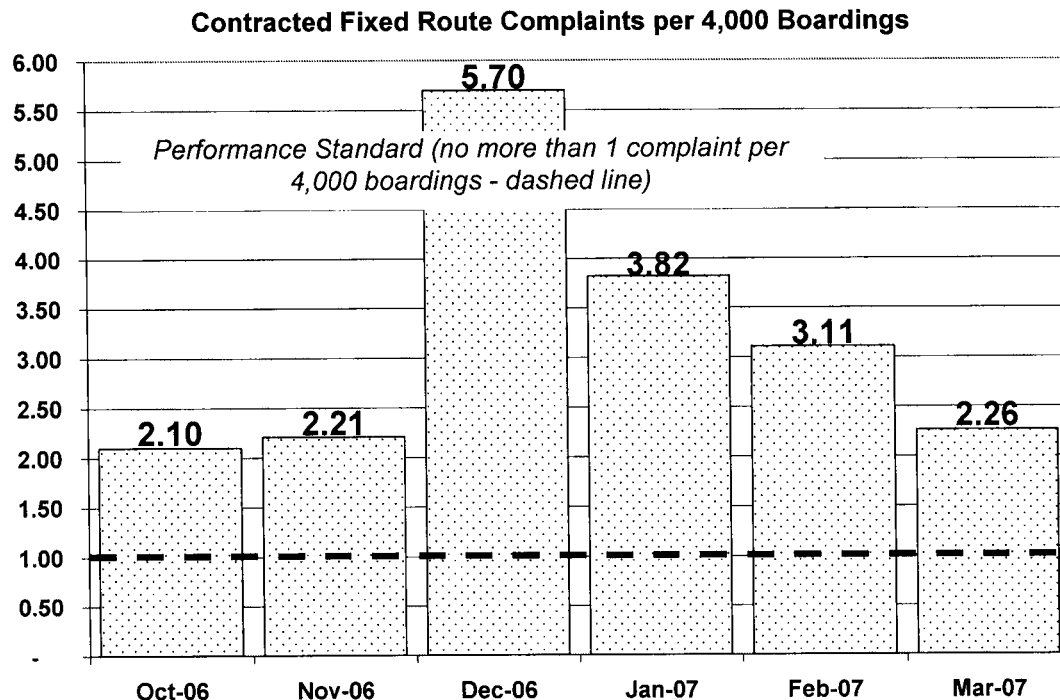
A total of 137 complaints were received from riders about the judgment displayed by contracted drivers, compared to 148 received last quarter representing a 7 percent decrease.



Contracted Fixed Route Service

In addition to ACCESS service, Veolia operates contracted fixed route service, which includes OCTA's community fixed routes, all StationLink routes, and the OC Express routes 757, 758, and 794. During this quarter, there were 302,340 boardings.

The contractual complaint standard for contracted fixed route is no more than one complaint per four thousand boardings. Veolia finished the quarter at 3.04 complaints per four thousand boardings. In the previous quarter, there were 3.20 complaints per four thousand boardings.



Continuing key issues for contracted fixed route:

1. Vehicles Not Arriving

From January 1, 2007 to March 31, 2007, Customer Relations received 51 complaints from riders about contracted vehicles not arriving to pick them up, compared to the 72 complaints reported in the previous quarter. This is a 29 percent decrease in complaints about vehicles not arriving.

2. Vehicles Running Behind Schedule

There were 47 complaints about contracted drivers running late, versus 48 in the previous quarter. This is a 2 percent decrease for the quarter.

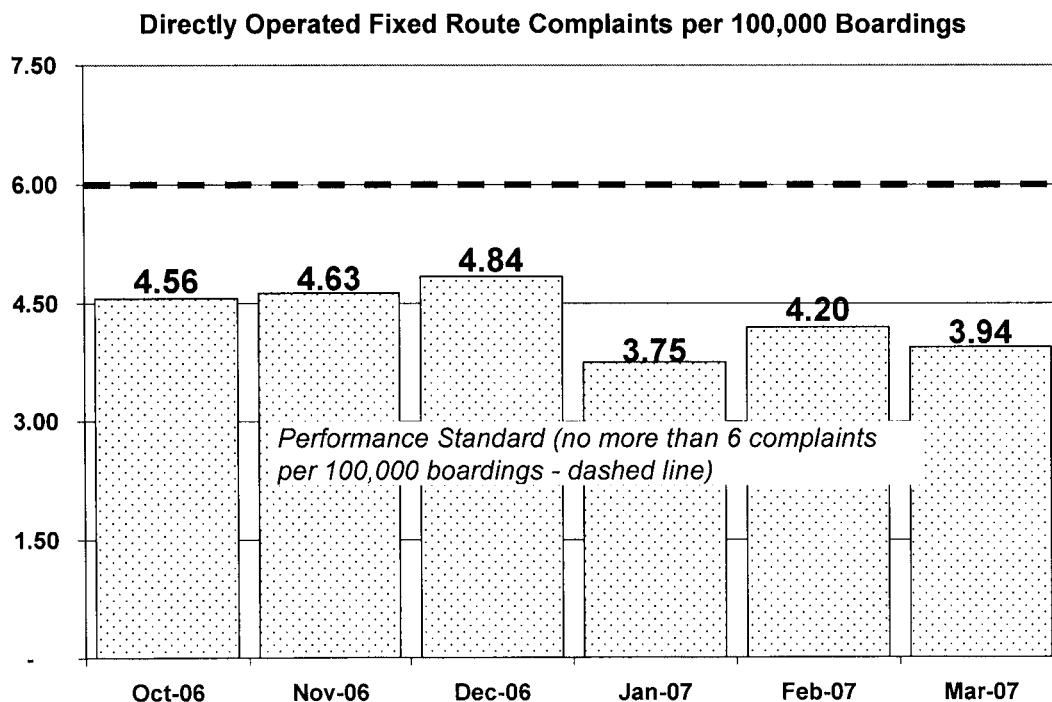
3. Driver Judgment (any questionable decision, action, or omission on the part of the contracted service driver)

Examples of judgment complaints include, but are not limited to, loading/unloading customers under unsafe conditions, conducting personal business while in service, failure to call medical or security assistance when warranted by circumstances, etc. A total of 23 complaints were received from riders about the judgment displayed by contracted drivers, compared to 13 received last quarter. This represents a 77 percent increase from the prior quarter.

Fixed Route Bus Operations

During this quarter, there were 17,022,132 fixed route boardings. Based on the customer communications received, there were 3.96 complaints per 100,000 boardings, which is well within the Transit Division's goal of six complaints per 100,000 boardings.

The concern most often expressed by customers of OCTA's fixed route during the third quarter was being passed by while waiting for a bus with an average of 55 monthly pass-by complaints received during the quarter. There were 193 compliments for the quarter compared to 204 for the previous quarter.



Feedback for Fixed Route Bus Service

1. Pass-bys

A total of 165 complaints were received from passengers who reported being passed by OCTA buses, compared to 199 complaints received last quarter. This is a 17 percent decrease in the number of complaints about pass-bys.

2. Driver Judgment (any questionable decision, action, or omission on the part of a coach operator)

There were 130 complaints received about the judgment displayed by OCTA coach operators. This is nine more than the 121 complaints received last quarter and a 7 percent increase in the number of complaints about driver judgment.

3. Driving Techniques

There were 78 complaints about the driving techniques displayed by coach operators, compared to 97 complaints received in the previous quarter. This is a 20 percent decrease in the number of complaints about driving techniques.

Customer Information Center

The CIC is operated by Alta Resources. Alta Resources handled 163,536 calls for the quarter compared to 162,047 in the second quarter. The average call volume for fiscal year 2006-07 is 56,000 per month. If the average continues through June 2007, the total calls for the fiscal year will be approximately 668,000, an 8 percent increase over the prior fiscal year.

CIC Calls Handled		
Fiscal Year	Call Volume	% Change From Prior Year
FY 2003-04	648,132	N/A
FY 2004-05	625,667	-3%
FY 2005-06	619,045	-1%
FY 2006-07	Year to Date 500,524*	N/A

* July 2006 through March 2007

During the third quarter of the fiscal year, a total of nine complaints and 16 compliments were received about Alta Resources compared to seven complaints and 22 compliments during the second quarter of the fiscal year.

Calendar Year 2007

Month	Calls Handled	Compliments	Complaints
January	54,731	3	2
February	50,505	4	3
March	58,300	9	4

Customer Relations Activities

- **ACCESS Contract Transition**

Customer Relations continues to work with the Community Transportation Services (CTS) Department to help resolve service delivery issues with ACCESS. Customer Relations also continues to work with and advocate for riders who have experienced problems with ACCESS, including but not limited to, assisting with the scheduling of backup rides and following up on complaints of vehicles not arriving.

- **Transit Focus Groups**

During the previous quarter, the Transit Division hired an independent facilitator to conduct a series of focus groups with coach operators. The purpose of the focus groups was to obtain feedback from coach operators regarding the customer comment process.

Throughout the third quarter, Customer Relations staff participated in nine focus group debriefing sessions; three at the Garden Grove Base, three at the Anaheim Base, two at the Santa Ana Base, and one with union shop stewards at the Federal Mediation Building during coach operator contract negotiations.

- **91 Express Lanes**

The OCTA Store established 139 new accounts for the 91 Express Lanes during the quarter, compared to 195 in the previous quarter. Also during the quarter, Customer Relations processed 52 comments from customers concerning their 91 Express Lanes accounts or from non-account holders expressing concern about receiving a violation.

- **Riders' Alerts**

Customer Relations issued 74 Riders' Alerts during the third quarter to inform bus riders about schedule adjustments and/or detours throughout the County.

- **Pass Sales**

There was a total of \$390,961 in passes sold within the Pass Sales Section, compared to \$432,378 sold in the previous quarter. The regular pre-paid day passes generate the largest number of sales for fixed route. The ACCESS fare coupon books generate the most sales dollars.

- **Coach Operator Training**

Customer Relations conducted two Student Coach Operator Training (SCOT) sessions and one Customer Relations Training (CRT) session. The purpose of these classes is to improve and enhance the customer service that is provided to passengers by coach operators.

- **Coach Operator Training Video**

During the quarter, the Training Department began production of a video to teach coach operators how to best provide service to passengers with disabilities. Customer Relations worked cooperatively with Training by arranging participation in the video by a Customer Relations staff person who is blind and a bus rider who is deaf.

- **Special Needs in Transit Advisory Committee**

During the quarter, Mallory Vega, Executive Director of Acacia Adult Day Services was elected Chair and Vera Judge of Orange County In-Home Support Services (IHHS) was re-elected Vice Chair. The committee continued to provide feedback about problems with ACCESS service including on-time performance, no-shows, and scheduling errors. Based on this feedback, CTS was able to meet with the agencies that these members represent to ensure the problems are being addressed and resolved.

Summary

During the quarter, Customer Relations continued to address customer service issues. Customer comments for OCTA-operated fixed route bus service remained well within the established performance standards. ACCESS and contracted fixed route service, operated by Veolia, continued to experience customer service issues and did not meet their established performance standards during the third quarter. However, the monthly data indicates that Veolia continued to make improvements throughout the quarter. Alta Resources, the contractor responsible for the CIC, continued to operate within the performance standards established in their contract.

Attachments

- A. ACCESS Complaints and Contracted Fixed Route Complaints
- B. OCTA Operated Fixed Route Complaints

Prepared by



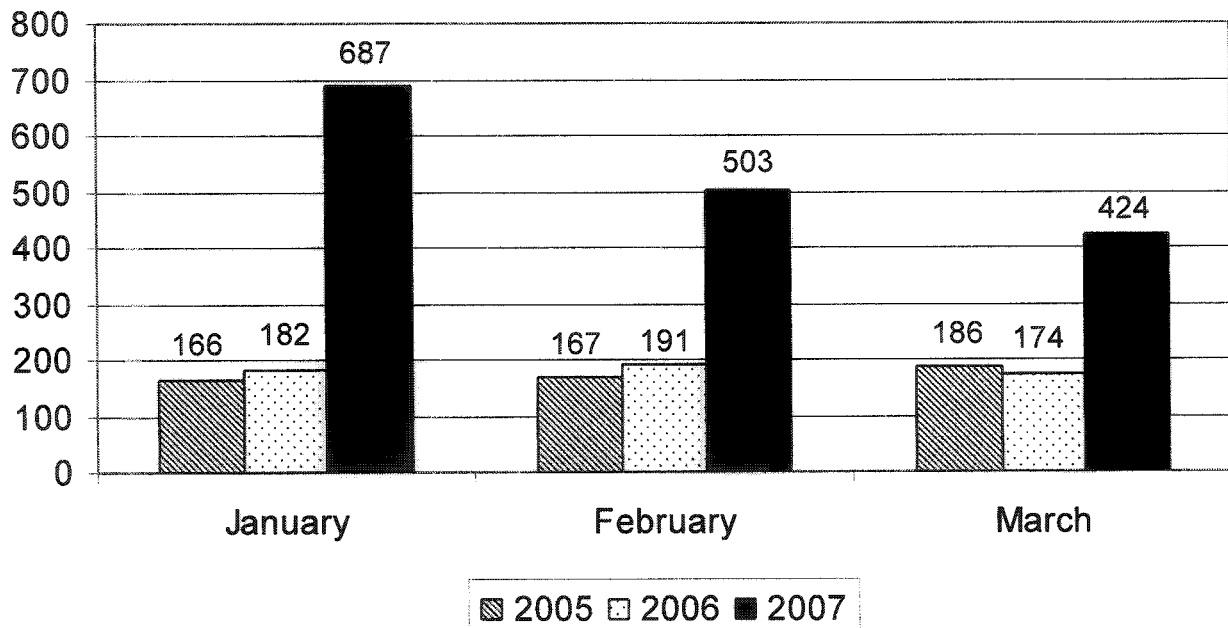
Adam D. Raley
Senior Customer Relations
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(714) 560-5510

Approved by:

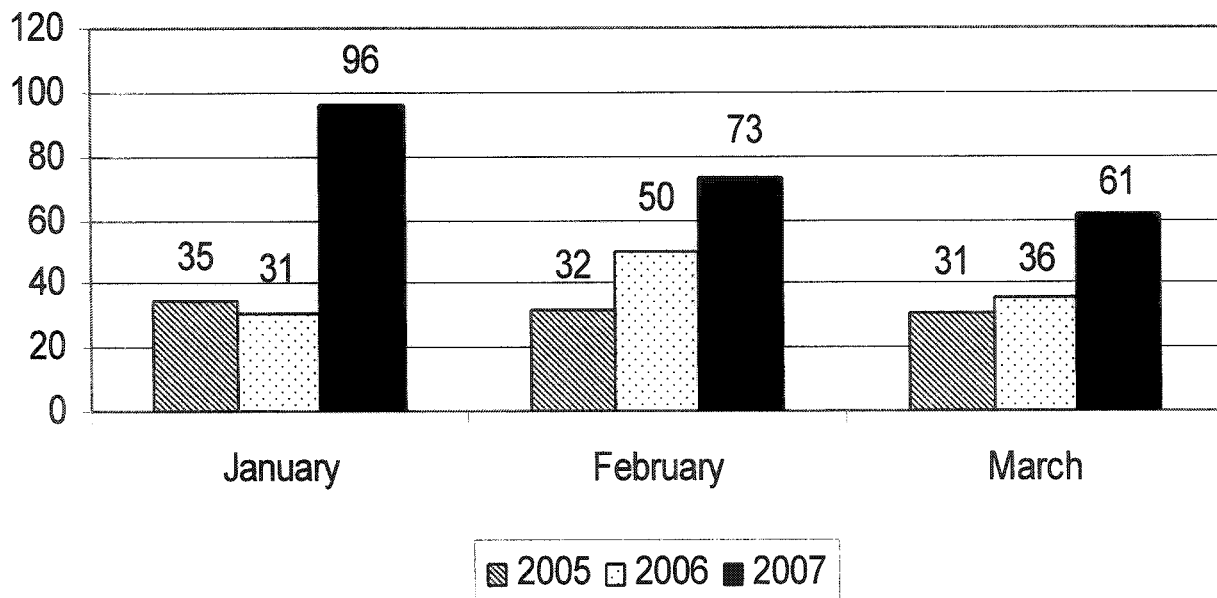


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Executive Director, External Affairs
(714) 560-5923

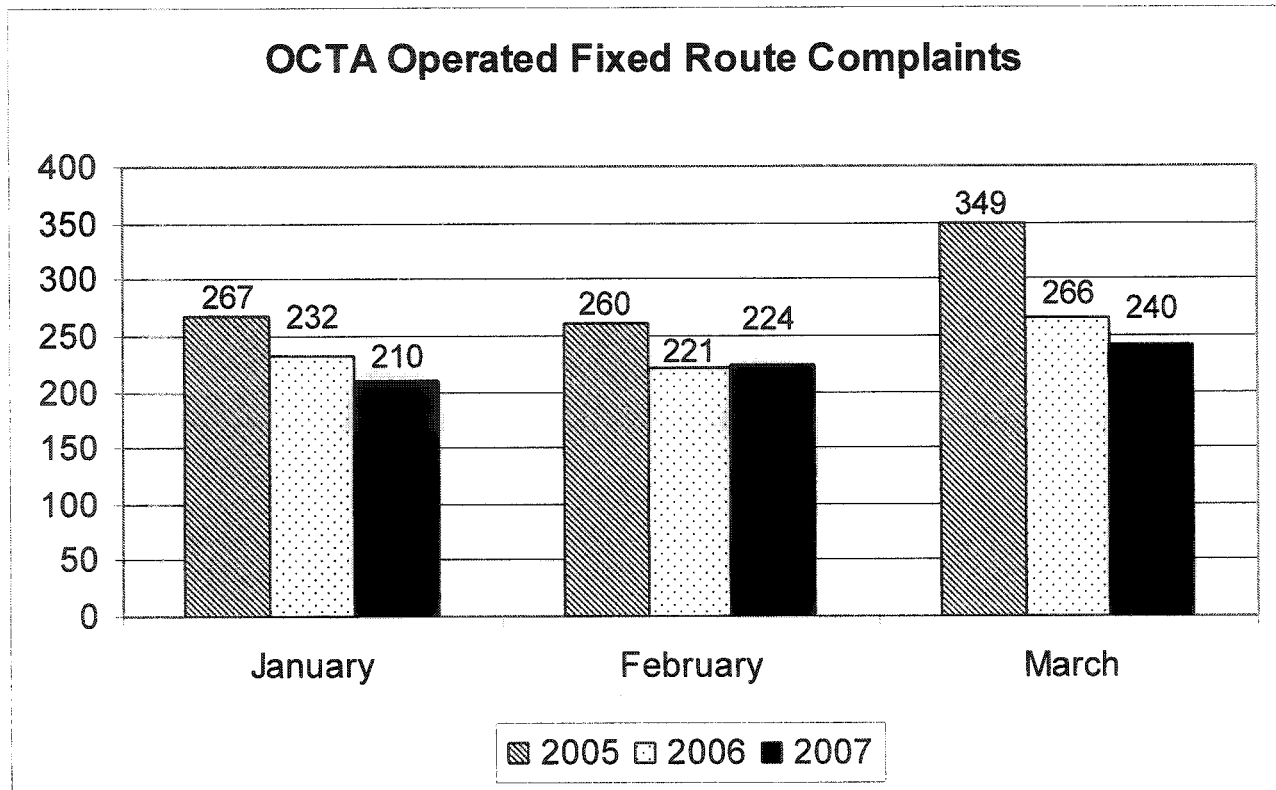
ACCESS Complaints



Contracted Fixed Route Complaints



ATTACHMENT B





BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: ^{WK}Wendy Knowles, Clerk of the Board
Subject: Agreement to Provide Employee Assistance Program Services

Finance and Administration Committee

May 9, 2007

Present: Directors Amante, Bates, Brown, Buffa, Campbell, Cavecche, and Moorlach
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Directors Bates and Moorlach were not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to approve Agreement C-7-0032 between the Orange County Transportation Authority and Resources for Living to provide an Employee Assistance Program for all eligible employees and their families for a three-year period for a maximum obligation not to exceed \$186,345. The agreement will also include two one-year option terms.



May 9, 2007

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer *APL 6/4/07*
Subject: Agreement to Provide Employee Assistance Program Services

Overview

The Orange County Transportation Authority currently has an agreement with PacifiCare Behavioral Health to provide Employee Assistance Program services. The agreement expires on June 30, 2007. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to approve Agreement C-7-0032 between the Orange County Transportation Authority and Resources for Living to provide an Employee Assistance Program for all eligible employees and their families for a three-year period for a maximum obligation not to exceed \$186,345. The agreement will also include two one-year option terms.

Background

The Orange County Transportation Authority (OCTA) has an Employee Assistance Program (EAP) that provides confidential counseling and referral services to all eligible employees and their families. The EAP is intended to help employees and their families resolve personal problems that may interfere with employees' work performance or home life as well as provide assistance with work problems. A standard EAP provides assistance with alcohol and drug abuse problems.

OCTA offers a broad program that not only assists with substance abuse and drug dependency issues, but also helps with almost any type of personal concern such as emotional distress, co-worker conflicts, divorce or separation, custody issues, grief and loss, child and adolescent issues, crisis situations, domestic violence, gambling addictions, stress and anger management.

The referral service through the EAP also assists with legal and financial problems. An employee is entitled to a free, confidential one-half hour legal consultation through a nationwide network of attorneys. The EAP can also help employees with financial issues concerning family budget planning or managing their debt. Additionally, the EAP assists in finding qualified caregivers and programs for children and helps employees cope with eldercare problems.

Annual utilization rates of the OCTA's EAP are as follows:

- 2002 – 4.36 percent
- 2003 – 4.62 percent
- 2004 – 5.47 percent
- 2005 – 5.10 percent
- 2006 – 5.44 percent

Discussion

This procurement was handled in accordance with the OCTA's procedures for professional and technical services. This agreement provides for an initial term of three years from July 1, 2007 through June 30, 2010, with two option terms.

On February 8, 2007, the OCTA issued a Request for Proposals for the EAP on CAMMNET. The project was advertised on February 11, 2007 and February 14, 2007, in a newspaper of general circulation. A pre-proposal meeting was held on February 15, 2007, and was attended by four consultants.

Ten firms submitted proposals on March 6, 2007, that were considered for award of the OCTA's EAP. The evaluation committee was represented by staff from Contracts, Administration and Materials Management, Human Resources, Labor and Employee Relations, and two representatives from base operations, one from Garden Grove and the other from Santa Ana. The proposals were evaluated on the following criteria: Qualifications of the Firm, Proposed Staffing and Project Organization, Work Plan, and Cost and Price.

The evaluation committee short-listed three firms in the evaluation and requested interviews. Interviews were conducted on March 26, 2007. As a result of the interviews, the OCTA requested clarifications from the three short-listed firms. Based on their findings, the evaluation committee recommends the following firm to the Finance and Administration Committee for consideration of an award:

Firm and Location

Resources for Living
Austin, Texas

Resources for Living demonstrated a good understanding of the OCTA's scope of work and provided the best combination of services to fulfill the obligations of the scope of work at competitive rates that fit within the OCTA's budget. The following figures represent cost per employee per month. The OCTA's headcount as of April 5, 2007, is 1,991.

Consultant	Initial Term	Option Year 1	Option Year 2
Resources For Living	\$2.10	\$2.21	\$2.32

The cost per employee covers basic services as reviewed in the background. Staff took an approach to reduce costs by unbundling the services for catastrophic events related to emergencies, critical work incidents, loss of an employee, etc. However, catastrophic event services are still included in the contract on an as-needed basis. OCTA has experienced approximately three catastrophic events in the past five years where EAP services were utilized for counseling and assisting employees through the grieving process.

Offering an EAP serves as a source of support for employees and may reduce work productivity problems.

Fiscal Impact

Funds are proposed in the OCTA's Fiscal Year 2008 Budget, Human Resources Department, Compensation and Benefits 7546; \$62,115 has been requested for fiscal year 2007-08 budget.

The cost for the first year of the contract for Resources for Living is approximately \$51,660 when calculated using a base of 2,050 employees. Staff budgeted a total of \$62,115 for fiscal year 2008 which includes \$10,455 as a reserve for a potential catastrophic event. By taking an unbundled approach to these services, a potential cost savings of \$10,455 may be recognized if there are no catastrophic events; the potential initial term cost savings over the three year contract period is \$31,365.

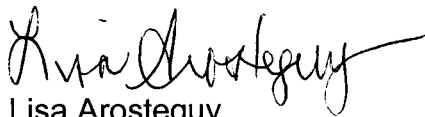
Summary

Based on the information provided, staff recommends award of Agreement C-7-0032 to Resources for Living, in an amount not to exceed \$186,345, for an initial term of three years from July 1, 2007 through June 30, 2010, with two one-year option terms.

Attachment

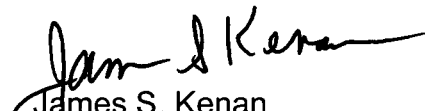
None.

Prepared by:



Lisa Arosteguy
Human Resources
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(714) 560-5801

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Agreement with Stantec Inc., for Traffic and Revenue Forecasting Services

Finance and Administration Committee

May 9, 2007

Present: Directors Amante, Bates, Brown, Buffa, Campbell, Cavecche, and Moorlach
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Directors Bates and Moorlach were not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0630 with Stantec Inc., for traffic and revenue forecasting services, in an amount not to exceed \$150,000.

Committee Comments

Director Campbell added the following two points of rationale to the staff recommendations:

- OCTA will be working with the Transportation Corridor Agencies on the concept of connecting the 241 and the 91 toll roads, and
- If the Riverside County Transportation Commission gets approval to add a toll road, cost analysis should be done on the impact to OCTA.



May 9, 2007

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Agreement with Stantec Inc., for Traffic and Revenue Forecasting Services

Overview

It is requested that the Orange County Transportation Authority Board of Directors award a contract to Stantec Inc., for toll road traffic and revenue forecasting services. This action is contingent upon approval of the Orange County Transportation Authority Fiscal Year 2007-08 Budget.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0630 with Stantec Inc., for traffic and revenue forecasting services, in an amount not to exceed \$150,000.

Background

On May 8, 2002, the Orange County Transportation Authority (OCTA) executed Agreement C-2-0559 with Vollmer Associates LLP (Vollmer), for \$285,000 for traffic and revenue consulting services for a term extending to March 31, 2003. The purpose of this agreement was to conduct 91 Express Lanes traffic and revenue analyses necessary for the acquisition of the 91 Express Lanes franchise as well as to provide initial information for the refinancing of the taxable debt.

The work included development of a detailed transportation model based on the Orange County Transportation Analysis Model (OCTAM), which was tailored specifically for toll road analyses. The regional travel demand model – called the Vollmer Orange County Transportation Analysis Model (VOCTAM) - used updated socioeconomic forecasts and transportation improvement data to identify current and future traffic in the Riverside Freeway (State Route 91) and the surrounding State Route 91 (SR-91) corridor area.

On January 27, 2003, the Board authorized an amendment to Agreement C-2-0559 in an amount of \$110,000. This amendment provided resources for ongoing traffic and revenue modeling support to help the Board formulate the toll policy for the 91 Express Lanes. On July 14, 2003, the Board adopted a toll policy and Vollmer was directed to develop a final Traffic and Revenue Study necessary for refinancing the taxable debt. An allocation of \$250,000 was approved to complete this work, assist with rating agency presentations, monitor impacts of the adopted toll policy, and provide ongoing consultant support.

In July 2004, a subsequent contract was executed with Vollmer for continued traffic and revenue forecasting services. In addition, the firm was asked to prepare an updated traffic and revenue study for the 91 Express Lanes in fiscal year 2006-07, which included various alternative scenarios such as extending the 91 Express Lanes into Riverside County. In fiscal year 2006-07, Vollmer was acquired by Stantec Inc. (Stantec). The current contract with Stantec will expire June 30, 2007. To ensure consistency and uniformity of data for forecast updates, a Sole Source Vendor Procurement Request was issued. On April 4, 2007, OCTA's Internal Audit Department completed and approved Stantec's pricing. Therefore, it is requested the Board of Directors authorize an agreement with Stantec for traffic and revenue forecasting services.

Discussion

Stantec, formerly known as Vollmer Associates LLP, has provided ongoing assistance to monitor and forecast traffic and revenue for the 91 Express Lanes. Weekly projections identify both full toll lane and High Occupancy Vehicle (HOV3+) traffic. Added together, these provide total traffic and revenue forecasts.

Under the proposed scope of work for this agreement, Stantec would continue to analyze the hourly traffic and revenue data and analyze the hourly toll rates in order to determine the impact of toll adjustments to the traffic volumes. Stantec would review their fiscal year forecasts and adjust estimates based on existing and expected toll rates and traffic volumes. In addition, Stantec would provide to OCTA weekly projections for full toll lane and HOV3+ traffic which are currently being utilized in the 91 Express Lanes monthly reports.

Lastly, OCTA is required by Assembly Bill 1010 to update the 2003 State Route 91 Implementation Plan on an annual basis. This plan establishes a program of projects eligible for funding from excess toll receipts. Under this agreement, Stantec would conduct a review of the highway and transit network

assumptions included in the plan that could potentially affect traffic or revenue on the mainline SR-91 and 91 Express Lanes.

Fiscal Impact

Funds are being requested with the fiscal year 2007-08 91 Express Lanes professional services, in the amount of \$150,000, for traffic and revenue analysis.

Summary

Contingent on approval of the fiscal year 2007-08 budget, it is requested the Board authorize the Chief Executive Officer to execute Agreement C-7-0630 with Stantec Inc., for traffic and revenue forecasting services, in an amount not to exceed \$150,000.

Attachment

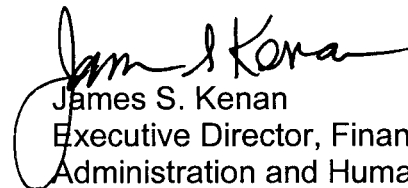
None.

Prepared by:



Kirk Avila
General Manager
91 Express Lanes
(714) 560-5674

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board *WK*
Subject: Agreement for Insurance Brokerage Services

Finance and Administration Committee

May 9, 2007

Present: Directors Amante, Bates, Brown, Buffa, Campbell, Cavecche, and Moorlach
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0632 between the Orange County Transportation Authority and Marsh Risk and Insurance Services, Inc., in an amount not to exceed \$335,000, for the initial three-year term of the Agreement to provide insurance brokerage services for the Authority. The Agreement includes two one-year option terms at an additional cost.



May 9, 2007

To: Finance and Administration Committee
From: Arthur T. Leany, Chief Executive Officer *APL*
Subject: Agreement for Insurance Brokerage Services

Overview

The Orange County Transportation Authority's Insurance Brokerage Services Agreement with Marsh Risk and Insurance Services, Inc., expires on June 30, 2007.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0632 between the Orange County Transportation Authority and Marsh Risk and Insurance Services, Inc., in an amount not to exceed \$335,000, for the initial three-year term of the Agreement to provide insurance brokerage services for the Authority. The Agreement includes two one-year option terms at an additional cost.

Background

The Orange County Transportation Authority (OCTA) is self-insured for liability and workers' compensation and purchases insurance to cover exposures that arise from daily operations and to protect OCTA real and business personal property from accidental loss.

In order to purchase insurance at competitive rates, OCTA utilizes an insurance broker for marketing and placement of insurance. Currently, Marsh Risk and Insurance Services, Inc. (Marsh), the broker of record, markets and procures liability, workers' compensation, property, flood, earthquake, crime, and business interruption insurance, subject to Board approval.

Discussion

This procurement was handled in accordance with the OCTA's procedures for professional and technical services. In addition to cost, many other factors are considered in an award for professional and technical services. Therefore, the

requirement was handled as a competitive negotiated procurement. Award is recommended to the firm offering the most effective overall proposal considering such factors as staffing, prior experience with similar projects, approach to the requirement, and technical expertise in the field.

The project was advertised on March 5, 2007 and March 12, 2007, in a newspaper of general circulation, and on CAMMNET. On March 26, 2007, four offers were received. An evaluation committee composed of staff from Risk Management, Treasury/Public Finance, Contracts Administration and Materials Management and the City of Santa Ana was established to review all offers submitted. The offers were evaluated on the basis of qualifications, staffing, work plan, and cost and price.

The evaluation committee short-listed all firms in the evaluation and requested interviews. Interviews were conducted on April 10, 2007. As a result of the interviews, OCTA requested clarifications from one of the short-listed firms and requested best and final offers from all of the short-listed firms.

Based on their findings, the evaluation committee recommended the following firm to the Finance and Administration Committee for consideration of an award:

Firm and Location

Marsh Risk and Insurance Services, Inc.
Newport Beach, California

Marsh received the highest overall score for the quality of assigned staffing, significant insurance marketing background, and experience in placing public transit insurance. Staff is recommending Marsh as their proposed pricing is more in line with the service expected on this account. Furthermore, Marsh provided a very detailed work plan to be in full compliance with OCTA's insurance procurement requirements as approved by the OCTA Board of Directors on February 26, 2007.

Although OCTA received a lower pricing proposal from another broker, it appears that the proposed pricing is not in line with the service expected on this account. In addition, that broker concentrated on using established insurance pools as the primary focus of their work plan. The use of insurance pools may provide increased purchase power and may level fluctuation of premium pricing over time. However, two unfavorable aspects of pooling are negative selection and diminished savings opportunities. OCTA may be subject to higher premium pricing due to unfavorable loss experience of other pooled organizations, and may lose the opportunity to save premium dollars in a soft

insurance market. Traditional insurance marketing and placement of insurance as outlined in the Marsh work plan will provide maximum flexibility and alternatives like purchasing multi-year policies to obtain the benefit of level premium pricing in a hard market while avoiding unfavorable negative aspects of insurance pools. The flexibility of this type of approach would allow more staff and Board involvement, and control in keeping with the Board directives leading to the new Insurance Procurement Process for marketing and placement of OCTA insurance coverage.

Fiscal Impact

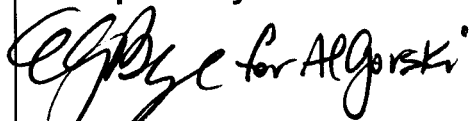
The cost of this procurement will be budgeted annually. The Risk Management Department has requested sufficient funds in the proposed fiscal year 2008 budget to adequately cover the first contract year's expense when approved by the Board of Directors.

Summary

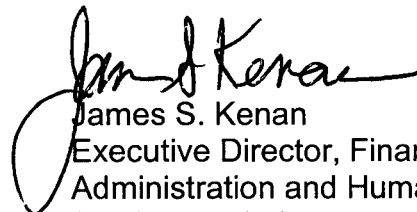
Based on the information provided, staff recommends award of Agreement C-7-0632 to Marsh Risk & Insurance Services, Inc., in an amount not to exceed \$335,000, for insurance brokerage services.

Attachment

None.

Prepared by:

Al Gorski
Department Manager,
Risk Management
(714) 560-5817

Approved by:

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



MEMO

May 29, 2007

To: Members of the Board of Directors
From: ^{WK}Wendy Knowles, Clerk of the Board
Subject: **Board Committee Transmittal for Agenda Item**

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



May 24, 2007

To: Transit Planning and Operations Committee

From: Arthur T. Leahy, ^{nr}Chief Executive Officer

Subject: Santa Ana Regional Transportation Center Pedestrian Bridge Improvement Project – Request for Budget Transfer

Overview

Construction of pedestrian safety improvements, including the pedestrian bridge crossing over the railroad tracks, were recently completed at the Santa Ana Regional Transportation Center. Project costs have exceeded the current budget and require a budget transfer of \$280,000 to fund this difference.

Recommendation

Authorize the use of \$280,000 of additional Commuter Urban Rail Endowment funds to cover the final cost associated with the pedestrian bridge project constructed at the Santa Ana Regional Transportation Center.

Background

The Southern California Regional Rail Authority (SCRRA) is the lead agency for the design, engineering, and construction of the pedestrian bridge and related safety improvements recently completed at the Santa Ana Regional Transportation Center (SARTC). The project was originally funded with \$5.5 million of State Public Transportation Account (PTA) funds from the California Department of Transportation (Caltrans).

The SCRRA originally solicited bids for this project in May 2004; however, the City of Santa Ana (City) received a Transportation Enhancement Act (TEA) grant to construct a decorative block art wall behind the east platform at the SARTC and needed to obligate the funds in a timely manner. At the request of the City, Orange County Transportation Authority (Authority) staff requested that SCRRA include the art wall project in the construction bid package. The SCRRA re-solicited bids for the revised construction project. Construction bids for the revised project were received in August 2004. The bid price for the art wall exceeded grant funds available, therefore, the City removed the project from the

Santa Ana Regional Transportation Center Pedestrian Bridge Improvement Project – Request for Budget Transfer

bid and solicited separate construction bids for the art wall. The lowest responsive, responsible bid price for the remaining project was significantly higher than the engineer's estimate of \$3,069,059. In September 2004, an independent analysis of bid line items was performed to determine the reasonableness of the bids received; the analysis confirmed that the bids were reasonable. In October 2004, the Authority's Board of Directors (Board) approved the use of \$2.94 million of Commuter Urban Rail Endowment (CURE) funds for the project, which allowed SCRRA to proceed with the award of the construction contract in November 2004.

Discussion

The SCRRA's contractor worked with the City to try to accommodate the construction of the art wall along with its project. By doing so, it allowed the two projects to share certain common costs, including construction management, utilities relocation, and railroad safety flagging. Unfortunately, the City's contractor was unable to perform the work as required and the art wall project was postponed. The City has not yet developed a schedule to proceed with the art wall project.

Construction of the pedestrian bridge continued and the project is now complete. The SCRRA has been addressing contract closeout issues with the contractor and has determined that an additional \$280,000 is needed to close out this project. These costs were incurred early in the project and were initially covered in the budget; however, once all change orders and claims were finalized the existing budget could no longer absorb these costs without additional funds.

The additional costs are attributed to the following changes:

Project Changes	Cost
Additional cost to re-solicit bids for the project	\$35,000
Project modifications required by the Office of the State Architect	\$30,000
Cancellation of the City's art wall project	\$150,000
Additional work to improve integration with existing facility	\$30,000
Additional work to modify or remove existing platforms	\$35,000
Total	\$280,000

Details of the cost increases identified above are addressed in the attached letter from SCRRA (Attachment A).

Staff is recommending that \$280,000 in CURE funds be added to the project budget to cover the additional costs. The Authority's total contribution to the

**Santa Ana Regional Transportation Center Pedestrian Bridge
Improvement Project – Request for Budget Transfer**

Staff is recommending that \$280,000 in CURE funds be added to the project budget to cover the additional costs. The Authority's total contribution to the project would increase from \$2,940,000 to \$3,220,000. The proposed funding contributions and project costs by phase are shown on Attachment B.

The total project cost increase is 3.3 percent of the originally approved budget of \$8,440,000. The approval of additional CURE funds will allow SCRRA to complete and close out the pedestrian bridge safety project.

Summary

The pedestrian bridge safety project at the SARTC has been completed. Staff is seeking Board approval to increase the Authority's funding contribution by \$280,000 to cover additional costs incurred by SCRRA and to close out this project.

Attachments

- A. Letter from Stuart Chuck, Metrolink, SCRRA, to Dinah Minter, Authority -
Dated April 19, 2007
- B. Project Source and Use of Funds

Prepared by:



Dinah Minter
Manager, Metrolink Expansion Program
(714) 560-5740

Approved by:



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



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Member Agencies:
Los Angeles County
Metropolitan Transportation
Authority.
Orange County
Transportation Authority.
Riverside County
Transportation Commission.
San Bernardino
Associated Governments.
Ventura County
Transportation Commission.
Ex Officio Members:
Southern California
Association of Governments.
San Diego Association
of Governments.
State of California.

April 19, 2007

Dinah E. Minter
Manager, Construction Services
OCTA
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1594

Dear Dinah,

In my February 8, 2007 letter, I provided you with a final budget overrun of \$280,000 for the Santa Ana Station Pedestrian Bridge Project. As you requested, the following is a breakdown of that amount:

1) Additional Invitation for Bid costs - \$35,000

SCRRA issued Invitation for Bid (IFB) No. C3078-04 for the Pedestrian Bridge Project on May 5, 2004 with bids due on June 22, 2004. The IFB was advertised in several publications, and a pre-bid conference was held on May 18, 2004. Subsequently, the City of Santa Ana requested that the City's art wall project be added to the scope of IFB No. C3078-04. In order to add the art wall, SCRRA was required to make modifications to the bid documents, change plans and specifications, re-advertise the IFB, and conduct a second pre-bid conference.

2) Project modifications required by the State Architect - \$30,000

In accordance with the state funding agreement, the plans and specifications for the Pedestrian Bridge Project were reviewed by Division of the State Architect. The State Architect required various changes that had not been anticipated during project design.

3) Cancellation of City's Art Wall Project - \$150,000

The Pedestrian Bridge Project budget was developed under the assumption that the City's Art Wall project would be allocated a portion of certain common costs, including construction

Dinah Minter
April 19, 2007
Page 2

management and safety flagging. The cancellation of the Art Wall project eliminated the sharing of costs between the two projects. As a result, the Pedestrian Bridge budget line items for safety flagging, utility relocation work, construction management, and indirect costs were exceeded.

3) Additional work requested by City of Santa Ana - \$30,000

During construction of the Pedestrian Bridge Project, SCRRA authorized the contractor to proceed with various changes (e.g., elevator shaft painting and platform tile replacement) as requested by the City's station manager.

4) Additional work to modify or remove existing platforms - \$35,000

During demolition of the center boarding platform and modification of the existing side platform, it was discovered that substructure was much different than had been indicated on as-built drawings. This resulted in a change order to reflect the significant amount of additional work performed by the contractor to remove or modify the existing platforms.

Please let me know if you have any questions on any of these items.

Sincerely,



Stuart Chuck
Station Facilities Manager

Project Source and Use of Funds

Source of Funds	Amount
State Public Transportation Account	5,500,000
Commuter Urban Rail Endowment	2,940,000
<i>Approved Budget</i>	8,440,000
Commuter Urban Rail Endowment Increase	280,000
Proposed Budget	\$8,720,000

Phase	Amount
Design	502,000
Construction	6,764,000
Construction Management	714,000
Contract Administration/Agency Costs	740,000
Total	\$8,720,000



May 29, 2007

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: Measure M Quarterly Progress Report

Overview

Staff has prepared a Measure M progress report for the first quarter of 2007. This is a regular report that highlights the Measure M projects and programs currently under development.

Recommendation

Receive and file as an information item.

Background

Measure M Ordinance No. 2 requires quarterly reports to the Orange County Transportation Authority's (OCTA) Board of Directors (Board), which present the progress of implementing the Measure M Expenditure Plan. The first quarterly report was presented to the Board on October 26, 1992. Quarterly reports highlight accomplishments for the freeway, streets and roads, and transit programs within Measure M. Reports also include summary financial information for the period and total program to date.

Discussion

This quarterly report updates progress in implementing the Measure M Expenditure Plan during the first quarter of 2007 (January through March). Highlights and accomplishments of work-in-progress for freeway, streets and roads, and transit programs along with expenditure information are presented for Board review (Attachments A, B, and C).

Freeway Program

Prior Measure M construction projects along the Santa Ana Freeway (Interstate 5), Costa Mesa Freeway (State Route 55), and the Riverside

Freeway (State Route 91) are essentially complete with the California Department of Transportation (Caltrans) continuing to negotiate final change orders and claims. The following are highlights and major accomplishments along each of the freeway corridors:

Interstate 5 (I-5), South Projects

Measure M provided funding for several high-occupancy vehicle lanes and related improvement projects along the I-5 between El Toro Road and Pacific Coast Highway. These projects included numerous soundwalls for noise mitigation. Because of certain physical constraints, some of the areas did not receive a soundwall under the original construction contract. One of those areas remaining is the Aliso Creek community in the City of Laguna Hills (City). The Aliso Creek soundwall is being constructed along the southbound I-5 between Los Alisos Boulevard and Alicia Parkway.

On January 22, 2007, the Board approved an amendment to the cooperative agreement between OCTA and the City, in the amount of \$961,000, for scope changes and cost increases. The Board also approved a corresponding increase to the Measure M portion of the 1996 Freeway Strategic Plan budget, which is now reflected in the Project Budget for the I-5 between the I-5/San Diego Freeway (Interstate 405) interchange and San Clemente, as shown in Attachment B. The total estimated cost of the project is \$2,337,000. Construction began in early February 2007 and is approximately 35 percent complete. The project is scheduled to be complete in September 2007.

I-5, North Projects

Construction on the 13 I-5 projects from the Garden Grove Freeway (State Route 22) to just north of the I-5/State Route 91 (SR-91) interchange originally began in December 1996 and was substantially completed by the end of December 2000 as scheduled. The negotiating of final construction quantities, change orders, and construction claims for all of the completed I-5 projects is the responsibility of Caltrans. The negotiation work continued during the report period. The total anticipated Measure M construction payments are currently estimated at \$235.6 million, which includes an allowance of approximately \$5 million to settle outstanding change orders and construction claims.

I-5, Gateway Project

The two-mile stretch of the I-5, from just north of the I-5/SR-91 interchange to the Los Angeles County line, is the last phase of the I-5 in Orange County to be improved. On February 27, 2006, the Board approved a revised funding plan

and project estimate that increased the total project cost to \$314.3 million, with \$178.9 million coming from Measure M.

The freeway widening construction package was awarded to FCI Construction on April 18, 2006. Various construction activities continued during the report period, with the project currently 20 percent complete. The construction of the soundwall located along the 8th Street neighborhood in the City of Buena Park was completed. The excavation for other sound and retaining walls along the project is continuing.

The pile-driving for the Western Avenue bridge and associated abutments was completed and the concrete was poured for the bottom deck and sidewalls. The pile-driving for the Fullerton Creek bridge began, as did the associated deck work. The earth moving work at the Artesia Boulevard interchange continues and the piles have been completed for the center columns of the Artesia Boulevard bridge. This effort is associated with the eventual bridge expansion and new ramp construction. The installation of the storm drain pipelines along Artesia Boulevard and Western Avenue has begun. The necessary work for the relocation of the various utilities is still in progress.

The acquisitions and documentation necessary for the initial right-of-way certification have been completed. In addition to the coordination meetings with the various partner cities and agencies, OCTA continues to meet with the local businesses and neighborhoods who will be affected to varying degrees by the project. Included in this effort are weekly meetings with the City of Buena Park to coordinate and mitigate local traffic issues.

OCTA also continues its public outreach to the residents affected by the construction activities. Construction reports are being emailed or faxed each week to the project database. A thank you notice has been prepared for the 8th Street neighborhood to express appreciation for their patience during the construction of the 8th Street soundwall. Additionally, a letter was mailed to 2,000 businesses in the area to update them on the progress of the project and to encourage them to sign up to receive weekly closure information. Also, direct mail informational materials were prepared to alert residents to the future closure and demolition of the Stanton Avenue bridge.

State Route 22 (SR-22)

On August 23, 2004, the Board approved awarding the SR-22 design-build contract to Granite-Meyers-Rados. Actual construction activities began October 5, 2004. The contract requires substantial completion within 800 calendar days after the notice to proceed, or November 30, 2006. The

total Board-approved overall project budget is \$549.6 million, with \$244.5 million coming from Measure M.

Progress on the SR-22 continues to advance toward the overall completion of the project. As of the end of the report period, the construction effort is 94.5 percent complete based on the contract billings to date. A construction change order was formally executed to quantify both the contract and construction impacts to the project milestones. Work continued on the Magnolia Street bridge, as did the drainage installation along the median, overhead sign installation, and work on local city streets. Preparation of the slopes along the project for the future landscaping has begun.

Street and Roads Programs

Substantial additional funding to cities and the County is provided by the various programs within the Measure M Local and Regional Streets and Roads Programs through OCTA's Combined Transportation Funding Program (CTFP). The CTFP encompasses Measure M streets and roads competitive programs, as well as federal sources such as the Regional Surface Transportation Program. Funds are awarded on a competitive basis within the guidelines of each program and are used to fund a wide range of transportation projects.

In the first quarter of 2007, the CTFP contributed approximately \$6.3 million for streets and roads improvements throughout the County. Of these total payments, \$4.39 million was in initial payments and \$1.95 million was in final payments closing out existing projects. These funds were directed to 42 different projects in 13 different cities. Projects of note include: the completion of the Grand Avenue gap closure project in Santa Ana; the completion of the Knott Avenue improvement project in Stanton; completion of the Avenue of the Arts at the Interstate 405 (I-405) northbound off-ramp improvement project in Costa Mesa; and the completion of the right-of-way phase of Lincoln Avenue (State College Boulevard to Sunkist Street) project in Anaheim. Additionally, there were progress payments made to the County of Orange for the Laguna Canyon Road project and the northbound I-405 at Hyland Avenue and Southcoast Drive on-ramp project in Costa Mesa.

Transit Programs

Rail Program

The OCTA rail program is comprised mainly of the Metrolink Commuter Rail Program and the associated capital improvements intended to support existing service as well as future service expansion.

Metrolink Commuter Rail Operations

Orange County's commuter rail service is provided by Metrolink. Metrolink is the service operated by the Southern California Regional Rail Authority (SCRRA). Formed in 1991, the SCRRA is a joint powers authority of five member agencies, representing the five Southern California counties of Ventura, Los Angeles, San Bernardino, Riverside, and Orange.

Commuter rail service in Orange County includes three routes: the Orange County (OC) line operating from Oceanside to Los Angeles, the Inland Empire – Orange County (IEOC) line, serving passengers who travel from San Bernardino and Riverside to Orange County, and the 91 line operating from Riverside to downtown Los Angeles via Fullerton. The OC line provides 19 weekday and six weekend trips between Orange County and Los Angeles, including two reverse-commute roundtrips that offer service from Los Angeles to employment centers in Orange County. The IEOC line provides 16 weekday trips and five weekend trips, and the 91 line provides nine weekday trips. In addition, under the Rail 2 Rail program, monthly pass holders are allowed to ride Amtrak trains providing weekday and up to 24 additional weekend trains for Orange County riders at no additional charge.

The expansion of the Rail 2 Rail program continues. Through the combined efforts of OCTA, Caltrans, Metrolink, and Amtrak, the Metrolink service area will be making a number of improvements. Currently, this program allows only those with a monthly Metrolink Pass to ride Amtrak trains within the service area at no additional fee; however, OCTA has continued to work with the various stakeholders to expand this to a new ten-trip ticket program. This new Amtrak ten-trip ticket will be usable on Metrolink trains in the service area. This effort has been on-going for some time, with quality assurance and audit compliance testing continuing.

In the first quarter of 2007, Metrolink ridership in Orange County experienced continued growth on all three lines. The OC line, including the Metrolink riders on Amtrak trains under the Rail 2 Rail program, averaged 7,844 daily passengers, which represents a 5 percent increase over the first quarter of 2006. The IEOC line averaged 4,752 daily riders, an 8 percent increase over the first quarter of 2006. The 91 line averaged 2,289 riders, which is also a 3 percent increase over the first quarter of 2006.

Capital Improvement Projects

The Orange station pedestrian undercrossing continues to progress. Comments on the 100 percent plans and specifications were received from the

Office of the State Architect, and are currently being addressed by the design team. As the lead agency, SCRRA expects to begin construction of the project in June 2007, by first installing the communications and signal improvements at the site.

An on-going project, aimed at improving the efficiency and capacity on this corridor, is the second main line, or double track, in Santa Ana. Metrolink is the lead agency on this project, which is currently in construction. During this quarter, two of the three existing grade crossings were replaced to accommodate the second track. The wall being constructed on the west side of the tracks, parallel to Lincoln Avenue, is also nearing completion. The foundations and concrete portions of the wall are now complete, with the wrought iron fencing to be installed during the next quarter.

Another significant capital improvement project will be the addition of the Buena Park Intermodal Commuter Rail Facility (BPIF). The BPIF is the last station to be built on the OC line, and will provide commuters with convenient bus and rail connections. The facility encompasses a 3.5-acre site located at Lakeknoll Drive and Dale Avenue in the City of Buena Park.

During the report period, the City of Buena Park continued to take the lead in managing the project's construction, and OCTA continued to provide project management oversight and technical assistance. General site work continued, as well as work on the bus layover zone, elevator towers and equipment, finish mechanical and electrical, and other final construction tasks. A change order was negotiated to incorporate video surveillance equipment into the current construction effort. Currently, the completion of the construction of critical facilities is scheduled for June 2007. Commuter rail service commissioning activities will take approximately three weeks. At present, station opening and passenger service is scheduled to be active by the summer of 2007.

Metrolink Expansion Program

On November 14, 2005, the Board authorized the implementation of the Metrolink Service Expansion (Expansion) plan. Not all improvements associated with the Expansion plan are funded by Measure M. Only those elements which are supported by Measure M funding are discussed here.

During this period, considerable effort was spent updating and verifying assumptions and costs related to the implementation of the Expansion. OCTA's project management consultant for the Expansion was tasked with updating the operations simulations model to reflect current track and signal configurations as well as existing and planned rail service in the corridor

between Los Angeles and San Diego. The operational analysis will be used to confirm track capacity requirements for the Expansion and to define the operating and maintenance aspects of the program. Locations and conceptual layout options have been considered to accommodate storage and layover needs for the expanded service. Results from the study assisted in finalizing the site for layover facilities, and will also assist in identifying preferred locations for relief sidings where necessary.

A project definition report was drafted for the proposed Alton Parkway and Bake Parkway layover facility in Irvine. Once the report is finalized, it will conceptually define the construction, environmental requirements, and right-of-way elements as a basis for proceeding into preliminary engineering and design of the facility.

A cooperative agreement is being finalized between SCRRA and OCTA. The agreement outlines the respective roles and responsibilities in support of the design, construction, and construction management of the rail infrastructure improvements necessary for implementation of 30-minute service between Fullerton and Laguna Niguel/Mission Viejo. It will also establish OCTA's responsibilities and funding obligation to SCRRA for their portion of the design and construction. Under the agreement, OCTA will be responsible for environmental analysis and approval, right-of-way acquisition, utility relocation, as well as providing funding for the construction of the needed improvements. The value of the agreement is estimated to be \$87 million.

The commuter rail program was made possible by the rapid implementation of a comprehensive capital improvement plan made up of 36 percent Measure M funds. Also helping the commuter rail program is \$115 million in the long-term rail operating fund, the Commuter Urban Rail Endowment, established in 1992 and funded by Measure M.

City-Initiated Transit Extensions to Metrolink

On February 26, 2007, the Board approved 12 cooperative agreements and project concepts for the Go Local program. The cities represented by the agreements were Buena Park, Dana Point, Garden Grove, Huntington Beach, Irvine, Laguna Niguel, Mission Viejo, Rancho Santa Margarita, San Juan Capistrano, Santa Ana, Stanton, and Tustin. These cities will each receive \$100,000 to initiate local planning to launch the first step of the City-Initiated Transit Extensions to Metrolink. Dana Point and San Juan Capistrano are partnering with San Clemente, which has already received approval. Garden Grove, Huntington Beach, and Stanton are

proposing to collaborate as well. The other cities are pursuing needs assessments/planning focused on their city.

With this action the Board has approved 18 cooperative agreements representing nearly 75 percent of Orange County residents. Several additional cities are currently preparing project concepts for OCTA's consideration.

Interstate 405(I-405)/State Route 55(SR-55) Interchange and Transitway

In February 2001, the construction began on the second phase of the I-405/SR-55. The estimate at completion for the construction is \$65.7 million. The project is complete and is currently in the closeout phase. Caltrans will continue to take the lead in the negotiation of the remaining change orders and claims.

On October 14, 2005, the Board approved the execution of cooperative agreements with the cities of Santa Ana and Costa Mesa (Cities) for a follow-on landscaping project at the interchanges at the I-405/Bristol Street and the SR-55/MacArthur Boulevard. Heavy use of these areas for construction staging made it difficult to maintain the existing landscaping during the four years of construction that were involved in both phases of the I-405/SR-55 interchange project. OCTA is funding the project, with the Cities implementing all elements of work.

Currently, the Cities are separately coordinating the work associated with their portion of the project. The construction of the City of Costa Mesa's portion of the project is complete and in the plant establishment period. The contract for construction of the City of Santa Ana's portion of the project was awarded on March 29, 2007, with the work anticipated to begin in May 2007. Once the construction begins, it is expected to take approximately four months to complete. The project costs are estimated at \$1,343,000, with any increases to be the responsibility of the Cities.

Financial Status

As required in Measure M, all Orange County eligible jurisdictions receive 14.6 percent of the sales tax revenue based on population ratio, Master Plan of Arterial Highways miles, and total taxable sales. There are no competitive criteria to meet, but there are administrative requirements, such as having a Growth Management Plan. This money can be used for local projects as well as on-going maintenance of local streets and roads. The total amount of Measure M turnback funds distributed since program implementation is \$440.1 million. Distributions to

individual agencies, from inception to-date and for the report period, are detailed in Attachment A.

Net Measure M expenditures through March 31, 2007, total \$2.850 billion. Net expenditures include project specific reimbursements to Measure M from cities, local agencies, and Caltrans. Total net tax revenues consist primarily of Measure M sales tax revenues and non-bond interest minus estimated non-project related administrative expenses through 2011. Net revenues, expenditures, estimates at completion, and summary project budgets, per the Measure M Expenditure Plan, are presented in Attachment B. The basis for project budgets within each of the Measure M Expenditure Plan programs is identified in the notes section of Attachment B. Additional details and supporting information to the Measure M Revenue and Expenditure Summary are provided under Attachment C.

Budget Variances

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

The Project Budget for the I-5 between the I-5/I-405 interchange and San Clemente, as shown in Attachment B, has been increased by \$961,000 for scope changes related to the Aliso Creek soundwall project. The Estimate at Completion was updated during the prior quarter; however, the Board approval of the budget increase took place on January 22, 2007, and is now being reflected in the Project Budget.


Summary

As required in Measure M Ordinance No. 2, a quarterly report is provided to update progress in implementing the Measure M Expenditure Plan. This report covers freeways, streets and roads, transit program highlights, and accomplishments from January through March 2007.

Attachments

- A. Measure M Local Turnback Payments
- B. Measure M Revenue and Expenditure Summary as of March 31, 2007
- C. Supporting Information to Measure M Revenue and Expenditure Summary

Prepared by:



Roger Lopez
Senior Project Controls Analyst
(714) 560-5438

Approved by:



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

MEASURE M LOCAL TURNBACK PAYMENTS

Agency	First Quarter 2007	Total Apportionment as of 3/31/07
Aliso Viejo	\$ 80,197	\$ 2,399,517
Anaheim	747,683	48,341,537
Brea	119,023	7,882,734
Buena Park	178,836	11,771,532
Costa Mesa	314,824	20,856,012
Cypress	120,380	7,737,744
Dana Point	72,915	4,955,499
Fountain Valley	139,382	9,553,965
Fullerton	282,100	19,039,699
Garden Grove	327,538	21,643,622
Huntington Beach	418,171	28,442,371
Irvine	525,105	30,354,209
Laguna Beach	57,306	3,698,402
Laguna Hills	81,494	5,202,231
Laguna Niguel	150,895	9,332,487
Laguna Woods	31,054	1,228,103
La Habra	116,486	7,366,565
Lake Forest	172,795	9,479,794
La Palma	41,271	2,451,764
Los Alamitos	29,042	2,095,357
Mission Viejo	214,145	13,694,008
Newport Beach	227,443	13,419,679
Orange	355,655	22,854,581
Placentia	104,597	6,844,231
Rancho Santa Margarita	95,157	3,200,333
San Clemente	121,628	6,818,823
San Juan Capistrano	87,336	5,421,110
Santa Ana	641,148	43,531,549
Seal Beach	53,130	3,475,787
Stanton	66,918	4,346,271
Tustin	179,771	11,923,255
Villa Park	11,761	796,705
Westminster	195,939	13,046,353
Yorba Linda	127,762	8,151,588
County Unincorporated	383,459	28,769,764
Total County:	\$ 6,872,348	\$ 440,127,180

Measure M Revenue and Expenditure Summary
as of March 31, 2007

Project Description (\$ in thousands, escalated to year of expenditure/revenue)	Total Net Tax Revenues A	Project Budget B	Estimate at Completion C	Variance Total Net Tax Revenues to Est at Completion (A - C)	Variance Project Budget to Est at Completion (B - C)	To Date Net Project Cost D	Percent Budget Expended (D / B)	Notes
Freeways (43%)								
I-5 between I-405 (San Diego Fwy) and I-605	\$ 1,044,181	\$ 810,010	\$ 801,602	\$ 242,579	\$ 8,408	\$ 668,627	82.5%	1
I-5 between I-5/I-405 Interchange and San Clemente	72,397	57,836	59,940	12,457	(2,104)	57,671	99.7%	1,4
I-5/I-405 Interchange	91,888	72,802	73,075	18,813	(273)	73,075	100.4%	1
S.R. 55 between I-5 and S.R. 91	61,259	44,511	50,176	11,083	(5,665)	49,145	110.4%	1
S.R. 57 between I-5 and Lambert Road	30,629	24,128	22,750	7,879	1,378	22,750	94.3%	1
S.R. 91 between Riverside Co. line & Los Angeles Co. line	132,263	116,136	105,639	26,624	10,497	105,308	90.7%	1
S.R. 22 between S.R. 55 and Valley View St.	412,104	244,460	247,852	164,252	(3,392)	229,881	94.0%	1
Subtotal Projects	\$ 1,844,721	\$ 1,369,883	\$ 1,361,034	\$ 483,687	\$ 8,849	\$ 1,206,457	88.1%	
Net (Bond Revenue)/Debt Service		311,179	311,179	(311,179)	-	293,600		
Total Freeways	\$ 1,844,721	\$ 1,681,062	\$ 1,672,213	\$ 172,508	\$ 8,849	\$ 1,500,057	89.2%	3
Expenditures as a Percent of Total Program								
Regional Street and Road Projects (11%)								
Smart Streets	\$ 161,796	\$ 159,392	\$ 159,392	\$ 2,404	\$ -	\$ 118,588	74.4%	2
Regionally Significant Interchanges	94,381	94,381	94,381	-	-	42,357	44.9%	2
Intersection Improvement Program	134,830	134,830	134,830	-	-	61,101	45.3%	2
Traffic Signal Coordination	67,415	67,415	67,415	-	-	33,021	49.0%	2
Transportation Systems and Transportation Demand Mgmt	13,483	13,483	13,483	-	-	6,715	49.8%	2
Subtotal Projects	\$ 471,905	\$ 469,501	\$ 469,501	\$ 2,404	\$ -	\$ 261,782	55.8%	
Net (Bond Revenue)/Debt Service		2,404	2,404	(2,404)	-	2,268		
Total Regional Street and Road Projects	\$ 471,905	\$ 471,905	\$ 471,905	\$ -	\$ -	\$ 264,050	56.0%	2
Expenditures as a Percent of Total Program								
						9.3%		

Measure M Revenue and Expenditure Summary
as of March 31, 2007

Project Description	Total		Variance		Variance		Percent Budget Expended (D / B)	Notes
	Net Tax Revenues	Project Budget	Estimate at Completion	Total Net Tax Revenues to Est at Completion	Budget to Est at Completion	To Date Net Project Cost		
(\$ in thousands, escalated to year of expenditure/revenue)								
Local Street and Road Projects (21%)								
Master Plan of Arterial Highway Improvements	\$ 177,203	\$ 177,203	\$ 177,203	\$ -	\$ -	\$ 58,035	32.8%	2
Streets and Roads Maintenance and Road Improvements	623,707	623,707	623,707	-	-	440,191	70.6%	2
Growth Management Area Improvements	100,000	100,000	100,000	-	-	60,096	60.1%	2
Subtotal Projects	\$ 900,910	\$ 900,910	\$ 900,910	\$ -	\$ -	\$ 558,322	62.0%	
Net (Bond Revenue)/Debt Service						-		
Total Local Street and Road Projects	\$ 900,910	\$ 900,910	\$ 900,910	\$ -	\$ -	\$ 558,322	62.0%	
Expenditures as a Percent of Total Program								
Transit Projects (25%)								
Pacific Electric Right-of-Way	\$ 20,758	\$ 15,000	\$ 13,760	\$ 6,998	\$ 1,240	\$ 13,754	91.7%	
Commuter Rail	380,569	373,294	391,885	(11,316)	(18,591)	279,854	75.0%	
High-Technology Advanced Rail Transit	470,521	461,629	464,580	5,941	(2,951)	43,891	9.5%	
Elderly and Handicapped Fare Stabilization	27,678	20,000	20,000	7,678	-	14,010	70.1%	
Transitways	172,986	146,381	126,079	46,907	20,302	123,582	84.4%	1
Subtotal Projects	\$ 1,072,512	\$ 1,016,304	\$ 1,016,304	\$ 56,208	\$ -	\$ 475,091	46.7%	
Net (Bond Revenue)/Debt Service		56,208	56,208	(56,208)	-	53,033		
Total Transit Projects	\$ 1,072,512	\$ 1,072,512	\$ 1,072,512	\$ -	\$ -	\$ 528,124	49.2%	
Expenditures as a Percent of Total Program								
Total Measure M Program	\$ 4,290,048	\$ 4,126,389	\$ 4,117,540	\$ 172,508	\$ 8,849	\$ 2,850,553	69.1%	

Notes:

1. Project Budget based on escalated value of 1996 Freeway Strategic Plan plus subsequent Board approved amendments.
2. Project Budget and Estimate at Completion equal to Total Net Tax Revenues as all funds collected will be expended on future projects.
3. Due to a change in reporting practices, Estimates at Completion now include approximately \$10 million of OCTA direct project labor not included in Project Budgets.
4. Project Budget increased by \$961,000 for Aliso Creek soundwall construction scope changes.

Supporting Information to Measure M Revenue and Expenditure Summary

Schedule 1

**Measure M
Statement of Revenues, Expenditures and Changes in Fund Balance
as of March 31, 2006**

<i>(\$ in thousands)</i>	Quarter Ended Mar 31, 2007	Year to Date Mar 31, 2007	Period from Inception to Mar 31, 2007
	(A)	(B)	
Revenues:			
Sales taxes	\$ 67,022	\$ 199,267	\$ 2,996,295
Other agencies share of Measure M costs			
Project related	725	4,439	365,153
Non-project related	-	-	97
Interest:			
Operating:			
Project related	86	177	458
Non-project related	5,062	14,475	184,788
Bond proceeds	-	-	136,067
Debt service	2,732	4,258	69,851
Commercial paper	45	125	5,820
Orange County bankruptcy recovery	-	-	42,268
Capital grants	5,117	11,607	127,361
Right-of-way leases	67	218	3,734
Miscellaneous	-	-	801
Total revenues	80,856	234,566	3,932,693
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	624	1,873	45,609
Professional services:			
Project related	4,411	7,981	138,722
Non-project related	475	1,228	24,086
Administration costs:			
Project related	522	1,479	13,254
Non-project related	1,408	4,310	66,229
Orange County bankruptcy loss	-	-	78,618
Other:			
Project related	2	13	1,068
Non-project related	80	156	15,024
Payments to local agencies:			
Turnback	15,182	27,968	440,175
Competitive projects	5,554	30,877	393,947
Capital outlay	18,146	99,744	1,786,909
Debt service:			
Principal payments on long-term debt	67,325	67,325	696,110
Interest on long-term debt and commercial paper	10,701	21,932	515,679
Total expenditures	124,430	264,886	4,215,430
Excess (deficiency) of revenues over (under) expenditures	(43,574)	(30,320)	(282,737)
Other financing sources (uses):			
Transfers out:			
Project related	(6,751)	(20,434)	(242,623)
Non-project related	(13)	(39)	(5,140)
Transfers in project related	10	12	1,577
Proceeds on sale of capital assets	606	1,157	16,761
Bond proceeds	-	-	1,169,999
Advance refunding escrow	-	-	(931)
Payment to refunded bond escrow agent	-	-	(152,930)
Total other financing sources (uses)	(6,148)	(19,304)	786,713
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$ (49,722)	\$ (49,624)	\$ 503,976

Measure M
Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service)
as of March 31, 2007

(\$ in thousands)	Quarter Ended Mar 31, 2007 (actual)	Year Ended Mar 31, 2007 (actual)	Period from Inception through Mar 31, 2007 (actual)	Period from April 1, 2007 through March 31, 2011 (forecast)	Total
	(C.1)	(D.1)	(E.1)	(F.1)	
Tax revenues:					
Sales taxes	\$ 67,022	\$ 199,267	\$ 2,996,295	\$ 1,276,934	\$ 4,273,229
Other agencies share of Measure M costs	-	-	97	-	97
Operating interest	5,062	14,475	184,788	33,450	218,238
Orange County bankruptcy recovery	-	-	20,683	-	20,683
Miscellaneous	-	-	801	-	801
Total tax revenues	72,084	213,742	3,202,664	1,310,384	4,513,048
Administrative expenditures:					
SBOE fees	624	1,873	45,609	20,270	65,879
Professional services, non-project related	469	1,162	15,466	6,722	22,188
Administration costs, non-project related	1,408	4,310	66,229	21,840	88,069
Operating transfer out, non-project related	13	39	5,140	-	5,140
Orange County bankruptcy loss	-	-	29,792	-	29,792
Other, non-project related	80	156	5,925	6,007	11,932
	2,594	7,540	168,161	54,839	223,000
Net tax revenues	\$ 69,490	\$ 206,202	\$ 3,034,503	\$ 1,255,545	\$ 4,290,048
	(C.2)	(D.2)	(E.2)	(F.2)	
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 1,169,999	\$ -	\$ 1,169,999
Interest revenue from bond proceeds	-	-	136,067	-	136,067
Interest revenue from debt service funds	2,732	4,258	69,851	13,706	83,557
Interest revenue from commercial paper	45	125	5,820	-	5,820
Orange County bankruptcy recovery	-	-	21,585	-	21,585
Total bond revenues	2,777	4,383	1,403,322	13,706	1,417,028
Financing expenditures and uses:					
Professional services, non-project related	6	66	8,620	-	8,620
Payment to refunded bond escrow	-	-	153,861	-	153,861
Bond debt principal	67,325	67,325	696,110	307,845	1,003,955
Bond debt interest expense	10,701	21,932	515,679	46,779	562,458
Orange County bankruptcy loss	-	-	48,826	-	48,826
Other, non-project related	-	-	9,099	-	9,099
Total financing expenditures and uses	78,032	89,323	1,432,195	354,624	1,786,819
Net bond revenues (debt service)	\$ (75,255)	\$ (84,940)	\$ (28,873)	\$ (340,918)	\$ (369,791)

Measure M
Schedule of Revenues and Expenditures Summary
as of March 31, 2007

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Mar 31, 2007 (N)	Reimbursements through Mar 31, 2007 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
Freeways (43%)										
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 738,587	\$ 1,044,181	\$ 810,010	\$ 801,602	\$ 242,579	\$ 8,408	\$ 745,791	\$ 77,164	\$ 668,627	82.5%
I-5 between I-5/I-405 Interchange and San Clemente	51,209	72,397	57,836	59,940	12,457	(2,104)	68,029	10,358	57,671	99.7%
I-5/I-405 Interchange	64,996	91,888	72,802	73,075	18,813	(273)	98,157	25,082	73,075	100.4%
S.R. 55 (Costa Mesa Fwy) between I-5 and S.R. 91 (Riverside Fwy)	43,330	61,259	44,511	50,176	11,083	(5,665)	55,317	6,172	49,145	110.4%
S.R. 57 (Orange Fwy) between I-5 and Lambert Road	21,665	30,629	24,128	22,750	7,879	1,378	25,609	2,859	22,750	94.3%
S.R. 91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	93,554	132,263	116,136	105,639	26,624	10,497	123,914	18,606	105,308	90.7%
S.R. 22 (Garden Grove Fwy) between S.R. 55 and Valley View St.	291,496	412,104	244,460	247,852	164,252	(3,392)	496,317	266,436	229,881	94.0%
Subtotal Projects	1,304,837	1,844,721	1,369,883	1,361,034	483,687	8,849	1,613,134	406,677	1,206,457	
Net (Bond Revenue)/Debt Service			311,179	311,179	(311,179)	-	293,600		293,600	
Total Freeways	\$ 1,304,837	\$ 1,844,721	\$ 1,681,062	\$ 1,672,213	\$ 172,508	\$ 8,849	\$ 1,906,734	\$ 406,677	\$ 1,500,057	52.6%
Regional Street and Road Projects (11%)										
Smart Streets	\$ 114,444	\$ 161,796	\$ 159,392	\$ 159,392	\$ 2,404	\$ -	\$ 122,077	\$ 3,489	\$ 118,588	74.4%
Regionally Significant Interchanges	66,759	94,381	94,381	94,381	-	-	42,503	146	42,357	44.9%
Intersection Improvement Program	95,370	134,830	134,830	134,830	-	-	61,157	56	61,101	45.3%
Traffic Signal Coordination	47,685	67,415	67,415	67,415	-	-	33,153	132	33,021	49.0%
Transportation Systems Management and Transportation Demand Management	9,537	13,483	13,483	13,483	-	-	6,864	149	6,715	49.8%
Subtotal Projects	333,795	471,905	469,501	469,501	2,404	-	265,754	3,972	261,782	
Net (Bond Revenue)/Debt Service			2,404	2,404	(2,404)	-	2,268		2,268	
Total Regional Street and Road Projects	\$ 333,795	\$ 471,905	\$ 471,905	\$ 471,905	\$ -	\$ -	\$ 268,022	\$ 3,972	\$ 264,050	9.3%

Measure M
Schedule of Revenues and Expenditures Summary
as of March 31, 2007

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Mar 31, 2007 (N)	Reimbursements through Mar 31, 2007 (O)	Project Cost (P)	Percent of Budget Expended (Q)
Local Street and Road Projects (21%)										
Master Plan of Arterial Highway Improvements	\$ 98,038	\$ 177,203	\$ 177,203	\$ 177,203	\$ -	\$ -	\$ 58,134	\$ 99	\$ 58,035	32.8%
Streets and Roads Maintenance and Road Improvements	441,170	623,707	623,707	623,707	-	-	440,191	-	440,191	70.6%
Growth Management Area Improvements	98,038	100,000	100,000	100,000	-	-	60,527	431	60,096	60.1%
Subtotal Projects	637,246	900,910	900,910	900,910	-	-	558,852	530	558,322	
Net (Bond Revenue)/Debt Service							-		-	
Total Local Street and Road Projects	\$ 637,246	\$ 900,910	\$ 900,910	\$ 900,910	\$ -	\$ -	\$ 558,852	\$ 530	\$ 558,322	
%				21.9%					19.6%	
Transit Projects (25%)										
Pacific Electric Right-of-Way	\$ 14,683	\$ 20,758	\$ 15,000	\$ 13,760	\$ 6,998	\$ 1,240	\$ 16,081	\$ 2,327	\$ 13,754	91.7%
Commuter Rail	269,190	380,569	373,294	391,885	(11,316)	(18,591)	338,678	58,824	279,854	75.0%
High-Technology Advanced Rail Transit	332,816	470,521	461,629	464,580	5,941	(2,951)	49,921	6,030	43,891	9.5%
Elderly and Handicapped Fare Stabilization	19,577	27,678	20,000	20,000	7,678	-	14,010	-	14,010	70.1%
Transitways	122,359	172,986	146,381	126,079	46,907	20,302	160,248	36,666	123,582	84.4%
Subtotal Projects	758,625	1,072,512	1,016,304	1,016,304	56,208	-	578,938	103,847	475,091	
Net (Bond Revenue)/Debt Service			56,208	56,208	(56,208)	-	53,033		53,033	
Total Transit Projects	\$ 758,625	\$ 1,072,512	\$ 1,072,512	\$ 1,072,512	\$ -	\$ -	\$ 631,971	\$ 103,847	\$ 528,124	
%				26.0%					18.5%	
Total Measure M Program	\$ 3,034,503	\$ 4,290,048	\$ 4,126,389	\$ 4,117,540	\$ 172,508	\$ 8,849	\$ 3,365,579	\$ 515,026	\$ 2,850,553	



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Agreement for Restroom Supplies

Transit Planning and Operations Committee

May 10, 2007

Present: Directors Brown, Green, Norby, Pulido, and Winterbottom
Absent: Directors Dixon and Moorlach

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0495 between the Orange County Transportation Authority and Waxie Sanitary Supply, in an amount not to exceed \$100,000, for restroom supplies for a one-year period with two one-year options.



May 10, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer *ATL by [signature]*
Subject: Agreement for Restroom Supplies

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board approved the purchase of restroom supplies. The current agreement to provide restroom supplies will expire on June 30, 2007. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for Invitations for Bid.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0495 between the Orange County Transportation Authority and Waxie Sanitary Supply, in an amount not to exceed \$100,000, for restroom supplies for a one-year period with two one-year options.

Background

The Orange County Transportation Authority (Authority) owned facilities include three directly operated maintenance and operations bases, located in Anaheim, Garden Grove, and Santa Ana, and eight transportation centers/park and rides which are located throughout Orange County. Each of these facilities has restrooms that require paper products and consumable supplies used by Authority personnel and the public on a daily basis. A qualified vendor is needed to supply the restroom paper products and consumable supplies.

Discussion

This procurement was handled in accordance with the Authority's procedures for sealed bids. An Invitation For Bid (IFB) was advertised on March 5 and March 12, 2007, in a newspaper of general circulation. On March 5, 2007, an IFB was issued and an electronic notice was sent to 154 firms that were

CAMMNET. No pre-bid meeting was held for this procurement. One addendum was issued to respond to vendor questions.

On April 3, 2007, eight bids were received. Six of the eight bids received were complete. The two lowest bidders were deemed non-responsive because they bid on non-approved and incorrect items. The firm who proposed the overall lowest responsive, responsible bid is recommended for the award.

Firm and Location

Waxie Sanitary Supply
Santa Ana, California

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2006-07 Budget, Transit, Facility Maintenance Department, Account 2166-7799-D3107-9DP, and is funded through the Local Transportation Fund.


Summary

Staff recommends award of Agreement C-7-0495 to Waxie Sanitary Supply in an amount not to exceed \$100,000, for the purchase of restroom supplies.

Attachment

None.

Prepared by:


Lloyd R. Banta
Acting Manager, Maintenance
(714) 560-5975

Approved by:


Beth McCormick
Acting General Manager, Transit
(714) 560-5964



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Agreement for Automotive Shop Supplies

Transit Planning and Operations Committee

May 10, 2007

Present: Directors Brown, Green, Norby, Pulido, and Winterbottom
Absent: Directors Dixon and Moorlach

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0516 between the Orange County Transportation Authority and Shamrock Supply Company, Inc., in an amount not to exceed \$80,000, for automotive shop supplies for a one-year period with two one-year options.



May 10, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer *AT Leahy*
Subject: Agreement for Automotive Shop Supplies

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board approved the purchase of automotive shop supplies. The current agreement to provide automotive shop supplies will expire on June 14, 2007. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for Invitations for Bid.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0516 between the Orange County Transportation Authority and Shamrock Supply Company, Inc., in an amount not to exceed \$80,000, for automotive shop supplies for a one-year period with two one-year options.

Background

The Orange County Transportation Authority (Authority) maintenance staff requires various shop supplies used in the maintenance and repair of fixed route buses and support vehicles. Examples of materials used include gasket sealer, battery cleaner, fastener compounds, brake grease, graphite, silicone lubricants, anti-seize compounds, brake cleaner, and electrical contact cleaner.

Discussion

This procurement was handled in accordance with the Authority's procedures for sealed bids. An Invitation For Bid (IFB) was advertised on March 7 and March 12, 2007, in a newspaper of general circulation. On March 7, 2007, an IFB was issued and an electronic notice was sent to 283 firms registered on CAMMNET. A pre-bid meeting was not held for this procurement.

On March 29, 2007, five bids were received. The firm who proposed the overall lowest responsive, responsible bid is recommended for the award.

Firm and Location

Shamrock Supply Company, Inc.
Santa Ana, California

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2006-07 Budget, Transit Division, Maintenance Department, Accounts 2162-7799-D2108-2RK, 2164-7799-D2108-2UL and 2168-7799-D2108-2T7, and is funded through the Local Transportation Fund.

Summary

Staff recommends award of Agreement C-7-0516 to Shamrock Supply Company, Inc., in an amount not to exceed \$80,000, for the purchase of automotive shop supplies for a one-year period with two one-year options.

Attachment

None.

Prepared by:


Lloyd R. Banta
Acting Manager, Maintenance
(714) 560-5975

Approved by:


Beth McCormick
Acting General Manager, Transit
(714) 560-5964



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Agreement for the Installation of a Master Clock System at the Garden Grove and Anaheim Bases

Transit Planning and Operations Committee

May 10, 2007

Present: Directors Brown, Green, Norby, Pulido, and Winterbottom
Absent: Directors Dixon and Moorlach

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0171 between the Orange County Transportation Authority and Greenfield Electric, Inc., in an amount not to exceed \$74,960, to install master clock systems at the Garden Grove and Anaheim maintenance bases.



May 10, 2007

To: Transit Planning and Operations Committee

From: Arthur T. Leahy, Chief Executive Officer *ATL*

Subject: Agreement for Installation of Master Clock Systems at the Garden Grove and Anaheim Bases

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board approved the installation of master clock systems at the Garden Grove and Anaheim maintenance bases. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0171 between the Orange County Transportation Authority and Greenfield Electric, Inc., in an amount not to exceed \$74,960, to install master clock systems at the Garden Grove and Anaheim maintenance bases.

Background

The Orange County Transportation Authority (Authority) utilizes audible horn transmitted buzzers and clocks operated by a master clock system at each of the Authority's maintenance bases. These master clock systems are used by the maintenance department bargaining unit employees to send an audible signal at the start and stop time for each shift and all breaks. The systems currently in use are over 25 years old and require constant calibration and repair to keep the systems operating. The Authority obtained two new master clock systems last fiscal year through a competitive bid process, and now installation of these systems is required by an authorized installer of this equipment.

Discussion

This procurement was handled in accordance with the Authority's procedures for public works and construction projects that conform to state requirements. Public works projects are handled as sealed bids and award is made to the lowest responsive, responsible bidder. Two master clock systems were purchased from Simplex Grinnell, LP, and in order to maintain the material warranty, a certified Simplex Grinnell, LP installer is required to install the system. A list of five certified installers was received from Simplex Grinnell, LP, and the bid package was mailed to the five certified firms. On March 1, 2007, two bids were received. The bids were reviewed by staff from Facility Maintenance and Contracts Administration and Materials Management to ensure compliance with the terms and conditions, specifications, and drawings. Listed below are the two bids received. State law requires award to the lowest responsive, responsible bidder.

<u>Firm and Location</u>	<u>Bid Price</u>
Greenfield Electric, Inc. Brea, California	\$74,960
Simplex Grinnell, LP Orange, California	\$89,963

Fiscal Impact

Funds for this project were approved in the Authority's Fiscal Year 2006-07 Budget, Transit Division, Maintenance Department, Account 2166-7612, and is funded through the Local Transportation Fund.

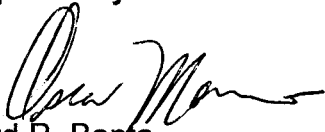
Summary

Staff has reviewed all bids and has determined that Greenfield Electric, Inc., is the lowest responsive, responsible bidder for installation of master clock systems at the Garden Grove and Anaheim bases with bid amount of \$74,960.

Attachment

None.

Prepared by:



Lloyd R. Banta
Acting Manager, Maintenance
(714) 560-5975

Approved by:



Beth McCormick
Acting General Manager, Transit
(714) 560-5964



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Agreement for Contracted Fixed Route Compressed Natural Gas Cutaway Buses

Transit Planning and Operations Committee

May 10, 2007

Present: Directors Brown, Green, Norby, Pulido, and Winterbottom
Absent: Directors Dixon and Moorlach

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present to vote on this item.

Committee Recommendations

- A. Authorize the Chief Executive Officer to execute Agreement C-6-0554 to Creative Bus Sales, Inc., in an amount not to exceed \$3,345,348, for the purchase of 20 compressed natural gas cutaway vehicles.
- B. Amend the current Fiscal Year 2006-07 Budget by \$985,348 to accommodate Agreement C-6-0554, resulting in a total budget allocation of \$3,345,348 for the purchase of these vehicles.



May 10, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer *ATL*
Subject: Agreement for Contracted Fixed Route Compressed Natural Gas Cutaway Buses

Overview

The Orange County Transportation Authority's Fleet Plan and Fiscal Year 2006-07 Budget include the purchase of 20 compressed natural gas replacement cutaway vehicles for contracted fixed route service. These vehicles are a part of the Community Transportation Services fleet.

Recommendations

- A. Authorize the Chief Executive Officer to execute Agreement C-6-0554 to Creative Bus Sales, Inc., in an amount not to exceed \$3,345,348, for the purchase of 20 compressed natural gas cutaway vehicles.
- B. Amend the current Fiscal Year 2006-07 Budget by \$985,348 to accommodate Agreement C-6-0554, resulting in a total budget allocation of \$3,345,348 for the purchase of these vehicles.

Background

The Orange County Transportation Authority's (Authority) fleet forecast and current year approved budget included 20 replacement buses for small buses providing contracted fixed route. These smaller buses service routes where a larger bus would not be appropriate. Because of air quality mandates, fixed route vehicles cannot be gasoline or diesel powered. This procurement was delayed until after the Authority had selected an alternative fuel for new fixed route vehicles. Compressed natural gas (CNG) was subsequently selected, and the procurement for CNG small buses was conducted.

Discussion

This procurement was handled in accordance with the Authority's procedures for fixed assets. On October 15, 2006, a Request for Proposals (RFP) 6-0554 was issued. The project was advertised on October 17 and October 24, 2006, in a newspaper of general circulation. An electronic notice was sent to 63 firms registered on CAMMNET. On November 2, 2006, a pre-proposal meeting was held with two firms attending. On the proposal due date of January 31, 2007, only one proposal was received. The proposal was from Creative Bus Sales, Inc.

An evaluation committee composed of staff from Contracts Administration and Materials Management, Maintenance, and Community Transportation Services reviewed the proposal from Creative Bus Sales, Inc., and found that the proposal met the Authority's requirements listed in RFP 6-0554. The proposal was then sent to the Authority's Internal Audit Department for review to determine if the proposed price was fair and reasonable, along with a compliance review for the Buy America requirements. Internal Audit found Creative Bus Sales, Inc., to be fair and reasonable in price and in compliance with Buy America requirements.

Based on the findings, the following firm is recommended for consideration of the awards:

Firm and Location

Creative Bus Sales, Inc.
Chino, California

The buses will be manufactured by El Dorado National at their Kansas facility. The order includes a conditional requirement to proceed with serial production quantities subject to the Authority's inspection and approval of a first article. This provision is a safeguard routinely used for revenue vehicle acquisition. The first article will be delivered within 22 weeks of contract award and the remaining 19 production units will begin delivery 26 weeks after the notice to proceed, based on an acceptable first article, delivered at a rate of five per week.

The buses will use CNG fuel and include features such as fire suppression, video surveillance cameras, and an automatic stop announcement system. The design life for these vehicles is seven years, rather than the traditional five years for cutaway vehicles.

A summary of the bus, optional features and pricing is provided in Attachment A. Pictures of the bus are provided in Attachment B.

Fiscal Impact

The additional cost increase described was not included in the Authority's Fiscal Year 2006-07 approved Budget. The approved budget is \$2,360,000, and additional funds of \$985,348 are being requested, and if approved, the total not to exceed budget for this project will be \$3,345,348 in the Transit, Maintenance Department, Account 2114-9024-D2116-D24, using a combination of federal grant funds and local capital funds.


Summary

Staff recommends approval of Agreement C-6-0550, in the amount of \$3,345,348 to Creative Bus Sales for the purchase of 20 buses and a budget increase of \$985,348, resulting in a total budget for this project not to exceed \$3,345,348.

Attachments

- A. Agreement Pricing Summary
- B. Photos of Paratransit Gasoline Cutaway Bus

Prepared by:


Lloyd Banta
Acting Manager, Maintenance
714-560-5975

Approved by:


Beth McCormick
Acting General Manager, Transit
714-560-5964

Agreement Pricing Summary**ATTACHMENT A**

Eldorado Vehicle, CBS Distributor, Chevrolet Chassis, CNG, 7 Year Design Life				
Description	Unit	Quantity	Unit Price	Extended Total
Vehicle	Each	20	\$84,414.00	\$1,688,280.00
CNG Conversion	Each	20	\$34,500.00	\$690,000.00
Fire Suppression Sys	Each	20	\$6,500.00	\$130,000.00
RollGuard System Sys	Each	20	\$795.00	\$15,900.00
Pre-wired for 500 MHz radio	Each	20	\$310.00	\$6,200.00
Standalone DR600 sys	Each	20	\$9,950.00	\$199,000.00
On-Board Camera Sys	Each	20	\$8,750.00	\$175,000.00
Obstacle Detection Sys	Each	20	\$650.00	\$13,000.00
Manuals - 10 sets	Each	10	\$250.00	\$2,500.00
Sub Total of Taxable Base				\$2,919,880.00
Tax @ 7.75%				\$226,290.70

ADA Equipment	Each	20	\$7,500.00	\$150,000.00
Training	Hours	200	\$50.00	\$10,000.00
Delivery Charge	Each	20	\$100.00	\$2,000.00
Sub Total Non-Taxable Deliverables				\$162,000.00

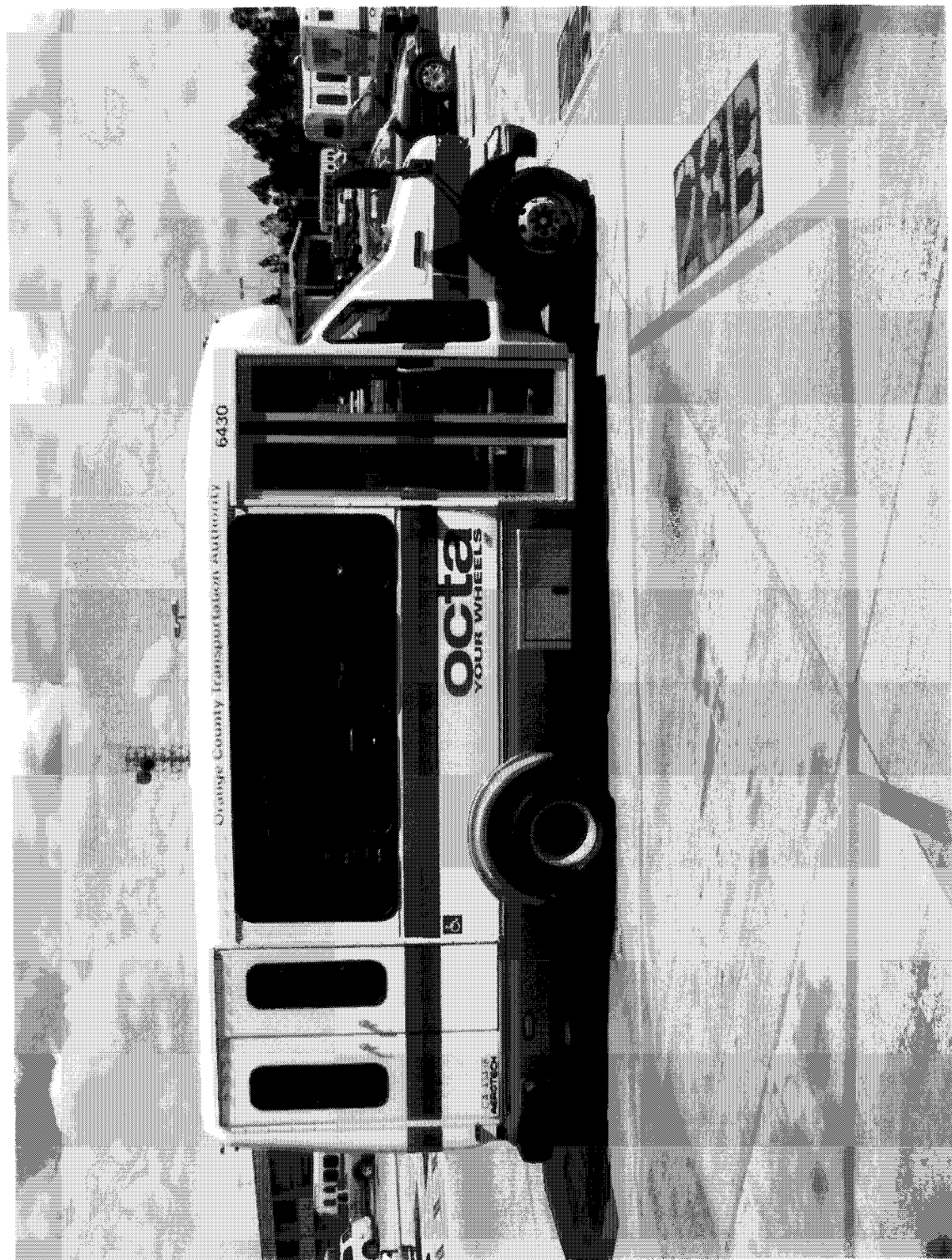
Transmission Assy	Each	2	\$4,957.95	\$9,915.90
Differential Assy	Each	1	\$5,122.61	\$5,122.61
Retarder Assy	Each	1	\$5,340.00	\$5,340.00
Engine Assy	Each	2	\$7,062.58	\$14,125.16
Sub Total Spares				\$34,503.67
Tax @ 7.75%				\$2,674.03

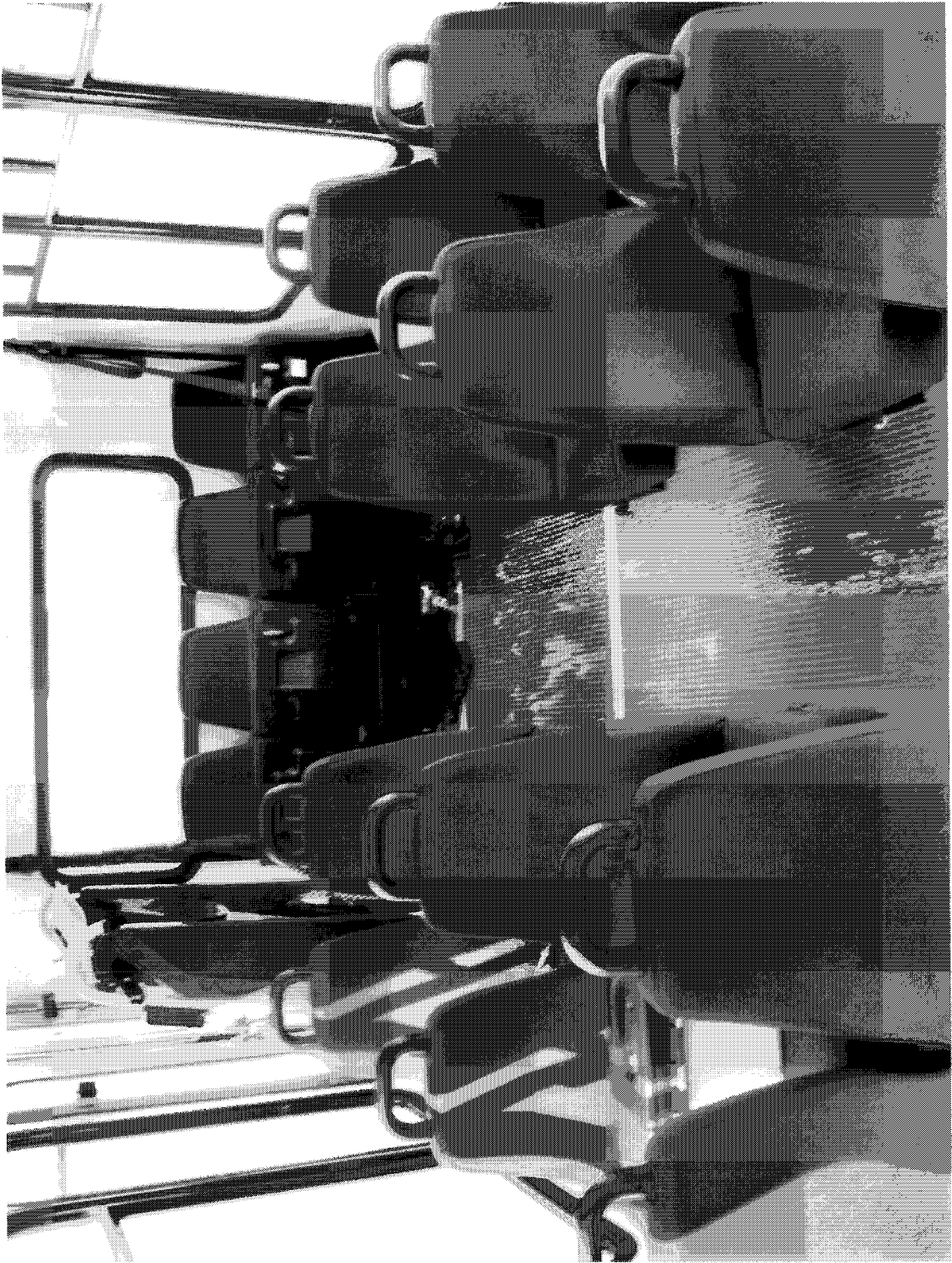
Grand Total				\$3,345,348.40
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Photos of Paratransit Gasoline Cutaway Bus

(This photo similar to contracted
fixed route cutaway bus)









BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: ^{WK}Wendy Knowles, Clerk of the Board
Subject: Agreement for Coach Operator, Instructor, and Field Supervisor Uniforms

Transit Planning and Operations Committee

May 10, 2007

Present: Directors Brown, Green, Norby, Pulido, and Winterbottom
Absent: Directors Dixon and Moorlach

Committee Vote

This item was passed by all Committee Members present.

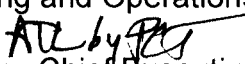
Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0614 between the Orange County Transportation Authority and Galls, Inc., in an amount not to exceed \$780,259, for coach operator, instructor, and field supervisor uniforms for an initial two-year term with three one-year options.



May 10, 2007

To: Transit Planning and Operations Committee
From:  Arthur T. Leahy, Chief Executive Officer
Subject: Agreement for Coach Operator, Instructor, and Field Supervisor Uniforms

Overview

The Orange County Transportation Authority requires coach operators, instructors, and field supervisors to wear uniforms when on duty. The current agreement to provide uniforms will expire on June 30, 2007. A Request for Proposals was issued for the provision of uniforms. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0614 between the Orange County Transportation Authority and Galls, Inc., in an amount not to exceed \$780,259, for coach operator, instructor, and field supervisor uniforms for an initial two-year term with three one-year options.

Background

Input was gathered through a focus group made up of five coach operators. The group conducted a survey of the workforce to identify satisfaction with the current product line and overall uniform program. Representatives from the instructor and field supervisor workforce provided similar input.

Discussion

This procurement was handled in accordance with the Orange County Transportation Authority's (Authority) competitive procurement guidelines. Evaluation criteria included qualifications of the firm, staffing/project organization, work plan, and cost and price. This procurement was advertised on March 7 and March 13, 2007, in a newspaper of general circulation, and

notified 41 firms registered on CAMMNET. A pre-proposal meeting was held on March 19, 2007, and was attended by one firm.

On April 5, 2007, proposals were received from two firms: Galls, Inc., (Galls) and Westway Enterprises. An evaluation committee composed of two coach operators and staff from Training, Field Supervision, Operations Analysis, and Contracts Administration and Materials Management was established to review proposals and conduct interviews. Based on their findings, the evaluation committee recommends the following firm for consideration for award:

Firm and Location

Galls, Inc.
Signal Hill, California

The recommendation is based on Galls' experience with contracts of similar size, its centrally located distribution center in the city of Orange, and its other two stores located in Long Beach and Riverside, and their commitment to excellent customer service.

Each firm was required to bid on uniform items (e.g., shirt, pant, sweater) based on gender and size (small to 4XL). For comparability, the evaluation team evaluated cost and price based on a medium-sized outfit for male and female coach operators, instructors, and field supervisors. Using this methodology, Galls overall price was 3 percent lower than Westway Enterprises.

Fiscal Impact

Funding for the first year of the initial two-year term is proposed in the Authority's Fiscal Year 2007-08 Budget, Transit/Bus Operations, Account 7287, and is funded through the Local Transportation Fund. Funding for the second year of the initial term will be proposed in the Authority's Fiscal Year 2008-09 Budget.

Summary

Staff recommends award of Agreement C-7-0614 to Galls, Inc., in an amount not to exceed \$780,259, for coach operator, instructor, and field supervisor uniforms, for an initial term of two-years, with three one-year options.

Attachment

None.

Prepared by:



Brian Champion
Manager, Operations Analysis
(714) 560-5680

Approved by:



Beth McCormick
Acting General Manager, Transit
(714) 560-5964



BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Amendment to Agreement with the Orange County Sheriff's Department

Transit Planning and Operations Committee

April 26, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Director Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Norby was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-3-0656 between the Orange County Transportation Authority and the County of Orange, Orange County Sheriff's Department, in an amount not to exceed \$4,586,650, for Transit Police Services provided from July 1, 2007, through June 30, 2008.



April 26, 2007

To: Transit Planning and Operation Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Agreement with the Orange County Sheriff's Department

Overview

On July 14, 2003, the Board of Directors approved a five-year agreement with the Orange County Sheriff's Department for Transit Police Services in the amount of \$3,791,712. Each year of the agreement the maximum obligation is amended to include the following fiscal year.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-3-0656 between the Orange County Transportation Authority and the County of Orange, Orange County Sheriff's Department, in an amount not to exceed \$4,586,650, for Transit Police Services provided from July 1, 2007 through June 30, 2008.

Background

The Orange County Sheriff's Department (OCSD) has provided Transit Police Services (TPS) for the Orange County Transportation Authority (Authority) patrons, employees, and properties since 1993. On July 14, 2003, the Authority's Board of Directors approved a sole source agreement for five years with the OCSD to provide TPS services. Each year of this agreement, the OCSD provides the Authority with a budget for the following fiscal year, and the maximum obligation is adjusted accordingly.

A sheriff's lieutenant acts as the chief of TPS and oversees the deployment of OCSD staff dedicated to the Authority's TPS program. TPS focuses on two main areas in providing security and enforcement activities, Transit and the Authority owned rights-of-way. Generally, services provided by TPS include:

- uniformed patrol and plainclothes enforcement at Authority owned properties, on railroad rights-of-way, and on board Authority's buses
- response to calls for service as needed
- traffic enforcement as it relates to the operation of fixed route vehicles
- special enforcement team for investigation and prevention of graffiti
- taxicab applicant review
- specialized and internal investigations conducted as needed
- security for the revenue room
- security at Authority Board meetings, public hearings, and special events as requested
- coordination with other transit security, local, state, and federal law enforcement agencies
- participation in multi-agency drills on a local and regional level

Other assistance available through this contract includes the bomb squad, Special Weapons and Tactics team (SWAT), Terrorist Early Warning Group, and the Joint Hazardous Assessment Team, to name a few.

OCSD deputies assigned to TPS carry with them full police powers allowing them to conduct investigations and make misdemeanor and felony arrests. Sheriff special officers provide a uniformed presence at fixed-post locations including revenue collection. Upon request, the OCSD has provided enhanced patrol, security, and other law enforcement services for special events.

Discussion

This procurement was originally handled in accordance with the Authority's sole source procurement policies. The agreement and cost proposal follow the County's format used for all cities contracting with the OCSD to provide local law enforcement services. Internal Audit has completed an audit on the current agreement covering the period from July 2003 through December 2005, and has determined that the rates billed are in accordance with the contract, and that they are fair and reasonable. It has become necessary to amend the agreement to include funds for the final year of the agreement.

The original agreement awarded on July 14, 2003, was in the amount of \$3,791,712. This agreement has been amended previously (Attachment A). The total amount after approval of Amendment No. 4 will be \$21,017,162.

Fiscal Impact

Funds for Transit Police Services are included in the Authority's proposed Fiscal Year 2007-08 Budget, accounts 2118-7616-D4805-B6Q and 0093-7616-A0001-DKP, and will be funded through the Local Transportation Fund (73 percent) and the Commuter Urban Rail Endowment (27 percent).

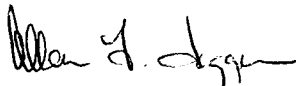
Summary

Staff recommends that the Authority amend Agreement C-3-0656 with the Orange County Sheriff's Department, in an amount not to exceed \$4,586,650, for the provision of Transit Police Services from July 1, 2007, through June 30, 2008.

Attachment

- A. County of Orange, Orange County Sheriff's Department,
Agreement C-3-0656 Fact Sheet

Prepared by:



Allan F. Jagger
Manager, Operations Support
(714) 265-4389

Approved by:



Beth McCormick
Acting General Manager, Transit
(714) 560-5964

**County of Orange
Orange County Sheriff's Department
Agreement C-3-0656 Fact Sheet**

1. July 14, 2003, Agreement C-3-0565 in the amount of \$3,791,712, approved by Board of Directors.
 - To provide security and law enforcement services for the Orange County Transportation Authority, from July 1, 2003 to June 30, 2004
 - Following services will be provided:
 - uniformed patrol and plainclothes enforcement at Authority-owned properties, on railroad rights-of-way and on-board Authority's buses
 - response to calls for service as needed
 - traffic enforcement as it relates to the operation of fixed route vehicles
 - special enforcement team for investigation and prevention of graffiti
 - taxicab applicant review
 - specialized and internal investigations conducted as needed.
 - security for the revenue room
 - security at Authority Board meetings, public hearings and special events as requested
 - coordinate with other transit security, local, state and federal law enforcement agencies
 - participate in multi-agency drills on a local and regional level
 - Sheriff staff to be deployed includes the following:
 - 1 Lieutenant
 - 2 Sergeants
 - 20 Deputy Sheriff IIs
 - 4 Sheriff's Special Officer IIs
2. June 14, 2004, Amendment No. 1 to Agreement C-3-0656, \$3,959,076, approved by Board of Directors.
 - To amend the maximum obligation for the second year in this five-year agreement by \$3,959,076, a 4.41 percent increase over FY 2004.
 - No staffing change.
3. June 27, 2005, Amendment No. 2 to Agreement C-3-0565, \$4,251,498, approved by the Board of Directors.

- To amend the maximum obligation for the third year in this five-year agreement by \$4,251,498, a 7.39 percent increase over FY 2005.
 - No staffing change.
4. June 26, 2006, Amendment No. 3 to Agreement C-3-0656, \$4,428,226, approved by the Board of Directors.
- To amend the maximum obligation for the fourth year in this five-year agreement by \$4,428,226, a 4.16 percent increase over FY 2006.
 - No staffing change.
5. May 29, 2007, Amendment No. 4 to Agreement C-3-0656, \$4,586,650, pending approval by the Board of Directors.
- To amend the maximum obligation for the fifth year in this five-year agreement by \$4,586,650, a 3.6 percent increase over FY 2006.
 - No staffing change.

Total committed to Orange County, Orange County Sheriff's Department, Agreement C-3-0656: \$21,017,162.



May 29, 2007

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: ACCESS Service Overview and Update

Overview

At the March 26, 2007, Board of Directors meeting, staff was directed to provide monthly presentations on ACCESS service at the Transit Planning and Operations Committee meeting and monthly written updates to the Board of Directors. The quality of ACCESS service has stabilized and is continuing to show improvement. The following report details the presentation made at the May 10, 2007, Transit Planning and Operations Committee meeting.

Recommendation

Receive and file as an information item.

Background

At the March 26, 2007, Board of Directors meeting, the evaluation period that Veolia was under was extended for 60 days, until May 31, 2007. At that time, staff was directed to continue to provide weekly written updates, monthly presentations to the Transit Planning and Operations Committee, and a monthly consent calendar item to the Board of Directors.

Discussion

Veolia and the Orange County Transportation Authority (Authority) staff have continued to work closely to monitor ACCESS service quality. The contractual performance standards that are monitored on a daily basis include on-time performance, service delivery failure, and customer comments. All three indicators are showing positive trends.

On-time performance for the month of April averaged 94.12 percent. On-time performance for the month of May has continued to meet or exceed the 94 percent on-time performance standard. Customer comments are continuing

to decline, with the most notable reduction in the number of complaints regarding buses running late, decreasing from 118 in April to 43 in May.

Summary

Veolia has continued to stabilize and improve the quality of ACCESS service. Staff will return with a full report at the June 11, 2007, Board of Directors meeting.

Attachment

- A. ACCESS Service Overview and Update, May 10, 2007

Prepared by:



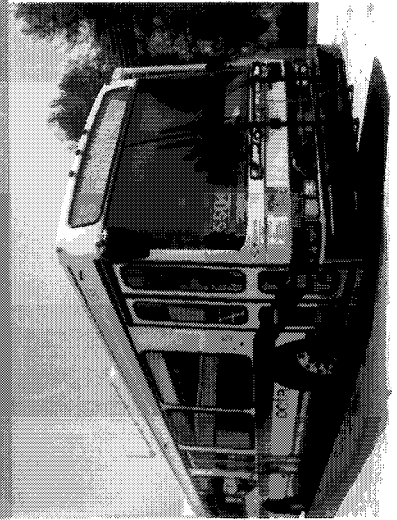
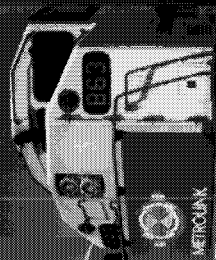
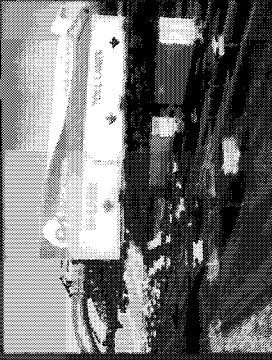
Erin Rogers
Department Manager
Community Transportation Services
714-560-5367

Approved by:



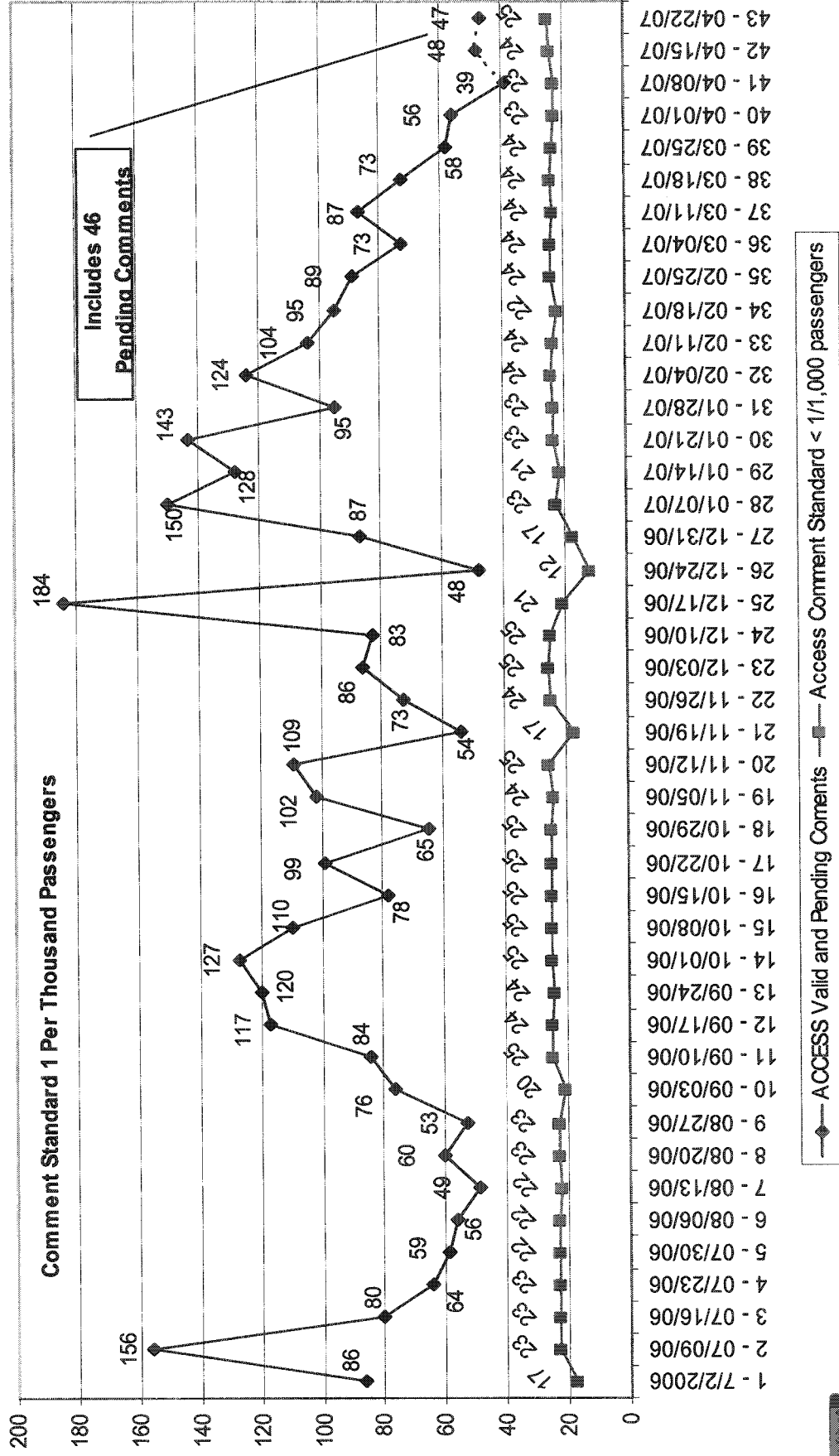
Beth McCormick
Acting General Manager, Transit
714-560-5964

ACCESS Service Overview and Update

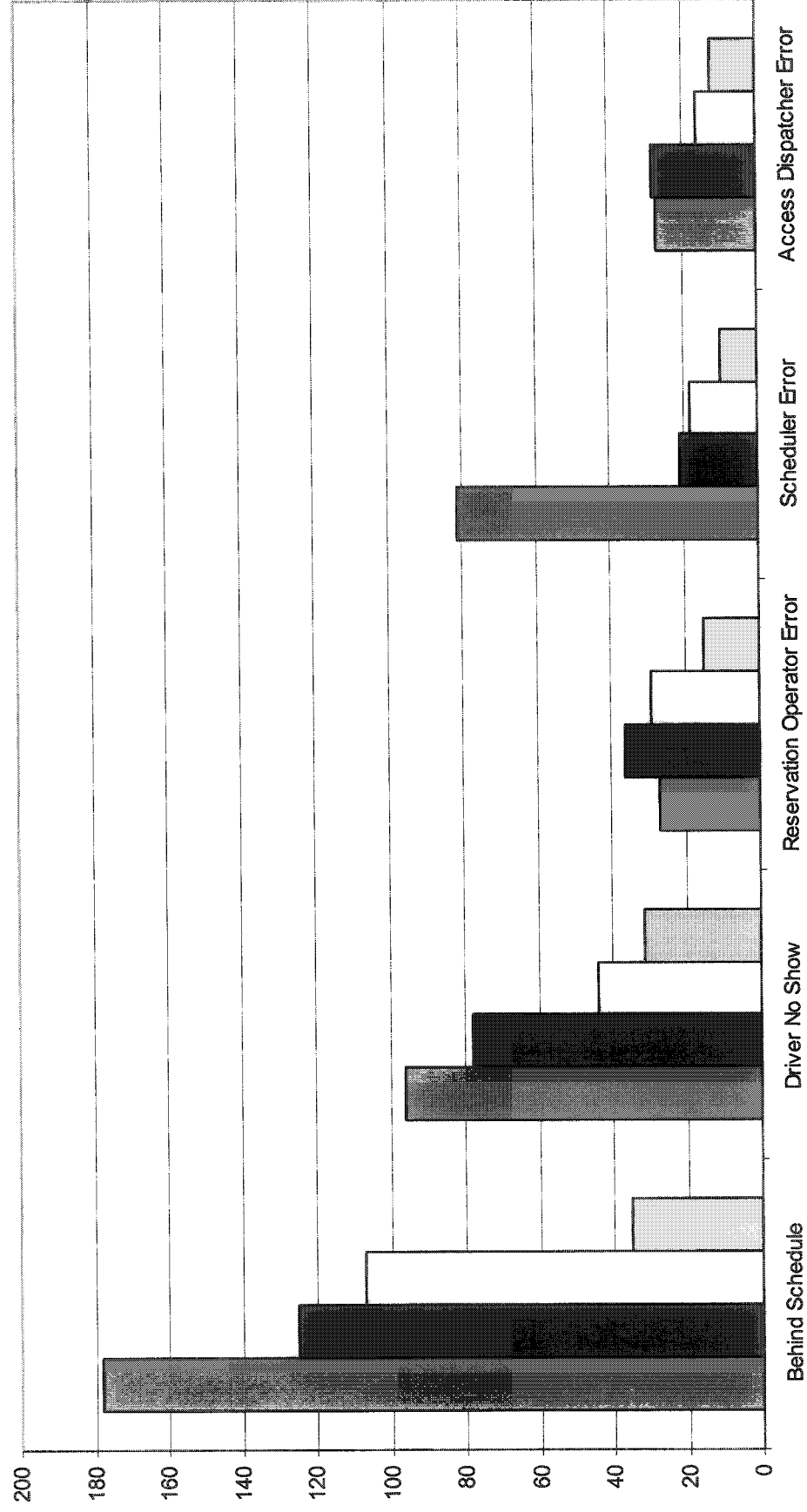


Transit Planning and Operations Committee
May 10, 2007

Weekly Complaints

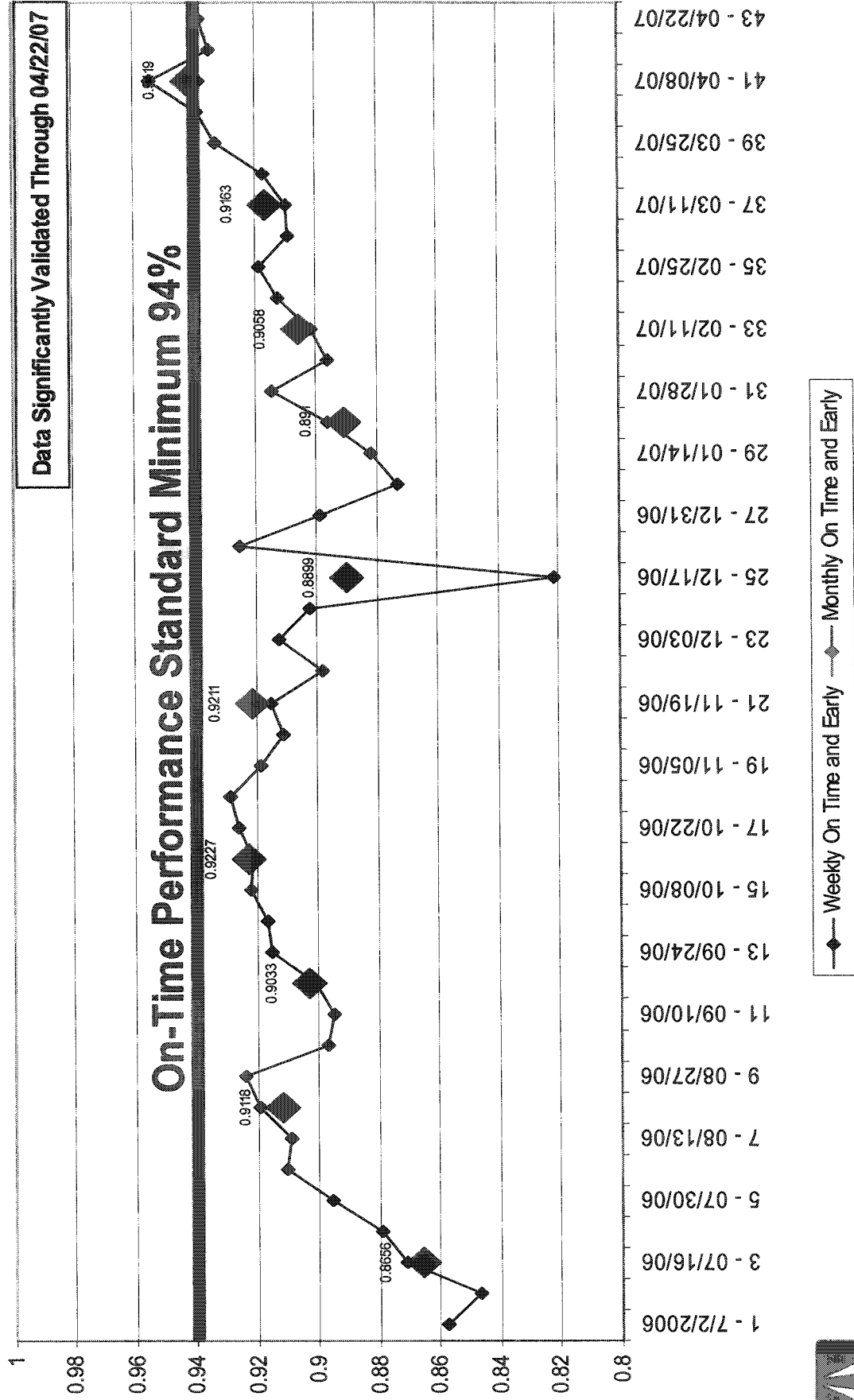


Top Five Complaints

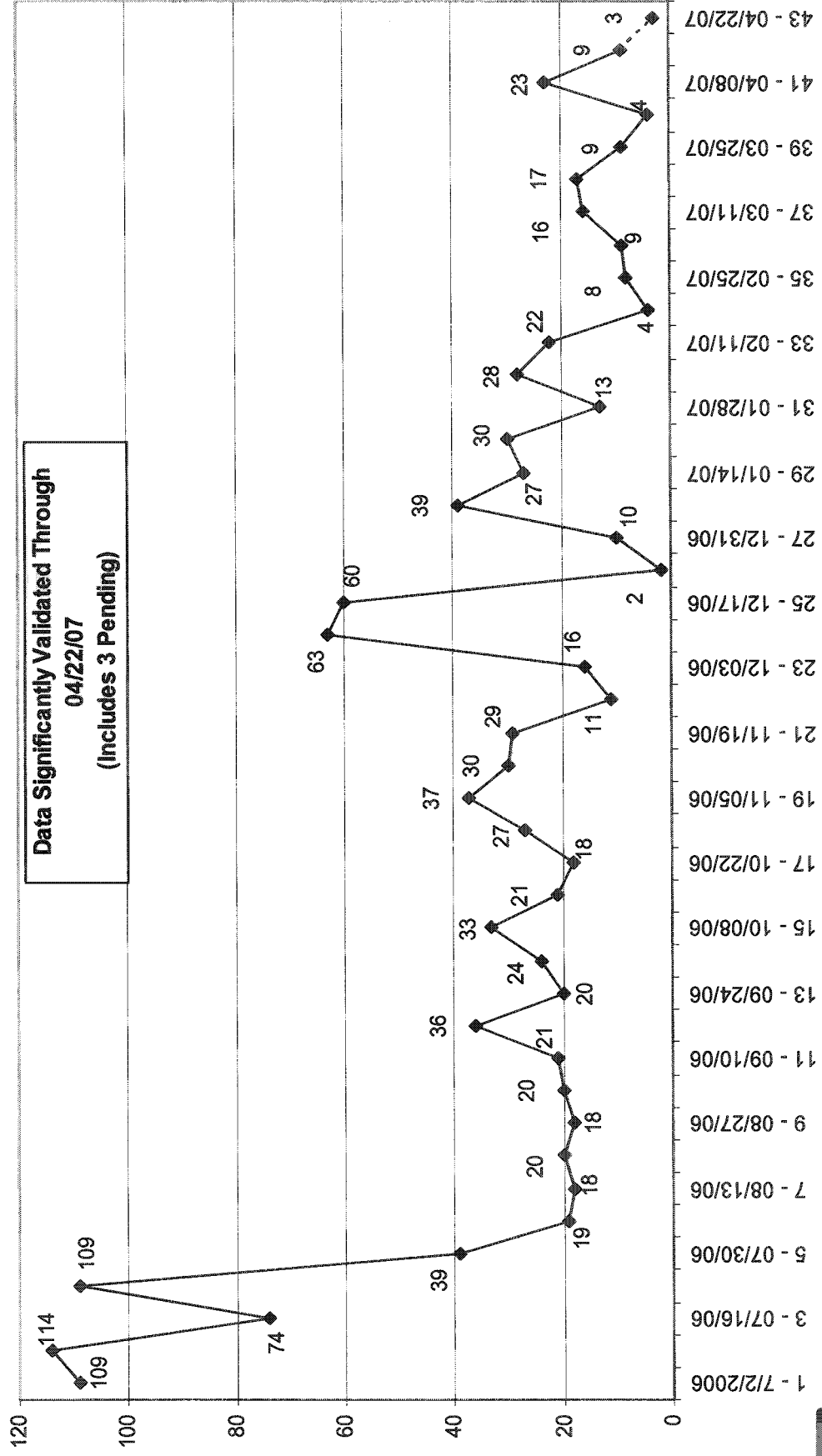


Jan-07 Feb-07 Mar-07 Apr-07

On-Time Performance



Service Delivery Failure





BOARD COMMITTEE TRANSMITTAL

May 29, 2007

To: Members of the Board of Directors
From: ^{WK}Wendy Knowles, Clerk of the Board
Subject: Renewed Measure M Draft Early Action Plan

Transportation 2020 Committee

May 21, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Approve the Renewed Measure M Draft Early Action Plan.
- B. Direct staff to circulate the Renewed Measure M Draft Early Action Plan for public review and comment.
- C. Direct staff to return with the Final Renewed Measure M Early Action Plan for consideration by the Transportation 2020 Committee no later than July 16 and the full Board of Directors no later than August 13.

Committee Discussion

Director Campbell requested under the Freeways "Early Action Projects Timeline" that staff continue to look at projects that could be started sooner. He cited as an example, Project I (SR-91, SR-57 to SR-55). Director Campbell also suggested that public opinion as measured in the public polling done on the Renewed Measure M Plan be one of the criteria used in evaluating the priority of projects.



BOARD COMMITTEE TRANSMITTAL

Director Cavecche suggested that the Freeway Timelines not include timelines or dates or at least have a disclaimer for projects beyond the five-year Early Action period, given there are still too many variables to accurately define project schedules at this time. She also suggested an annual review process to regularly evaluate and update project priorities.

Director Amante requested that Caltrans be included from the outset in developing signal synchronization plans under the Streets and Roads Program. He also suggested that implementation of the Freeway, Streets, and Roads, and Transit Programs be reviewed "holistically" so that traffic benefits are optimal.

Director Campbell asked for confirmation that some M1 funds would be available beyond 2011 to support Metrolink operations. He suggested that a similar funding cushion beyond 2041 should be considered for M2.

Director Brown requested that staff look into having OCTA take over the planning, implementation, and operation of Metrolink stations.

Director Buffa recommended that a program be developed to help cities and the public visualize all of the projects and programs under measure M and to keep track of progress.

(Note: Provided is a revised staff report which incorporates some corrections that do not change the content of the previous staff report submitted at Committee.)



May 21, 2007

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Renewed Measure M Draft Early Action Plan

Overview

On November 7, 2006, Orange County voters renewed Measure M for a period of thirty years, beginning on April 1, 2011 through May 31, 2041. At the direction of the Transportation 2020 Committee, staff has prepared a Draft Early Action Plan outlining the Renewed Measure M projects and program development work that can be accomplished over the next five years. Approval is sought to release the Draft Plan for public review and to return in about sixty days with a Final Early Action Plan for adoption.

Recommendations

- A. Approve the Renewed Measure M Draft Early Action Plan.
- B. Direct staff to circulate the Renewed Measure M Draft Early Action Plan for public review and comment.
- C. Direct staff to return with the Final Renewed Measure M Early Action Plan for consideration by the Transportation 2020 Committee no later than July 16 and the full Board of Directors no later than August 13.

Background

On November 7, 2006, Orange County voters, by a vote of 69.7 percent, approved the renewal of the Measure M one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M (M1) in 1990 (M1) with a sunset in 2011. With the approval of the Renewed Measure M (M2), the voters agreed to continued investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

A primary reason for the voters' willingness to renew Measure M was that they saw and experienced tangible results. Since 1990, most of Orange County's

freeway system has been improved, including a major overhaul of the Interstate 5 (I-5) right through the heart of the County; major roads and local streets have been upgraded; and a new Metrolink commuter rail system has been added, linking Orange County with jobs and housing in the surrounding counties.

Owing to careful stewardship and strategic early action, Orange County has also been able to meet the promises made to the voters in M1, and then some. Completing the bulk of the freeway program within ten years contributed to the ability to add an entirely new project – widening the Garden Grove Freeway (State Route 22) – to the list of accomplishments. Although both M1 and M2 express a strong preference for pay-as-you-go project financing, they both also permit debt financing under the proper conditions. In the case of the M1 freeway program, the benefits of early action are obvious and tangible--projects cost less, traffic relief was delivered sooner, and the opportunity was created for additional projects to be delivered.

The Transportation 2020 Committee (Committee) has directed the preparation of a five-year plan, covering the years 2007 to 2012, to advance the implementation of M2. The Early Action Plan (Plan) outlining the projects and programs that can be advanced along with anticipated schedules and major milestones has been prepared (Attachment A). Approval is requested to release the Plan for public review and to develop further details of the Plan, including financing options and a staffing and resources plan, for final review and approval by the Committee in approximately 60 days.

Discussion

The renewal of Measure M offers the opportunity to replicate, and perhaps exceed, the performance in delivering on the original. This report presents a blueprint for early action on the Renewed Measure M Transportation Investment Plan for the five-year period from 2007 to 2012. That blueprint commits to meeting the following nine objectives in the next five years:

1. Complete the first major milestone – conceptual engineering -- for every freeway project in the Plan; ensuring that all projects are eligible for matching funds and ready to enter into environmental review, design and construction.
2. Start construction on five major M2 freeway projects on Riverside Freeway (State Route 91), Orange Freeway (State Route 57), and I-5, valued at \$445 million. Two other projects will also be under construction at the San Diego Freeway (Interstate 405)/Garden Grove Freeway (State Route 22)

and Interstate 405/San Gabriel Freeway (Interstate 605) interchanges, valued at \$400 million and paid for by Proposition 1B and federal funds.

3. Enable every Orange County city and the County to meet eligibility requirements for M2 funds, including new pavement management and signal synchronization programs.
4. Award up to \$165 million to cities and the County for signal synchronization and road upgrades.
5. Implement high-frequency Metrolink service within Orange County with associated railroad crossing safety and quiet zone improvements completed or under construction. Begin project development for at least five major grade separation projects.
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7. Complete development work and allocate funds for transit fare discounts and improved services for seniors and persons with disabilities.
8. Complete an agreement between OCTA and resource agencies detailing environmental mitigation of freeway improvements and commitments for project permitting. Begin allocation of funds for mitigation.
9. Complete program development for road run-off/water quality improvements. Begin allocation of funds to water quality projects.

In all, more than \$1.6 billion in transportation improvements, promised to the voters in M2, could be underway by 2012.

To put the magnitude of this effort in perspective, two M1 freeway projects were under construction within the two years after revenues began to be collected in 1991. The Plan will enable five M2 projects to be under construction before revenues begin to be collected in 2011.

Oversight and Safeguards

Early action on M2 will take place with the full oversight and regular reporting promised to the voters. Beginning in August 2007, the independent Taxpayers Oversight Committee will be appointed and begin its job of monitoring and reviewing all M1 and M2 expenditures. In addition, updated accounting, auditing and reporting protocols will be implemented. Before the end of the 2007 calendar year, new systems for document controls, archiving and public

access to documents will be in place so that public access to original records and information regarding M2 can be assured.

Subsequent to the Board adoption of the Plan, more specific strategic implementation plans for the freeway and transit components of M2 will be prepared. These will provide detailed plans for the delivery of each project and/or program, including project or program scope, sequencing, milestones, cost estimates, cash flow, and funding allocation. It is anticipated that the freeway strategic plan could be completed by fall 2007, and the transit strategic plan by late 2007. These strategic plans will guide resource and allocation needs and will provide the means to measure project and/or program development progress against established benchmarks.

Beginning in fall 2007, regular progress reports on implementing the Plan will be incorporated into the Measure M Quarterly Report that is prepared for the Taxpayers Oversight Committee and the Board of Directors. To improve accessibility and transparency of the information, the quarterly progress report will be presented principally in a web-based on-line form, showing progress on all projects and programs against the timelines and benchmarks in the Plan and associated strategic plans. Contact information for the Orange County Transportation Authority (OCTA) staff member responsible for each program or project will be included.

Some Risks

Early action of this magnitude is not without risks. Similar efforts in surrounding counties as well as implementation of recently passed State infrastructure and other spending measures (Propositions 1A-1E and 84) will likely result in increased regional competition and costs for the human and capital resources needed to design and implement transportation projects. Global competition from rapid development and infrastructure spending in countries like India and China has already impacted the costs of construction and is expected to continue to be a factor.

It is recommended that a market analysis risk management study be undertaken in the next fiscal year (FY) to assess the competitive environment for labor and materials, refine the model for project cost estimates and develop strategies to manage project cost risks.

Also, the impacts of multiple construction projects on traffic operations, the traveling public, and adjacent businesses and residents must be carefully evaluated and managed. Project phasing and implementation must be planned to avoid concurrent impacts on alternate routes or parallel facilities and to minimize extended disruption to businesses and residents.

Project scheduling and phasing to manage local impacts should be specifically addressed as part of the proposed freeway and transit strategic plans.

Another key concern is the capacity of local jurisdictions, OCTA and California Department of Transportation (Caltrans) and federal agencies to effectively manage the work that needs to be done. Over the next five years, a significant increase in program development, planning, environmental, design, oversight, and construction management work will be overlaid on the ongoing responsibilities of operating, maintaining, and improving the existing road, highway and transit network. Project planning and phasing will need to account for this increased workload and the capacity of staff and the private sector to respond. OCTA will need to review and re-think its procurement, contract management, project management, staffing, and training needs to make best use of and to avoid overburdening the available public and private resources.

An organizational review, conducted by an external, objective third party, is proposed in the OCTA FY 2007-08 Budget to ensure that OCTA management and staff are well positioned and prepared to meet the challenges of the Plan.

Next Steps

The Plan is being developed and presented in two phases. Phase I outlines overall objectives, projects and priorities, and high-level estimates of the anticipated costs and schedules. Board approval is sought to circulate this draft for public review and comment. Over the next 60 days, the Plan will be shared with local government officials, business and community groups and OCTA's technical and citizens advisory committees. An outreach and communications plan is included in the Introduction section of the Plan. Input will be presented to the Transportation 2020 Committee and the Board, along with Phase II elements of the Plan currently under development.

Phase II will identify the funding options to deliver the Early Action Plan, including potential use of unallocated M1 funds, internal borrowing, and/or possible debt financing to advance M2 projects. A recommended funding approach will be developed, and based upon Committee and Board direction, a subsequent plan of finance will be developed and regularly updated. Phase II will also provide estimates of the staffing and consultant resources needed and a recommendation for amendments to the OCTA FY 2007-08 Budget to fund M2-related activities.

The final Early Action Plan with both Phase I and II components will be presented to the Transportation 2020 Committee no later than July 16, and to the Board of Directors for adoption no later than August 13.

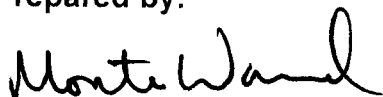
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A Draft Early Action Plan for advancing Renewed Measure M is presented for approval to circulate for public review and to develop further details regarding funding approaches and staffing and resources needs

Attachment

- A. Draft Early Action Plan

Prepared by:

A handwritten signature in black ink that reads "Monte Ward". The signature is fluid and cursive, with the first name "Monte" and last name "Ward" clearly distinguishable.

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

Staff Report which went to

T2020 Committee



May 21, 2007

To: Transportation 2020 Committee
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Overview

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Recommendations

- A. Approve the Renewed Measure M Draft Early Action Plan.
- B. Direct staff to circulate the Renewed Measure M Draft Early Action Plan for public review and comment.
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Background

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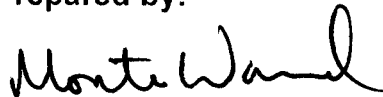
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Prepared by:

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



Orange County Transportation Authority

Renewed Measure M Early Action Plan

DRAFT



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INTRODUCTION

Renewed Measure M Early Action Plan

Introduction

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Key Objectives

The renewal of Measure M offers the opportunity to replicate, and perhaps exceed, the performance in delivering on the original. This report presents a blueprint for early action on the Renewed Measure M Transportation Investment Plan for the five-year period from 2007 to 2012. That blueprint commits to meeting the following nine objectives in the next five years:

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Some Risk

Early action of this magnitude is not without risks. Similar efforts in surrounding counties as well as implementation of recently passed State infrastructure and other spending measures (Propositions 1A-1E and 84) will likely result in increased regional competition and costs for the human and capital resources needed to design and implement transportation projects. Global competition from rapid development and infrastructure spending in countries like India and China has already impacted the costs of construction and is also expected to continue to be a factor.

It is recommended that OCTA undertake a market/analysis/risk management study in the next fiscal year to assess the competitive environment for labor and materials, refine the model for project cost estimates and develop strategies to manage project cost risks.

Also, the impacts of multiple construction projects on traffic operations, the traveling public, and adjacent businesses and residents must be carefully evaluated and managed. Project phasing and implementation must be planned to avoid concurrent impacts on alternate routes or parallel facilities and to minimize extended disruption to businesses and residents.

Project scheduling and phasing to manage local impacts should be specifically addressed as part of the proposed freeway and transit strategic plans.

Another key concern is the capacity of local jurisdictions, OCTA and Caltrans and federal agencies to effectively manage the work that needs to be done. Over the

next five years, a significant increase in program development, planning, environmental, design, oversight and construction management work will be overlaid on the ongoing responsibilities of operating, maintaining, and improving the existing road, highway and transit network. Project planning and phasing will need to account for this increased workload and the capacity of staff and the private sector to respond. OCTA will need to review and rethink its procurement, contract management, project management, staffing and training needs to make best use of and to avoid overburdening the available public and private resources.

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Next Steps

The Early Action Plan is being developed and presented in two phases. Phase I outlines overall objectives, projects and priorities and high-level estimates of the anticipated costs and schedules. Board approval is sought to circulate this draft for public review and comment. This draft Plan will be shared with local government officials, business and community groups and OCTA's technical and citizens advisory committees (See the attached outreach and communications plan). Input will be presented to the Transportation 2020 Committee and the Board, along with Phase II elements of the Plan currently under development.

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The final Early Action Plan with both Phase I and II components will be acted on by the OCTA Transportation 2020 Committee no later than July 16 and adopted by the OCTA Board of Directors no later than August 13.

Renewed Measure M Early Action Plan Communications Plan

Building on the first phase of Renewed Measure M outreach, staff will continue the outreach campaign to ensure key stakeholders are apprised of Board decisions on the overall objectives, projects and priorities for the early implementation of the Renewed Measure M Transportation Investment Plan.

TIMELINE:

Outreach on the Draft Renewed Measure M Early Action Plan will commence upon approval of the draft plan by the Transportation 2020 Committee and the Board and will conclude upon the Board's approval of the final plan.

AUDIENCE

During this outreach period, staff proposes working with key stakeholders in a two-tier framework. Tier One, is comprised of key business and local government/regional planning groups and organizations who were significantly involved in the development of the Transportation Plan that was approved by the voters. Staff will proactively contact each of these organizations to request the opportunity to present the Early Action Plan to their respective members or committees. Tier Two is comprised of city councils, citizens' groups and other transportation agencies. Staff will coordinate presentations to these groups upon their request. The two tiers are identified as follows:

Tier 1

- Orange County Business Council, Executive and Transportation/ Infrastructure Committees
- Building Industry Association, Executive and Infrastructure Committees
- League of California Cities, Orange County Division, Executive Steering Committee
- Super Committee City Managers
- Orange County Council of Governments Executive Committee
- South Orange County Mayors Association
- North Orange County Legislative Alliance
- Orange County Mayor's Roundtable
- Environmental groups
- Water Boards
- Orange County City Managers' Association
- Orange County Taxpayers' Association
- OCTA Technical Advisory Committee (TAC)
- County Executive Office
- Citizens' Oversight Committee

- Special Needs in Transit Advisory Committee
- Citizens' Advisory Committee

Tier 2

- City Councils
- Transportation Corridor Agencies Board/subcommittees
- Orange County Traffic Engineers Association
- Regional Transportation Agencies
- Chamber Government Affairs Meetings
- OCCOG TAC

GOALS

- Share draft Renewed M Early Action Plan.
- Provide opportunity for stakeholders to ask questions and surface potential issues. This will be quantified by a tracking system that will monitor stakeholders' comments, responses and follow-up, if needed.
- Engage Board Members in outreach process. This will involve inviting Board Members to present to audiences defined above.

KEY MESSAGES

Three primary messages will be carried throughout the local government outreach process:

- The Early Action Plan is a proposal that commits to meeting a set of objectives between 2007 to 2012 for the early delivery of freeway, streets, transit and environmental projects and programs.
- The benefits of early action are obvious and tangible – projects cost less, traffic relief is delivered sooner and, and the opportunity is created for additional projects to be delivered.
- OCTA will be closely working with local jurisdictions to ensure they meet the necessary requirements to be eligible for Renewed M funds. A component of this message will also be to communicate the process for the close out of the current Measure M.

STRATEGY

Tactic	Description	Audience	Schedule
Targeted presentations to local government organizations	Overview of Early Action Plan-project priorities, schedule and estimated costs. Provide opportunity for feedback/raise issues.	Tier 1	May-July
Letter to stakeholders	Distribute Early Action Plan. Include transmittal memo with qualitative survey to provide feedback to staff.	Tier 2	Following Board approval
Presentations to city councils	Provide opportunity for city councils to ask questions and provide input on Early Action Plan. Use OCTA Board as presenters.	City Councils	Upon city request
Web Survey	Post Early Action Plan on OCTA Website. Include online survey to gather feedback.	General Public	May-July
OCTA Advisory Groups	Present information, gather input from OCTA's CAC and TAC.	CAC TAC	May-July
OCTA Board Information	Include relevant updates in CEO weekly reports, summarize in final outreach report.	OCTA Board and employees	May-July Final outreach report by August 2007.

FREEWAY PROJECTS

Freeways

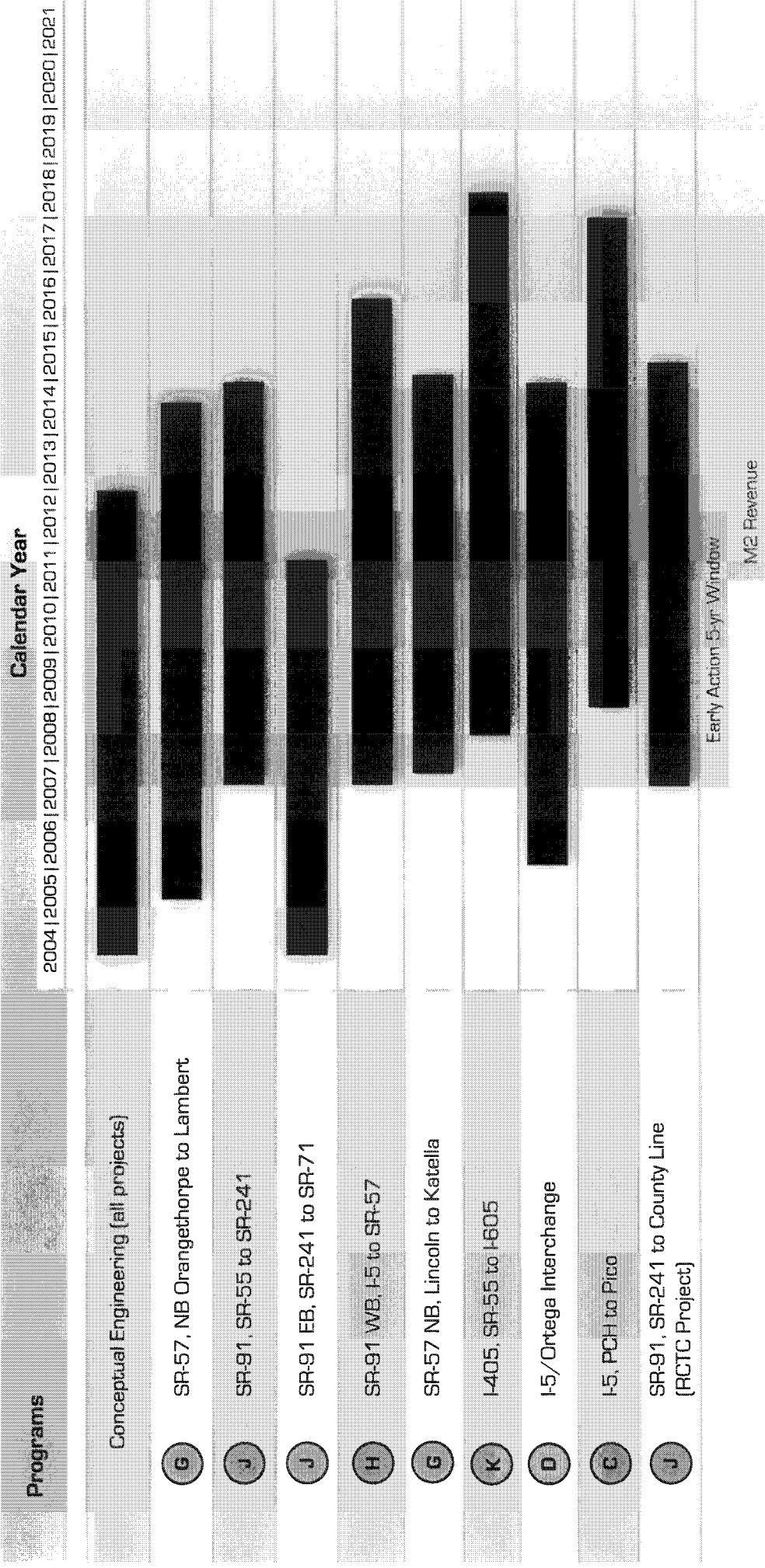


Early Action Projects

- ## Conceptual Engineering Projects

- A** I-5, SR-97 to SR-55-I-5, SR-55 to El Toro Y
- B** I-5, El Toro Y to SR-73
- C** South OC Freeway Interchanges
- D** SR-22 Access Improvements
- E** SR-55, SR-22 to I-405
- F** SR-57 NB. Lumber to County Line
- G** SR-91, SR-97 to SR-55
- H** I-405, SR-55 to I-5
- I** I-605 Access Improvements

EARLY ACTION FREEWAY PROJECTS TIMELINE



The remaining freeway projects listed below will be implemented subsequent to the 2007-2012 Early Action Plan period. Priorities, schedules and project phasing will be presented for Committee and Board of Directors' action as conceptual engineering is completed and more information is known about each project.

EARLY ACTION PROJECTS TIMELINE

Freeways

Projects	Category	Start	End
G SR-57, Orangethorpe to Lambert	Environmental	June 05	Dec 07
	Design/Engineering	Dec 07	June 10
	Right of Way & Utilities	June 08	June 10
	Construction	June 10	July 14
J SR-91, SR-55 to SR-241	Environmental	July 07	July 09
	Design/Engineering	Jan 09	Dec 11
	Right of Way & Utilities	July 09	Dec 11
	Construction	Dec 11	Dec 14
J SR-91 EB, SR-241 to SR-71	Environmental	May 04	Dec 07
	Design/Engineering	July 07	Aug 09
	Right of Way & Utilities	Jan 08	Aug 09
	Construction	Aug 09	Sep 11
H SR-91 WB, I-5 to SR-57	Environmental	July 07	June 10
	Design/Engineering	June 10	June 13
	Right of Way & Utilities	Dec 10	June 13
	Construction	June 13	June 16
G SR-57 NB, Lincoln to Katella	Environmental	Oct 07	July 09
	Design/Engineering	June 08	May 11
	Right of Way & Utilities	Dec 08	May 11
	Construction	May 11	Jan 15
K I-405, SR-55 to I-605	Environmental	July 08	June 11
	Design/Engineering	June 11	June 14
	Right of Way & Utilities	Jan 12	June 14
	Construction	June 14	June 18
D I-5/Ortega Interchange	Environmental	Jan 06	Nov 08
	Design/Engineering	Nov 08	Nov 11
	Right of Way & Utilities	May 09	Nov 11
	Construction	Nov 11	Nov 14
G I-5, PCH to Pico	Environmental	Dec 08	Dec 11
	Design/Engineering	Dec 11	Dec 14
	Right of Way & Utilities	June 12	Dec 14
	Construction	Dec 14	Dec 17
J SR-91, SR-241 to County Line (RTC Project)	Environmental	July 07	Apr 12
	Design/Engineering	Apr 12	Apr 15
	Right of Way & Utilities	Oct 12	Apr 15
	Construction	Apr 15	Apr 18

C. San Diego Freeway (I-5) Improvements South of the El Toro "Y"

Description:

Add new lanes to I-5 from the vicinity of the El Toro Interchange in Lake Forest to the vicinity of SR-73 in Mission Viejo. Also add new lanes on I-5 between Coast Highway and Avenida Pico interchanges to reduce freeway congestion in San Clemente. Regional plans also include construction of a new freeway access point between Crown Valley Parkway and Avery Parkway as well as new off ramps at Stonehill Drive using federal and state funds.

Status:

Project Study Report under way now for Coast Highway to Avenida Pico section (Caltrans lead). Analysis to date has focused on this segment as an HOV lane. Initiate Project Study Report for El Toro Interchange to SR-73 area by 2011 contingent funding availability and future Board action following completion of the South Orange County Major Investment Study (SOCMIS).

Present Day Congestion:

Today, I-5 near the El Toro "Y" carries about 342,000 vehicles per day and has about 5,300 daily vehicle hours of delay. Segments of the freeway currently operate at LOS "F" in the morning and afternoons. On-ramps are significantly congested in the mornings at Crown Valley and Oso Parkways.

Benefits:

The project will increase freeway capacity and reduce congestion. Travel volumes are expected to increase in the future by 35 percent (118,000 vehicles), bringing it up to 460,000 vehicles per day in the future.

Cost (2005 \$):
\$627.0 million.

Issues:

Contingent on findings from Project Study Reports (estimated 2008 completion for Coast Highway to Pico section).

External Funding:

Potential linkages to non-Measure M funded local interchange projects such as Crown Valley Parkway area.

Risks:

Limited right-of-way in certain sections may require non-standard shoulder and lane widths to minimize right-of-way acquisition. Major Investment Study current under way may modify proposed plans. Major interchange improvements (Project D) will need to be integrated into the mainline widening.

Related Projects:

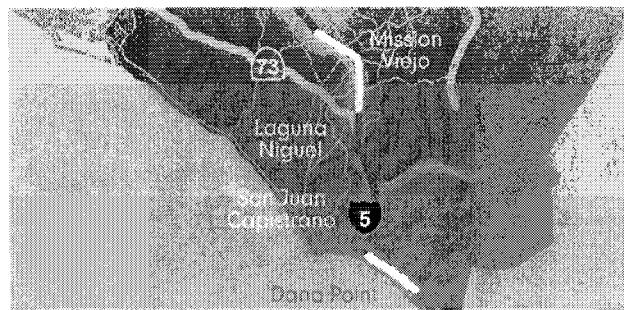
I-5 local interchange improvements (Project D); new freeway access point between Crown Valley Parkway and Avery Parkway.

Involved Agencies:

Caltrans, Laguna Hills, Mission Viejo, Laguna Niguel, San Juan Capistrano, Dana Point, San Clemente, Lake Forest, TCA

References:

Caltrans District 12 Proposed Projects (2004)



D. Santa Ana Freeway / San Diego Freeway (I-5) Local Interchange Upgrades

Description:

Update and improve key I-5 interchanges such as Avenida Pico, Ortega Highway, Avery Parkway, La Paz Road, El Toro Road, and others to relieve street congestion around older interchanges and on ramps. In addition to the project described above, regional plans also include improvements to the local interchanges at Camino Capistrano, Oso Parkway, Alicia Parkway and Barranca Parkway using federal and state funds.

Status:

Projects at various stages. Ortega Highway EIR under way.

Present Day Congestion:

Varies by location. Each local interchange suffers from high, recurrent congestion in morning and afternoon peak periods.

Benefits:

Varies by location. Each local interchange offers community benefits including congestion relief and improved freeway access.

Cost (2005 \$):

\$258.0 million.

Issues:

Contingent on findings from Project Study Reports (estimated 2008 to 2012 completion).

External Funding:

Potential linkages to non-Measure M funded local interchange projects such as Culver Drive and Ortega Highway.

Risks:

Limited right-of-way in certain locations may require right-of-way. Major Investment Study current under way may modify proposed plans. Project C needs to be integrated with the local interchange upgrades.

Related Projects:

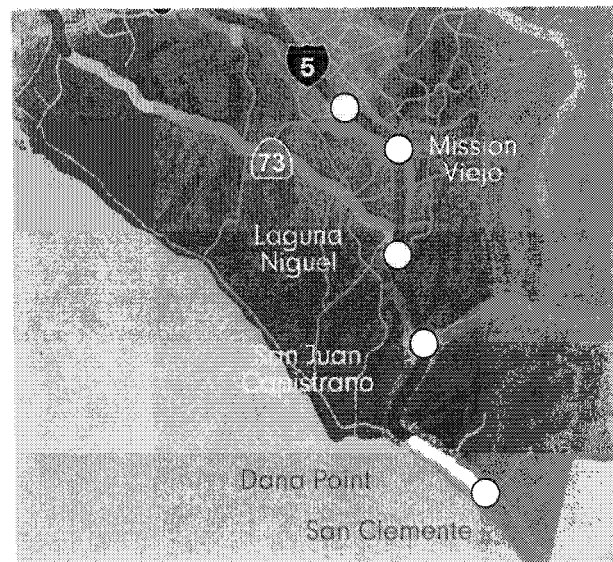
I-5 widening, south of the El Toro "Y"

Involved Agencies:

Caltrans, Irvine, Laguna Hills, Mission Viejo, Laguna Niguel, San Juan Capistrano, San Clemente, Lake Forest, TCA

References:

Caltrans District 12 Proposed Projects (2004); 2006 Long Range Transportation Plan; I-5/SR-74 PSR



G. Orange Freeway (SR-57) Improvements

Description:

Build a new northbound lane between Orangewood Avenue and Lambert Road. Other projects include improvements to the Lambert interchange and the addition of a northbound truck climbing lane between Lambert and the county line. In addition to the project described above, regional plans include new carpool ramps at Cerritos Avenue using federal and state funds.

Status:

Environmental document under way from Orangethorpe to Lambert with expected completion by 2008. Initiate Project Report for Orangewood to Orangethorpe segment by 2008 contingent upon funding availability and future Board action. Initiate environmental document for northbound truck climbing lane between Lambert and Tonner Canyon Road by 2011.

Present Day Congestion:

Today, this segment of SR-57 carries about 315,000 vehicles and has about 3,300 daily vehicle hours of delay in the northbound direction. High, recurrent congestion southbound in the morning and northbound in the evening.

Benefits:

The project will increase freeway capacity and reduce congestion. By 2030, this volume will increase by 15 percent, bringing it up to 363,000 vehicles per day.

Cost (2005 \$):

\$258.7 million.

Issues:

Contingent on findings from environmental documents. Coordination with local interchange projects such as Lambert, and ARTIC related freeway access improvements.

External Funding:

CMIA, possible Measure M-1

Risks:

Limited right-of-way in certain sections may require non-standard shoulder and lane widths to minimize right-of-way acquisition.

Related Projects:

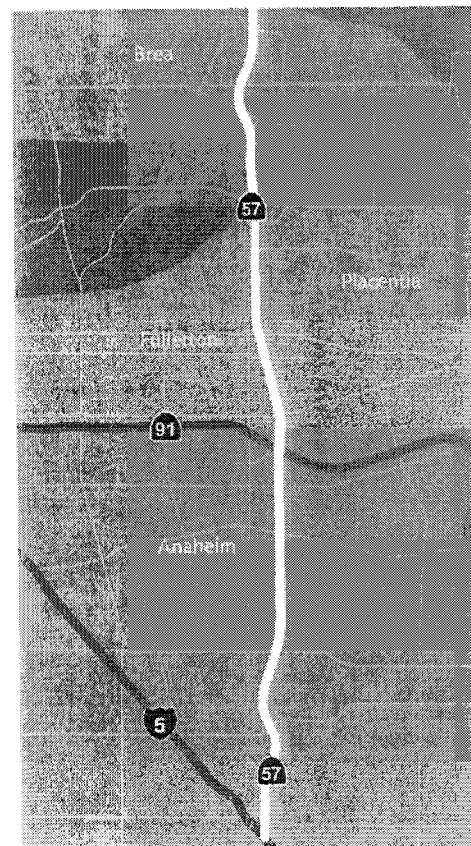
SR -91 widening, SR-57 to I-5; SR-91 improvements, SR-57 to SR-55

Involved Agencies:

Caltrans, Orange, Anaheim, Placentia, Fullerton, Brea

References:

Orangethorpe to Lambert PSR (2004); Katella to Lincoln PSR (2003); Caltrans District 12 Proposed Projects (2004); Lambert interchange PSR; 2006 Long-Range Transportation Plan



H. Riverside Freeway (SR-91) Improvements from the Santa Ana Freeway (I-5) to the Orange Freeway (SR-57)

Description:

Add capacity in the westbound direction and provide operational improvements at on and off ramps to the SR-91 between I-5 and the Orange Freeway (SR-57).

Status:

Initiate environmental document by summer 2007.

Present Day Congestion:

Today, this segment of SR-91 carries about 256,000 and has about 3,800 daily vehicle hours of delay.

Benefits:

The project will increase freeway capacity and reduce congestion. By 2030, this volume is expected to increase by nearly 13 percent, bringing it up to 289,900 vehicles per day.

Cost (2005 \$):

\$140.0 million.

Issues:

Contingent on findings from environmental document (estimated 2010 completion).

External Funding:

None at this time.

Risks:

Limited right-of-way in certain sections may require non-standard shoulder and lane widths to minimize right-of-way acquisition.

Related Projects:

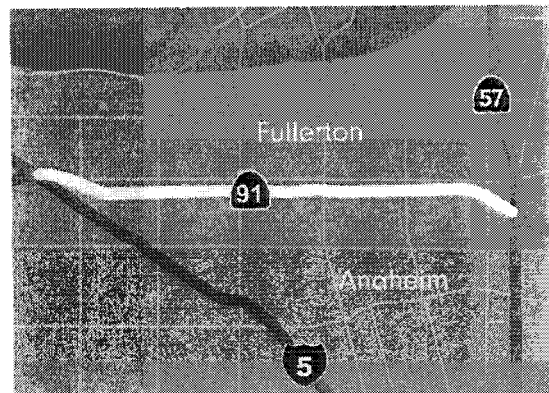
N/A

Involved Agencies:

Caltrans, Anaheim, Fullerton

References:

Caltrans District 12 Proposed Projects (2004); 2006 Long Range Transportation Plan; SR-91 westbound lane PSR (I-5 to SR-57)



J. Riverside Freeway (SR-91) Improvements from Costa Mesa Freeway (SR-55) to the Orange/ Riverside County Line

Description:

This project adds capacity on SR-91 beginning at SR-55 and extending to I-15 in Riverside County. The first priority will be to improve the segment of SR-91 east of SR-241. The goal is to provide up to four new lanes of capacity between SR-241 and Riverside County Line by making best use of available freeway property, adding reversible lanes, building elevated sections and improving connections to SR-241. This project also includes improvements to the segment of SR-91 between SR-241 and SR-55. The concept is to generally add one new lane in each direction and improve the interchanges.

Status:

Environmental document under way for new eastbound lane east of SR-241. Initiate study of ultimate improvements between SR-241 and Riverside County Line by fall 2007. PSR for added lanes from SR-55 to SR-241 completed in May 2004.

Present Day Congestion:

Today, this freeway carries about 314,000 vehicles every day and has about 5,500 daily vehicle hours of delay.

Benefits:

The project will increase freeway capacity and reduce congestion. Traffic volumes are expected to increase by 36 percent, bringing it up to 426,000 vehicles by 2030.

Cost (2005 \$):

\$925.0 million.

Issues:

Contingent on findings from EIR for new eastbound lane (estimated 2007 completion). Other environmental issues

contingent on future Project Study Reports. Improvements east of SR-241 are coordinated with SR-91/SR-241 interchange improvements (non-Measure M funded) and Riverside County's Measure A widening of SR-91.

External Funding:

CMIA and potential 2006 STIP funding

Risks:

Limited right-of-way in certain sections may require non-standard shoulder and lane widths to minimize right-of-way acquisition.

Related Projects:

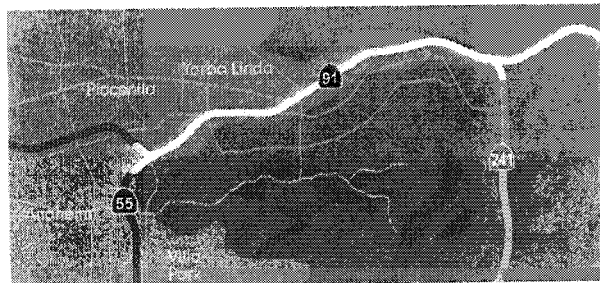
EB auxiliary lane, SR-241 to SR-71;
Riverside County Measure A 5th lane (SR-241 to I-15)

Involved Agencies:

Caltrans, RCTC, Anaheim, Yorba Linda

References:

Caltrans District 12 Proposed Projects (2004); 2006 Long Range Transportation Plan; 5th lane SR-55 to SR-241 PSR, SR-91 implementation plan



K. San Diego Freeway (I-405) Improvements between the I-605 Freeway in Los Alamitos area and Costa Mesa Freeway (SR-55)

Description:

Add new lanes to the San Diego Freeway between I-605 and SR-55. The project will make best use of available freeway property, update interchanges and widen all local overcrossings according to city and regional master plans. The improvements will be coordinated with other planned I-405 improvements in the I-405/SR-22/I-605 interchange area to the north and I-405/SR-73 improvements to the south. Near-term regional plans also include the improvements to the I-405/SR-73 interchange as well as a new carpool interchange at Bear Street using federal and state funds.

Status:

Complete the draft Project Study Report by 2008.

Present Day Congestion:

Today, I-405 carries about 430,000 vehicles daily and has about 11,400 daily vehicle hours of delay. Segments of the freeway operate at LOS "F" in the morning and afternoon.

Benefits:

The project will increase freeway capacity and reduce congestion. Traffic volumes are expected to increase by nearly 23 percent, bringing it up to 528,000 vehicles daily by 2030.

Cost (2005 \$):

\$500 million.

Issues:

Contingent on findings from Project Study Report (estimated 2008).

External Funding:

Federal funds have been earmarked for improvements to the Beach Boulevard interchange that will need to be coordinated with this project.

Risks:

Limited right-of-way in certain sections may require non-standard shoulder and lane widths to minimize right-of-way acquisition. Re-building local interchanges may require right-of-way to accommodate existing and future traffic.

Related Projects:

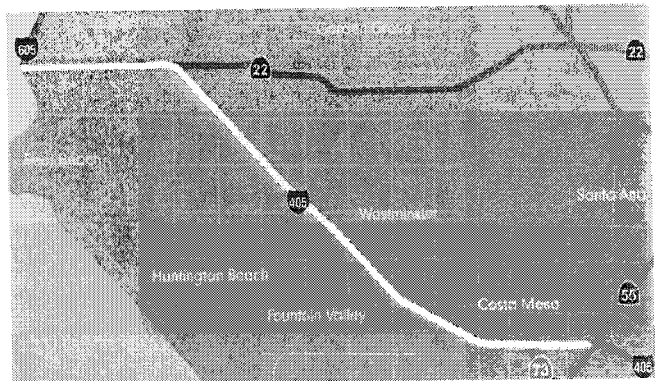
SR-22 west, Valley View to I-605, Bear street HOV ramps, I-405/SR-73 HOV direct connectors

Involved Agencies:

Caltrans, Seal Beach Los Alamitos, Garden Grove, Westminster, Huntington Beach, Fountain Valley, Costa Mesa

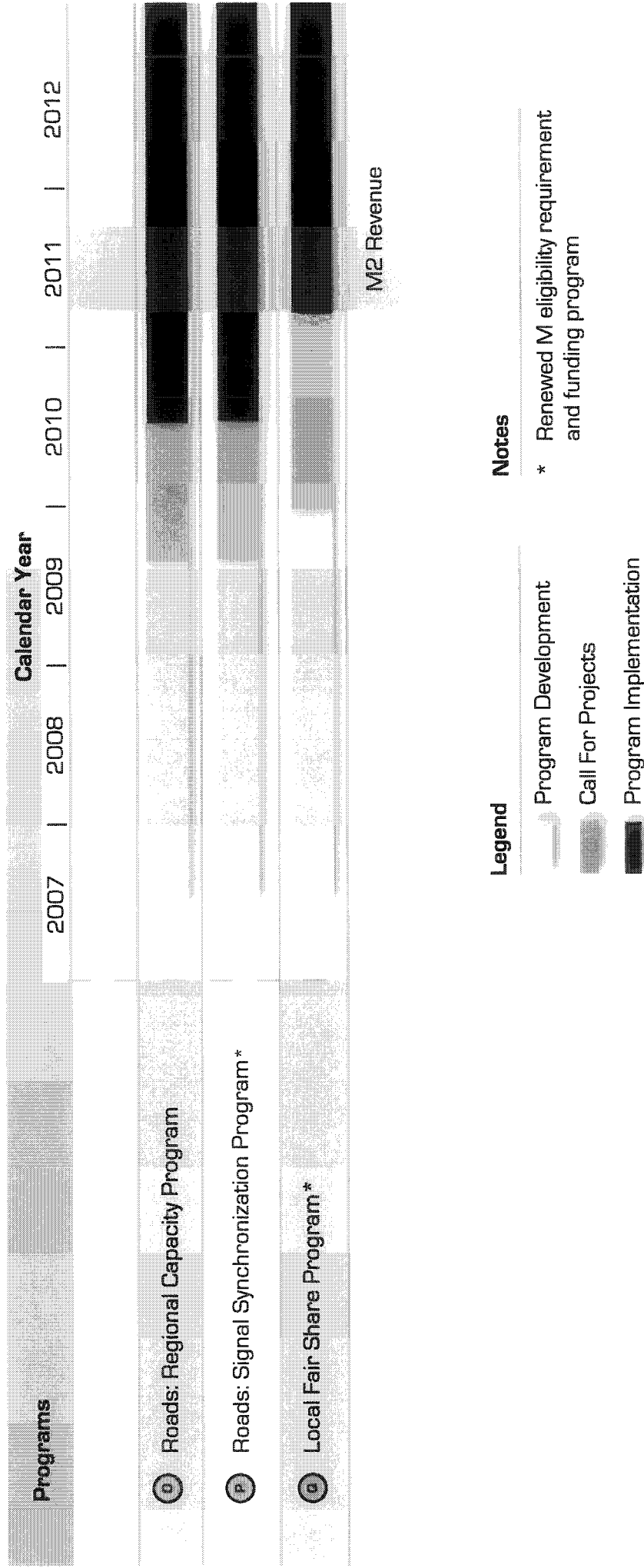
References:

Caltrans District 12 Proposed Projects (2004); 2006 Long Range Transportation Plan; I-405 MIS



STREETS AND ROADS PROGRAM

EARLY ACTION STREETS & ROADS PROGRAM TIMELINE



Requirements for Eligible Jurisdictions

M1 and M2

	M1 Eligibility Requirements	M2 Eligibility Requirements
1	Comply with M1 Growth Management Plan (GMP) requirements generally based on maintaining certain traffic level of service standards	Comply with State requirements for Orange County Congestion Management Program (CMP) generally based on maintaining certain traffic level of service standards
2	Institute development mitigation as part of GMP to ensure new development pays its share of the associated costs	Require new development to pay a fair share of needed transportation improvements
3	Adopt a General Plan Circulation Element consistent with the Master Plan of Arterial Highways (MPAH)	Adopt a General Plan Circulation Element consistent with the Master Plan of Arterial Highways (MPAH)
4	Adopt a 7-Year Capital Improvement Plan (CIP) that includes all M1 funds	Adopt a 6-Year Capital Improvement Plan (CIP) that includes all M2 funds
5	Participate in Growth Management Area (GMA) interjurisdictional forums	Participate in Traffic Forums
6	Adopt a local Transportation Demand (TDM) program/ordinance or alternative mitigation to reduce single occupancy vehicle travel	Adopt a local Signal Synchronization Plan consistent with a countywide Master Plan
7	Adopt a local Pavement Management Plan and adequately fund the same	Adopt a local Pavement Management Plan; measure pavement conditions against a standard and show or maintain improvement of pavement condition
8	No comparable requirement	Provide an annual Expenditure Report of all M2 spending
9	No comparable requirement	Provide a Project Final Report for all completed M2 projects
10	Agree to spend all M1 revenues within 3 years	Agree to time limits for expenditures; generally 3 years
11	Meet Maintenance of Effort (MOE) standard	Meet Maintenance of Effort (MOE) standard with a Construction Cost Index (CCI) escalation every three years
12	No supplanting of private developer funding	No supplanting of private developer funding
13	Address jobs/housing balance as part of GMP	Consider land use planning strategies that accommodate transit and non-motorized transportation

M2 Precursors for Local Funding Eligibility and Allocations

1. **Traffic Forums:** Eligible Jurisdictions and Caltrans, in participation with County of Orange and the Orange County Division of League of Cities shall establish boundaries for Traffic Forums.
2. **Regional Traffic Signal Synchronization Program:** OCTA, in consultation with Eligible Jurisdictions and Caltrans, shall adopt and maintain a Traffic Signal Synchronization Master Plan that shall be part of the Master Plan of Arterial Highways (MPAH).
3. **Local Traffic Signal Synchronization Plan:** Eligible Jurisdictions shall adopt and maintain a Local Traffic Signal Synchronization Plan consistent with the Traffic Signal Synchronization Master Plan. The Signal Synchronization Plan must be part of the General Plan Circulation Element.
4. **Pavement Management:** OCTA, in consultation with Eligible Jurisdictions, shall define a countywide management method to inventory, analyze and evaluate road pavement conditions, and a common method to measure improvement of road pavement conditions.
5. **Pavement Management Plan:** Eligible Jurisdictions shall biennially adopt and update a Pavement Management Plan, using a common format approved by OCTA, and issue a report every two years regarding status of pavement conditions and implementation of the Plan.
6. **Capital Improvement Program:** Eligible Jurisdictions shall develop a 6-Year Capital Improvement Program that includes all proposed M2 expenditures, including Signal Synchronization and Pavement Management.
7. **Competitive Procedures:** OCTA, in consultation with Eligible Jurisdictions, shall develop competitive procedures for allocation of funds for Regional Capacity (Project O), Signal Synchronization (Project P), Metrolink Extensions (Project S), Metrolink Gateways (Project T), and Community Based Transit/Circulators (Project V).
8. **Environmental Cleanup/Water Quality:** OCTA shall appoint an Environmental Cleanup/Water Quality Allocation Committee as specified in M2 Ordinance #3. The Committee shall recommend to OCTA a competitive grant process; maintenance of effort provisions; annual reporting and benefit assessment methods; and funding allocations for M2 Environmental Cleanup revenues.

O. Regional Capacity Program

Description:

This program, in combination with local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways (MPAH). The program also provides for intersection improvements and other projects to help improve street operations and reduce congestion. This program also provides funding for construction of railroad grade separations where high volume streets are impacted by freight trains along the Burlington Northern Santa Fe railroad in northern Orange County. The program allocates funds through a competitive process and targets projects that help traffic the most by considering factors such as degree of congestion relief, cost effectiveness, and project readiness.

Cost (2005 \$):

\$1,132.8 million.

Status:

Initiate development of program procedures, guidelines and eligibility requirements by 2007. Call for projects estimated by 2009.

Present Day:

Roughly 1,000 miles of new street lanes remain to be completed, mostly in the form of widening existing streets to their ultimate planned width. Completion of the system will result in a more even traffic flow and efficient system.

Benefits:

Improvements to be funded by this program, when combined with local arterial projects, are projected to improve peak period arterial speeds by

nearly 27% by 2030 compared to not constructing those projects.

Issues:

Right-of-way may be difficult to obtain for widening projects in some older, more densely developed sections of the county

External Funding:

A local jurisdiction match equivalent to 50% of project costs is required to qualify for Measure M funding. Match can be reduced contingent on participation in pavement and signal synchronization programs as well as use of non-Measure M funds for local match and developer contributions.

Risks:

Jurisdictions must meet eligibility requirements to receive funding.

Related Projects:

Regional Traffic Signal Synchronization Program; Local Fair Share Program

Involved Agencies:

All local jurisdictions (cities and the County)

References:

2006 Long Range Transportation Plan; Orange County Master Plan of Arterial Highways

P. Regional Traffic Signal Synchronization Program

Description:

This program targets over 2,000 signalized intersections across the County for coordinated operation. The goal is to improve the flow of traffic by developing and implementing regional signal coordination programs that cross jurisdictional boundaries. The goal is development of a coordinated signal system that is corridor based rather than just city of agency based.

Cost (2005 \$):

\$453.1 million

Status:

The development of a county-wide Signal Master Plan and local signal plans will be initiated by the end of 2007. Goal is to have call for projects by 2009.

Present Day:

Most traffic signal synchronization programs today are limited to segments of roads within individual cities or under the control of specific agencies, such as Caltrans agencies. For example, signals at intersections of freeways with arterial streets are controlled by Caltrans, while nearby signals at local street intersections are under the control of cities.

Benefits:

The projects in this program will maximize the effectiveness of the existing arterial system and will improve arterial corridor speeds. When completed, this project can increase the capacity of the street grid and reduce the delay by over six million hours annually.

Issues:

Some cities may be reluctant to give up local control of signals. Requires development of local signal synchronization plans and coordination with area traffic forums.

External Funding:

Local jurisdiction match equivalent to 20% of project costs is required to qualify for this program.

Risks:

Jurisdictions must meet eligibility requirements to receive funding. This includes a local signal synchronization plan and participation in traffic forums to resolve traffic operations issues with neighboring jurisdictions.

Related Projects:

Regional Capacity Program; Local Fair Share Program

Involved Agencies:

All local jurisdictions (cities and the County); Caltrans

References:

2006 Long Range Transportation Plan;
2006 Orange County Traffic Signal Coordination Program

Q. Local Fair Share Program

Description:

This element of the program will provide flexible funding to help cities and the County of Orange keep up with the rising cost of repairing the aging street system. In addition, cities can use these funds for other local transportation needs such as residential street projects, traffic and pedestrian safety near schools, signal priority for emergency vehicles, etc.

This program is intended to augment, rather than replace, existing transportation expenditures and therefore cities must meet specific eligibility requirements to receive the funds.

Cost (2005 \$):
\$2,039.1 million.

Status:

Initiate development of program procedures, guidelines and eligibility requirements by 2007.

Present Day:

This program is a continuation of the existing Measure M "turnback" program.

Benefits:

This program provides an augmentation to local general fund monies used for transportation purposes that will not be sufficient alone to maintain streets and improve local/residential streets.

Issues:

Eligibility requirements include local jurisdiction consistency with the MPAH, developer impact fees, Pavement Management Plan, Signal Synchronization Plan, participation in

traffic forums, compliance with CMP requirements and annual reporting of expenditures in addition to maintenance of effort requirements.

External Funding:

Local jurisdictions must maintain current general fund level of effort for transportation. Maintenance of effort to be increased annually to keep pace with inflation.

Risks:

Jurisdictions must meet eligibility requirements to receive funds.

Related Projects:

Regional Capacity Program; Regional Traffic Signal Synchronization Program

Involved Agencies:

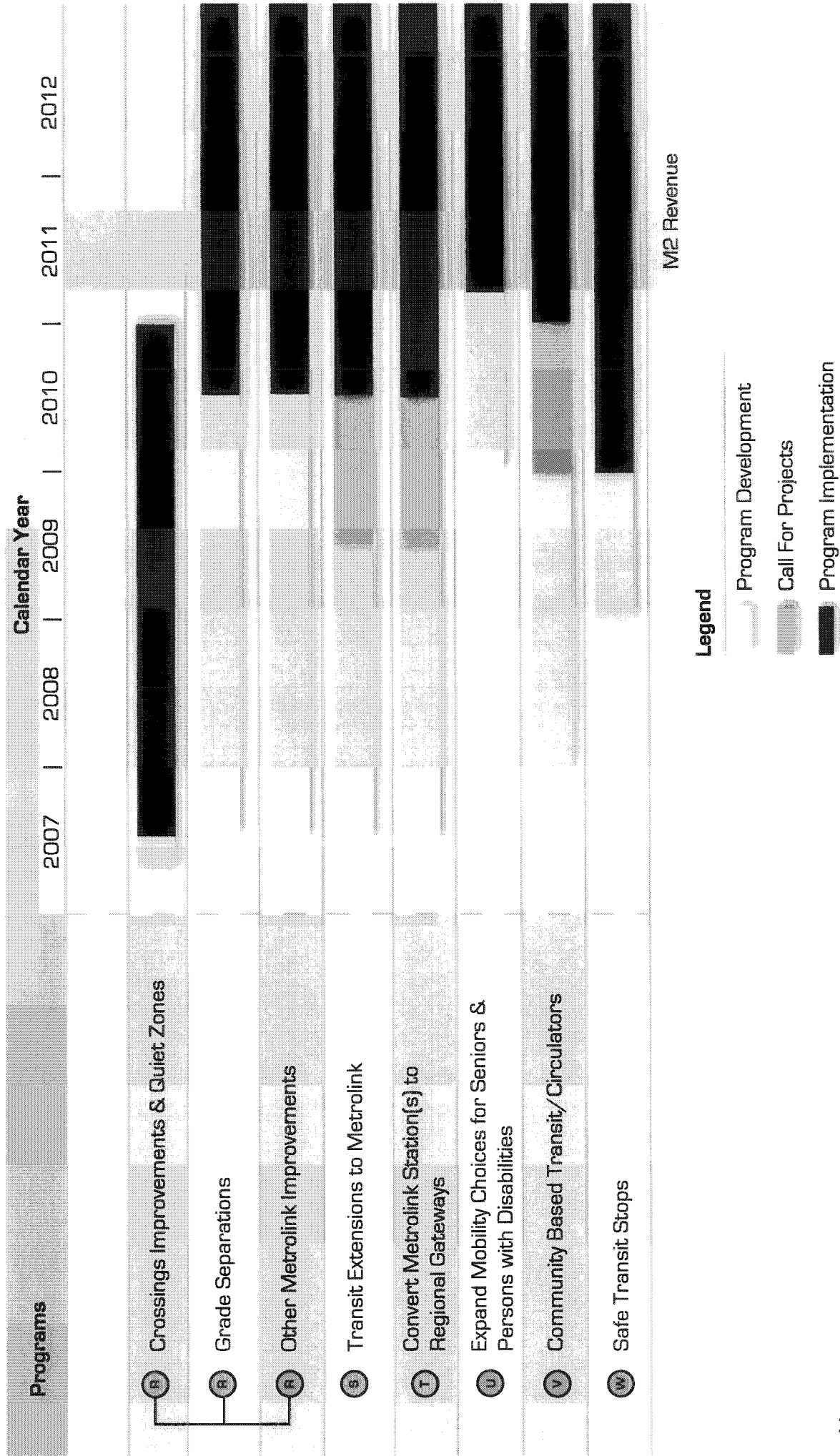
All local jurisdictions (cities and the County)

References:

2006 Long Range Transportation Plan

TRANSIT PROGRAMS

EARLY ACTION TRANSIT PROGRAM TIMELINE



R. High Frequency Metrolink Service

Description:

This project will increase rail services within the county and provide frequent Metrolink service north of Fullerton to Los Angeles. The project will provide for track improvements, more trains, and other related needs to accommodate the expanded service.

This project is designed to build on the successes of Metrolink and complement service expansion made possible by the current Measure M. The service will include upgraded stations and added parking capacity; safety improvements and quiet zones along the tracks; and frequent shuttle service and other means, to move arriving passengers to nearby destinations.

The project also includes funding for improving grade crossings and constructing over or underpasses at high volume arterial streets that cross the Metrolink tracks.

Cost (2005 \$):
\$1,014.1 million

Status:

- Operations cost for service through 2041 is currently being developed
- Quiet Zone policy development underway
- Grade Separation prioritization to commence in 2007/08

Present Day:

Three Metrolink lines serve Orange County today, providing 44 daily trains

and carrying more than 3.5 million annual riders.

Benefits:

High frequency Metrolink service will allow provide additional capacity parallel to Interstate 5 (Orange County Line) and SR-91 (Inland Empire Orange County Line and 91 Line). Frequent service 7 days per week, through out the day will allow for more flexible home to work trips as well as other non-commuter hour trips.

Issues:

- Funding continued operation of Metrolink service developed and funded under Measure M 1 must be a top priority.
- Coordination with Los Angeles and Riverside Counties on inter-county priorities.
- Relationship to goods movement policies.
- Role of Metrolink in South Orange County

External Funding:

State Transportation Improvement Program (STIP) and Federal Congestion Mitigation and Air Quality (CMAQ), and Federal New Starts funds are eligible for commuter rail capital improvements.

Risks:

Moderate risk associated with expansion on OCTA owned rail right-of-ways. Significantly more risk associated with Burlington Northern Santa Fe (BNSF) railroad owned right-of-way.

Goods Movement related capacity and mitigation programs may impact service

expansion plans north and east of Fullerton.

Program Development:

2007-2010

Program Implementation:

2010 and beyond

Related Projects:

Metrolink Expansion Plan (Measure M 1 funded)

Project "S" – Transit Extensions to Metrolink

Project "T" – Convert Metrolink Station (s) to Regional Gateways that connect Orange County with High-Speed Rail Systems.

Project "V" – Community Based Transit Circulators

California High Speed Rail Authority Project

Involved Agencies:

Metrolink, Caltrans, California High Speed Rail Authority, BNSF, Buena Park, Fullerton, Anaheim, Orange, Santa Ana, Tustin, Irvine, Laguna Niguel, Mission Viejo, San Juan Capistrano, Dana Point, San Clemente.

S. Transit Extensions to Metrolink

Description:

Frequent service in the Metrolink corridor provides a high capacity transit system linking communities within the central core of Orange County. This project will establish a competitive program for local jurisdictions to broaden the reach of the rail system to other activity centers and communities. Proposals for extensions must be developed and supported by local jurisdictions and will be evaluated against well-defined and well-known criteria as follows:

- Traffic congestion relief
- Project readiness, with priority given to projects that can be implemented within the first five years of the Plan
- Local funding commitments and the availability of right-of-way
- Proven ability to attract other financial partners, both public and private
- Cost-effectiveness
- Proximity to jobs and population centers
- Regional as well as local benefits
- Ease and simplicity of connections
- Compatible, approved land uses
- Safe and modern technology
- A sound, long-term operating plan

This project shall not be used to fund transit routes that are not directly connected to or that would be redundant to the core rail service on the Metrolink corridor. The emphasis shall be on expanding access to the core rail system and on establishing connections to communities and major activity centers that are not immediately

adjacent to the Metrolink corridor. It is intended that multiple transit projects be funded through a competitive process and no single project may be awarded all of the funds under this program.

These connections may include a variety of transit technologies such as conventional bus, bus rapid transit or high capacity rail transit systems as long as they can be fully integrated and provide seamless transition for the users.

Cost (2005 \$):
\$1,000.0 million.

Status:

Step 1* of this program is underway with \$3.4 million in Measure M 1 grants made available to Cities to study options for connections to Metrolink.

Step 2* of this program is expected to begin in 2008. \$26.6 million in Measure M 1 funds have been approved for Step 2.

*Go Local Program funded by M1.

Present Day:

Connections to and from Metrolink stations are provided by OCTA operated "Station link" bus service and OCTA operated fixed route bus service.

Benefits:

The goal of this program is to make Metrolink more convenient to more people in Orange County. The program also seeks to provide traffic congestion relief, and access to job and population centers.

The program is expected to build upon the baseline improvements provided

under the Measure M1 funded Metrolink Expansion Plan as well as Project "R", High Frequency Metrolink Service.

Individual project benefits will be established in Step 1 and 2 of the program.

Issues:

Coordination and consistency with Step 1 and Step 2 of the program funded under Measure M1.

Coordination with Metrolink Expansion Plan and Project "R"

Coordination with Project "V" – Community Based Transit Circulators

External Funding:

Potential capital funding from the State Transportation Improvement Program (STIP), Federal Congestion Mitigation and Air Quality (CMAQ), Federal New Starts funds and state bond funds (Proposition 116).

Risks:

Risk associated with 34 separate local transit plans and proposals.

Potential risk associated with selection of most promising projects.

Need to fully understand operating costs and plans of proposed systems.

Program Development:

Go Local Studies 2006-2009

Program Development 2007-2009

Program Implementation:

2010 and beyond

Related Projects:

Metrolink Expansion Plan (Measure M 1 funded)

Project "R" – High Frequency Metrolink Service

Project "T" – Convert Metrolink Station (s) to Regional Gateways that connect Orange County with High-Speed Rail Systems.

Project "V" – Community Based Transit Circulators

California High Speed Rail Authority Project

Involved Agencies:

All Orange County Cities, Federal Transit Administration, Caltrans, California Transportation Commission

T. Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems

Description:

This program will provide the local improvements that are necessary to connect planned future high-speed rail systems to stations on the Orange County Metrolink route.

The State of California is currently planning a high-speed rail system linking northern and southern California. One line is planned to terminate in Orange County. In addition, several magnetic levitation (MAGLEV) systems that would connect Orange County to Los Angeles and San Bernardino Counties, including a link from Anaheim to Ontario airport, are also being planned or proposed by other agencies.

Cost (2005 \$):
\$226.6 million.

Status:

The California High Speed Rail Authority (CAHSRA) is currently in the project level Environmental Impact Report / Environmental Impact Statement phase of a planned high-speed rail system that will connect Southern California to the San Francisco Bay Area and Sacramento.

The CAHSRA and OCTA have entered into a Memorandum of Understanding that provides \$7 million in Measure M 1 funds towards this effort. The Los Angeles to Orange County segment is anticipated to follow the existing Metrolink alignment and terminate in Anaheim.

OCTA has recently purchased 13.5 acres in the City of Anaheim next to the railroad right-of-way. This site is planned for future transportation use as the Anaheim Regional Transportation Intermodal Center (ARTIC). Preliminary planning is currently underway for this site.

Present Day:

There are not any currently high speed rail systems operating in California. Existing rail service consists of Metrolink and Amtrak.

Benefits:

When high speed rail systems develop, Orange County will need a gateway station or stations so that residents of Orange County will have convenient access. Future connections will be made by Metrolink, Amtrak, local bus, and automobile. The high speed rail system(s) are planned to relieve freeway congestion, airport congestion and allow for fast, frequent service through out the state.

Issues:

Coordination with Metrolink Expansion Plan and Project "R"

Coordination with Project "V" – Community Based Transit Circulators

External Funding:

Potential funding from the State Transportation Improvement Program (STIP), Federal Congestion Mitigation and Air Quality (CMAQ), and Federal New Starts funds.

Risks:

Coordination with multiple agencies,
many outside the County.

Long term operating costs of facilities.

Program Development:

2007-2009

Program Implementation:

2010 and beyond

Related Projects:

Metrolink Expansion Plan (Measure M 1
funded)

Project "R" – High Frequency Metrolink
Service

Project "S" – Transit Extensions to
Metrolink.

Project "V" – Community Based Transit
Circulators

California High Speed Rail Authority
Project

Involved Agencies:

All Orange County Cities, Federal
Transit Administration, Caltrans,
California Transportation Commission

U. Expand Mobility Choices for Seniors and Persons with Disabilities

Description:

This project will provide services and programs to meet the growing transportation needs of seniors and persons with disabilities as follows:

- One percent of net revenues will stabilize fares and provide fare discounts for bus services, specialized ACCESS services and future rail services
- One percent of net revenues will be available to continue and expand local community van service for seniors through the existing Senior Mobility Program
- One percent will supplement existing countywide senior non-emergency medical transportation services
- Over the next 30 years, the population age 65 and over is projected to increase by 93 percent. Demand for transit and specialized transportation services for seniors and persons with disabilities is expected to increase proportionately.

Cost (2005 \$):

\$339.8 million.

Status:

Program Development Needed

Present Day:

A similar program currently exists under Measure M 1 (elderly and handicapped fare stabilization). The Senior Mobility Program and non-emergency medical

transportation services currently exist as well.

Benefits:

This program is expected to provide assistance to seniors and persons with disabilities through dare fare discounts, a senior mobility van program, and senior non-emergency transportation services. Can divert trips from more expensive ACCESS paratransit services.

External Funding:

None

Risks:

Future demand for senior and disabled transportation could exceed program revenues

Program Development:

2010-2011

Program Implementation:

2011-2012

Related Projects:

Measure M 1 program for elderly and handicapped fare stabilization

OCTA Senior Mobility Program

County of Orange non-emergency medical transportation

Metrolink Expansion Plan (Measure M 1 funded)

Project "R" – High Frequency Metrolink Service

Project "S" – Transit Extensions to Metrolink

Project "V" – Community Based Transit
Circulators

Involved Agencies:

All Orange County Cities, Federal
Transit Administration, Local Agencies

V. Community Based Transit/Circulators

Description:

This project will establish a competitive program for local jurisdictions to develop local bus transit services such as community based circulators, shuttles and bus trolleys that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. Projects will need to meet performance criteria for ridership, connection to bus and rail services, and financial viability to be considered for funding. All projects must be competitively bid, and they cannot duplicate or compete with existing transit services.

Cost (2005 \$):
\$226.5 million

Status:

Program Development Needed

Present Day:

Some Orange County cities have studied and / or expressed interest in the development of local transit circulators. About half of the cities operate local senior mobility services.

Benefits:

This program is expected to provide local access to activity and employment centers. Reductions in localized traffic congestion is an anticipated benefit.

External Funding:

Potential Federal Transit Administration (FTA) funds.

Risks:

Moderate – associated with ridership and operating costs forecasting.

Program Development:
2008-2010

Program Implementation:
2011 and beyond

Related Projects:

Metrolink Expansion Plan (Measure M 1 funded)

Planned Bus Rapid Transit Program

Project "R" – High Frequency Metrolink Service

Project "S" – Transit Extensions to Metrolink

Involved Agencies:

All Orange County Cities, Federal Transit Administration

W. Safe Transit Stops

Description:

This project provides for passenger amenities at 100 busiest transit stops across the County. The stops will be designed to ease transfer between bus lines and provide passenger amenities such as improved shelters, lighting, current information on bus and train timetables and arrival times, and transit ticket vending machines.

Cost (2005 \$):

\$25 million

Status:

Program Development Needed

Present Day:

The Bus Stop Accessibility Program (BSAP) is nearing completion (2007). 6,500 bus stops were enhanced through this program .

Benefits:

This program is expected to provide significantly enhanced transit stops at the most heavily used transit stops in the OCTA system. A focus on will be placed on intermodal connections, transfers and integration with the planned Bus Rapid Transit program.

External Funding:

Potential Federal Transit Administration (FTA) funds.

Risks:

Low risk associated with this program. Some risk associated with potential local right-of-way needs for enhanced transit stops.

Program Development:

2009-2010

Program Implementation:

2010 and beyond

Related Projects:

Metrolink Expansion Plan (Measure M 1 funded)

Planned Bus Rapid Transit Program

Project "R" – High Frequency Metrolink Service

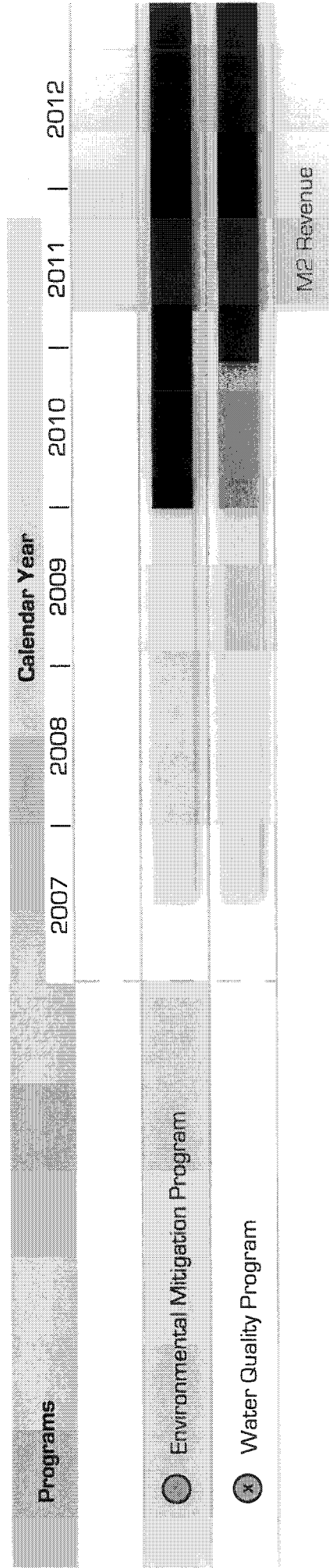
Project "S" – Transit Extensions to Metrolink

Involved Agencies:

All Orange County Cities, Federal Transit Administration

ENVIRONMENTAL CLEANUP

EARLY ACTION ENVIRONMENTAL PROGRAM TIMELINE



- Legend**
- Program Development
 - Call For Projects
 - Program Implementation

Freeway Mitigation Master Agreement

Description:

Subject to a Master Agreement negotiated between OCTA and federal and state resource agencies, provide for high-value environmental benefits such as habitat protection and resource preservation, in exchange for streamlined project approvals for the freeway program as a whole.

Cost:

A minimum of 5 percent of total Freeway expenditures (\$243.5 million)

Status:

Renewed Measure M Ordinance #3 calls for development of the Master Agreement "as soon as practicable" following approval by the voters. Negotiations can commence as soon as Board of Directors authorization is given for an Early Action Plan.

Benefits:

The project has the potential to minimize or reduce regulatory delays in the implementation of freeway projects and to result in greater environmental benefits than could be achieved through traditional project-by-project mitigation.

Issues:

The Board must appoint a Mitigation and Resource Protection Program Oversight Committee. An application and selection process will be needed. Freeway impacts and mitigation opportunities must be inventoried and assessed, in some cases prior to completion of environmental documents. Resource agencies will need to make commitments in advance of permit issuance.

External Funding:

Potential for matching funds from state bonds.

Risks:

Over time, mitigation opportunities can be lost and costs can increase. Competing conservation/mitigation priorities may make reaching agreement more difficult. Resource agencies may have difficulty making necessary commitments.

Related Projects:

Can benefit all freeway projects. Some mitigation opportunities may mesh with those under Project X – Environmental Cleanup funds for road runoff.

Involved Agencies:

Caltrans, Corps of Engineers, Fish and Wildlife, Fish and Game, FHWA

References:

Renewed Measure M Transportation Investment Plan
Orange County Local Transportation Authority Ordinance No. 3

X. Environmental Cleanup

Description:

Competitive grant process designed to clean up highway and street runoff and to supplement current road runoff efforts. Program will help local agencies meet Clean Water Act standards.

Cost:

\$ 237.2 million

Status:

Work is underway by local agencies to develop scope/cost to meet standards. Program policies and guidelines must be developed.

Benefits:

The program enables larger-scale, high impact projects. Early implementation could result in more benefits at lower cost. Funds may be used for water quality improvements related to both existing and new transportation infrastructure.

Issues:

The OCTA Board must appoint an Allocation Committee. Allocation committee will recommend a competitive grant process for the allocation of environmental cleanup revenues. The recommended process should give priority to cost-effective projects and programs that offer opportunities to leverage other funds. An application and selection process will be needed to fill the Allocation Committee.

External Funding:

Matching requirements can leverage other funds.

Risks:

Projects and programs that are recommended for funding may not be equitably distributed geographically. Potential for conflicting geographic and jurisdictional interests. Water quality standards and best practices can change rapidly.

Related Projects:

Existing and new transportation infrastructure may benefit from this program. May also work with Freeway Mitigation Master Agreement.

Involved Agencies:

County, cities, Caltrans, Regional Water Quality Control Boards, scientific/academia, private/non-profit.

References:

Renewed Measure M Transportation Investment Plan
Orange County Local Transportation Authority Ordinance No. 3



MEMO

May 29, 2007

To: Members of the Board of Directors
From: ^{WV}Wendy Knowles, Clerk of the Board
Subject: **Board Committee Transmittal for Agenda Item**

The following item is being discussed at a Committee meeting which takes place subsequent to distribution of the Board agenda. Therefore, you will be provided a transmittal following that Committee meeting (and prior to the Board meeting) informing you of Committee action taken.

Thank you.



May 24, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Anaheim Regional Transportation Intermodal Center Project Concept Report

Overview

The findings and recommendations of an Anaheim Regional Transportation Intermodal Center project concept study are presented for Board of Directors approval.

Recommendations

- A. Approve the Anaheim Regional Transportation Intermodal Center Project Concept Report.
- B. Direct staff to prepare an Anaheim Regional Transportation Intermodal Center joint development strategy and Draft Project Definition Report and submit it to the Board of Directors in fall of 2007.
- C. Direct staff to explore with the City of Anaheim testing interest in private investment at the Anaheim Regional Transportation Intermodal Center through a conference targeted with the investment and real estate communities in the fall of 2007.
- D. Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-5-2585 between the Orange County Transportation Authority and Carter & Burgess, Inc., in an amount not to exceed \$485,000, to prepare a Project Definition Report and supporting documents on the Anaheim Regional Transportation Intermodal Center.

Background

On November 14, 2005, the Orange County Transportation Authority (OCTA) Board of Directors (Board) authorized the Chief Executive Officer to enter into a Memorandum of Understanding (MOU) with the City of Anaheim (City) for

the joint development of the Anaheim Regional Transportation Intermodal Center (ARTIC). OCTA then purchased a 13.5-acre parcel from the County in the City of Anaheim for the development of ARTIC (adjacent to 2.2 acres owned by the City). The County may occupy the ARTIC site until December 2008, thereby precluding most short-term on-site construction.

Development of ARTIC is necessary in the near future due to increasing rail passenger demand, lack of ability to expand existing station parking as private development is proposed for the existing station parking lot area, and the need for connections enabling travelers to transfer from one service to another at a regional hub, using transit to travel in many directions.

ARTIC's development has been an integral element of OCTA's gateways program, and as of today is the only Orange County Metrolink station site designated as a destination stop by both the California High-Speed Rail Authority (CHSRA) and the California-Nevada Super Speed Train (CNSST) Commission. The Board approved funds for planning and land acquisition of ARTIC Phase 1 in the Comprehensive Funding Strategy and Policy Direction on November 21, 2005, and as amended on June 19, 2006. Measure M is the funding source.

The March 8, 2007, staff report to the Transit Planning and Operations Committee stated that the City recommended an OCTA Board-approved Transit Facility Plan be released to the investment and real estate communities in 2007 to seek their interest in joint development of the ARTIC site. A facility plan, augmented by funding commitments and OCTA policies about the gateways program, introduces a vision of ARTIC, which potential partners can evaluate as development of ARTIC proceeds.

Pursuant to the terms of the MOU regarding the purchase and development of ARTIC, OCTA has been working with City staff to define ARTIC goals, transportation facility needs, an implementation plan, and a development strategy. In addition, staff has identified the operational, engineering, and functional constraints, and opportunities of the ARTIC site for transportation purposes. The Project Concept Report (PCR) integrates these efforts into a three-phase, 20-year ARTIC development strategy (Attachment A).

Discussion

The PCR states the three core goals of OCTA's 2006 Long-Range Transportation Plan (LRTP), identifies how ARTIC implements the LRTP goals, evaluates facility and provider needs, and recommends a phasing strategy. The key PCR recommendations are listed below.

Phasing Strategy

The three-phase, 20-year development strategy sequences the improvements needed to accommodate planned transportation service expansions. Scheduling will be refined in later planning. The phases below reflect the service launch dates provided by the current and future planned operators.

Phase 1 (2007 – 2015)

Phase 1 will focus on providing infrastructure improvements to make the site accessible, transfer the Anaheim Stadium station services to the new site, and begin to add additional ground services. Work to widen Douglass Road and the railroad bridge over Douglass Road can begin before the County vacates the site. On-site construction will likely begin with a new station for Metrolink and Amtrak service, Ontario International Airport FlyAway service, and a new visible gateway to the site.

Priority transit services will be the passenger services for expanded Metrolink and Amtrak services, other essential existing transit connections, ground shuttle service to an existing commercial bus terminal, and OCTA fixed route and station link bus service. Parking for an estimated 1,350 vehicles will be divided between a structure and surface lots. On-site capacity can also be included for one or more locally-focused transit services, which may emerge from the City's Go Local planning, as well as ground shuttle service to Ontario International Airport. Remote baggage check-in for the Ontario International FlyAway service may be added later in Phase 1, as will connections to two bus rapid transit lines.

The Phase 1 ARTIC facility building and track right-of-way also will have planned, but unbuilt capacity to integrate future high-speed rail service, future CNSST service, future Anaheim Resort Fixed Guideway, and expanded ground services when those projects are funded and constructed.

Phase 1 may also include initial private development if agreed upon by both OCTA and the City. Phase 1 coincides with the development of 1.3 million square feet of commercial and office space and 7,977 dwelling units in the Platinum Triangle, which encompasses 820 acres bounded by the Santa Ana Freeway (Interstate 5), the Santa Ana River, the Orange Freeway (State Route 57), Cerritos Boulevard on the north, and below Orangewood Avenue on the south. An integrated transit system, including ARTIC, has been included in the Platinum Triangle planning and development assumptions. In addition, the Anaheim City Council recently selected a

developer to build mixed-use complexes, including two hotels, 2.4 million square feet of office and retail space, and 750 homes on 51 acres of the existing Angel Stadium parking lot, including the existing Metrolink station parking. Data reports indicate that this will create an additional 58,000 jobs around ARTIC.

Phase 2 (2015 – 2020)

Phase 2 will focus on connections to other transportation services, including the Anaheim Resort Fixed Guideway, connectors between the State Route 57 and the parking structure, service to John Wayne Airport as well as to the Ontario International Airport with remote baggage check-in, pedestrian access to a riverfront bicycle/pedestrian path, and the CNSST service. Parking capacity will be expanded to approximately 3,500 spaces to meet the demand generated by the new transportation services, based on provider forecasts. OCTA's projects likely will include full integration of OCTA bus rapid transit lines and multimodal customer service kiosks, with dedicated visitor modules, thereby expediting countywide and statewide trip planning. Private development could intensify and include site enhancements to connect to adjacent developments.

Phase 3 (2020 – 2030)

Phase 3 will fully develop ARTIC into a major Southern California transportation hub serving all modes with additional Metrolink and Amtrak service, expanded Go Local connections, remote airport access, and the CHSRA service. These new services will generate additional parking needs presently estimated to be as high as 8,600 spaces. The Draft PDR will further refine parking forecasts. Additional customer information features made possible by new technologies will be added to existing transportation services. OCTA fixed route bus route planning, especially in the north and central part of the County, may be reconfigured in new ways as a result of the connectivity opportunities. Revenue-generating facility improvements, which offset ARTIC costs and enable business travelers to work onsite between connections (i.e. satellite offices, videoconferencing areas, etc.), may also be added during Phase 3. Private development on-site could complete the ARTIC site build-out with uses that would support the thousands of new Platinum Triangle residents and entertainment venues benefiting from ARTIC's proximity.

Development Strategy

The ARTIC site purchase agreement, approved by the Board in 2006, states the site is intended for transportation purposes, but may be used for non-transportation, revenue-generating purposes if the revenue is re-invested into transportation uses. This agreement makes it possible to augment the buying power of public transportation funds with a private revenue stream, thereby providing better transportation facilities.

Pursuit of innovative financing has been an OCTA policy since the original Measure M. The 2006 LRTP encourages solutions that improve the efficiency of the transportation system, such as "pursuing public/private partnerships in order to better supplement and leverage state and federal transportation dollars." The introduction to the transit section of Renewed Measure M states "existing rail stations will be developed into regional transportation hubs that can serve as regional gateways... Creativity and good financial sense will be encouraged. Partnerships will be promoted. Fresh thinking will be rewarded." The plan is to encourage civic entrepreneurship and stimulate private involvement and investment in the development of transportation infrastructure.

Consistent with these policies and the ARTIC MOU, the attached PCR recommends that the City and OCTA pursue public/private partnerships, joint development, and/or master developer strategies to leverage public financing of the facility with private capital. Research on similar projects in the nation, such as Denver, Philadelphia, and Portland indicates that joint development of the site could maximize the value of this OCTA asset, create long-term revenue streams for reinvestment in transportation uses, minimize taxpayer cost, and provide participation in future long-term up-side economic growth of the project.

Staff suggests that OCTA co-host the City's proposed private sector workshop this fall to ascertain interest in joint development of ARTIC. The City has recommended a Board-approved Transit Facility Plan be released at this time. Staff is seeking Board approval of the PCR and recommends it be used to develop a Draft PDR, including a Transit Facility Plan and an ARTIC joint development strategy. The Transit Facility Plan will be presented to the Board for their approval prior to distribution at the workshop.

Contract Amendment

On October 23, 2005, the Board approved the selection of Carter & Burgess, Inc., as the program management consultant for the Five-Year Rapid Transit

Program, which includes bus rapid transit, Go Local, freeway connectors, and ARTIC Phase 1. The procurement was handled in accordance with OCTA's procurement policies and procedures for architectural and engineering services.

To prepare the Draft PDR and supporting documents, additional consultant resources are requested. Carter & Burgess, Inc., has provided assistance and support to OCTA staff in developing the initial vision and project concept for ARTIC. Additional consultant assistance is needed to develop the Draft PDR, provide counsel in joint development strategies, and assist in the preparation of procurement documents. An amendment to Agreement C-5-2585 with Carter & Burgess, Inc., in an amount not to exceed \$485,000, for rapid transit project management consulting services is requested. Staff has considered the option of retaining the services through an independent procurement; however, the timeline for this phase of this project makes this option unworkable.

Subsequent to the conference, limited additional consultant assistance may be necessary to finalize the PDR and prepare procurement documents to select private parties, based on responses to the conference materials.

Fiscal Impact

The additional work described in Amendment No. 7 to Agreement C-5-2585 was not included in OCTA's Fiscal Year 2006-07 Budget. Funds have been transferred from Account 0010-7831-T5410-402, Contributions to Other Agencies, to Account 0010-7519-T5420-3SB, Other Professional Services. Source of funds is Measure M.

Summary

The findings and recommendations of a PCR are presented for Board approval. Staff recommends OCTA co-host an ARTIC interest conference in the fall of 2007 and that the Board approve Amendment No 7, in an amount not to exceed \$485,000, to Agreement C-5-2585 with Carter & Burgess, Inc., to develop a Draft PDR and joint development strategy to support that effort.

Attachments

- A. Carter & Burgess, Inc., Agreement C-5-2585 Fact Sheet
- B. Anaheim Regional Transportation Intermodal Center Project Concept Report – Draft May 9, 2007

Prepared by:

Handwritten signature of Jeanne Spinner LaMar in cursive script.

Jeanne Spinner LaMar
Manager Local Initiatives
(714) 560-5663

Approved by:

Handwritten signature of Kia Mortazavi in cursive script.

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

**Carter & Burgess, Inc.,
Agreement C-5-2585 Fact Sheet**

1. October 23, 2005, Agreement C-5-2585, \$5,000,000, approved by Board of Directors.
 - Project management consulting services for rapid transit projects.
2. April 25, 2006, Amendment No. 1 to Agreement C-5-2585, \$0, approved by procurement administrator.
 - Administrative change only. No increase to maximum obligation.
3. October 19, 2006, Amendment No. 2 to Agreement C-5-2585, \$0, approved by procurement administrator.
 - Administrative change only. No increase to maximum obligation.
4. February 19, 2007, Amendment No. 3 to Agreement C-5-2585, \$0, approved by procurement administrator.
 - Administrative change only. No increase to maximum obligation.
5. March 7, 2007, Amendment No. 4 to Agreement C-5-2585, \$0, approved by procurement administrator.
 - Administrative change only. No increase to maximum obligation.
6. Amendment No. 5 to Agreement C-5-2585, \$0, pending approval by procurement administrator.
 - Administrative change only. No increase to maximum obligation.
7. Amendment No. 6 to Agreement C-5-2585, \$0, pending approval by procurement administrator.
 - Administrative change only. No increase to maximum obligation.
8. Amendment No. 7 to Agreement C-5-2585, \$485,000, pending approval by the Board of Directors.
 - Increase in scope of services for the ARTIC.

Total committed to Carter & Burgess, Inc., Agreement C-5-2585: \$5,485,000.



Project Concept Report

**Draft
May 9, 2007**

**Prepared for:
Orange County Transportation
Authority Board of Directors**



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Executive Summary

What is ARTIC? The Orange County Transportation Authority and the City of Anaheim are partners in an effort to create an major transportation center where people transfer between services to reach far-flung and diverse destinations throughout the state and even internationally. ARTIC will replace the existing Anaheim Metrolink/Amtrak Station presently located on the perimeter of the parking lot of Anaheim Angel Stadium. When built, ARTIC will serve as focal point in the north and central part of Orange County for expanded commuter and intercity rail, Bus Rapid Transit, an automated people mover system, high speed rail, taxi-cabs, and airport connections.

Project Background In 1982, the existing Anaheim Stadium Station was built to provide Amtrak inter-city rail service. Since then, Metrolink service has been launched successfully and the station has twice been upgraded and enlarged to meet the demand. Responding to this continued demand, in 2005 OCTA decided to greatly increase Metrolink service in this corridor. Simultaneously, state and federal transportation agency efforts to plan statewide rail networks focused on Anaheim as a primary destination. These factors led OCTA to allocate \$60 million in Measure M transit funds to launch the Regional Gateways Program with Phase I of the Anaheim Regional Transportation Intermodal Center (ARTIC) and subsequently purchase a 13.5 acre site for ARTIC adjacent to the LOSSAN right of way and the SR-57. Under the terms of the sale, the present tenants (County of Orange) may occupy the site through November 2008. Phase 1 of ARTIC is proposed to be built between 2007 and 2015 on land OCTA recently acquired, approximately 1100 feet north of the existing Stadium Station.

Once the sale was finalized, OCTA and the City began planning the development of the new site. A Conceptual Plan was developed and is described in this report.

Project Need ARTIC is necessary because Orange County's travel demand will continue to be the highest in central and northern Orange County for the foreseeable future. Therefore, it is important to maximize the return on the transit services already deployed in that area and create new opportunities for transit use. ARTIC is located in an ideal location where multiple transit services which people use to travel throughout Southern California converge. It should function as a connector of disparate transportation service pieces, creating synergies where none previously existed (or were underutilized). ARTIC should be instrumental in a transportation network where the whole is greater than the sum of its parts.

Many individuals using the rapidly expanding commuter and intercity rail service and the new Bus Rapid Transit network need to make connections to reach destinations. ARTIC will help meet that need. Travelers on OCTA's conventional transit service will be able to use ARTIC to access transit service statewide with better and safer connections and regional accessibility. Nearly 20,000 new residents within a few miles of the site will have more employment and transportation choices. The connections

made possible by ARTIC and the greater use of transit that it encourages could help the county hold its own in the battle against congestion, as the rate of growth in vehicle miles traveled grows faster than either jobs or housing. By eliminating the poor connections that are a major disincentive for transit use, additional individuals will be encouraged to utilize transit, thereby supporting OCTA's Long Range Transportation Plan goals to improve mobility, increase transit use, and reduce congestion.

ARTIC Facility Concept ARTIC is proposed to be built in a three phased, 20-year effort. The three phases coincide with the phases of the Metrolink Service Expansion Program. An important premise of ARTIC's planning is that it should be pursued if possible with the participation of the real estate and investment communities. This joint development will help minimize taxpayer cost and limit OCTA costs to those necessary to provide transportation facilities and services, while providing economic opportunities for local businesses. The desired strategy is to involve the private sector in construction and development in appropriate ways and pursue a phased planning and construction strategy that favors shared facilities and allocates cost-sharing among participating transportation providers.

Phase 1: 2007-2015

1. A fully enclosed state-of-the-art environmentally-sound and energy-efficient station facility that will serve the needs of existing and future Metrolink and Amtrak passengers. The facility will include shared passenger waiting areas, customer service and traveler information, and supporting customer amenities.
2. A station facility with sufficient unbuilt capacity to accommodate future California High Speed Rail and Cal/Nev Super Speed Train service.
3. Planned local ground transportation services curbside (OCTA bus services, Anaheim Transportation Network, Go Local services, taxi).
4. Necessary infrastructure improvements to serve three phases of ARTIC development.
5. Parking for an estimated 1400 vehicles.
6. Ontario Airport remote check-in Flyaway Service.
7. New railroad bridge over Douglass Rd.
8. Widened Douglass Road.
9. Pedestrian access trail along the Santa Ana River.
10. Connections to Go Local and Anaheim Transportation Network circulators.
11. Privately-funded joint development launch.

Phase 2: 2015-2020¹

1. Bicycle trail and supporting services for cyclists.
2. Cal/Nevada Super Speed connection.
3. Direct SR-57 freeway access ramps into the parking structure.
4. Full integration of BRT and/or Express Bus services.

¹ Launch of services or the needs identified are those as stated by the transportation providers without any independent assessment by OCTA or its consultants.

5. Tracks to accommodate a future high speed rail system (at provider expense).
6. Additional parking.
7. Commercial development integrated with the mixed use on Anaheim Angels parking lot.
8. Integration of Anaheim Resort Area Guideway.
9. John Wayne Airport remote check-in service.
10. Site improvements to better integrate with any new development on Stadium/Honda parcels.
11. Additional station facilities commensurate with higher levels of public use, i.e. security, personal services retail, business/community conference room, etc.

Phase 3: 2020-2030²

1. California High Speed Rail Service
2. Multimodal integrated Customer Information kiosks
3. Complete bicycle commuter station (lockers, changing rooms, rest area)
4. Completion of joint development on the ARTIC site.
5. New railroad bridge over Santa Ana River.
6. Additional tracks to accommodate four tracks and High Speed Rail in station area.
7. River trail enhancements/landscaping completion.
8. Potential additional surface or bridge pedestrian connections to other developments.
9. Additional parking.

Design Principles The following principles will guide the planning and design of ARTIC:

- Comply with the city's view corridor requirements.
- Integrate transportation services and parking.
- Allow the highest and best use of premium site areas for private development.
- Preserve street frontage on Katella Avenue.
- Protect views from SR-57 into the site.
- Make it easy and logical for travelers to transfer from one mode to another.
- Design attractive walkways.
- Minimize walking distances from one mode of transportation to another.
- Provide public and personal safety facilities.
- Use cost effective and energy efficient building materials.
- Provide shared operations and support facilities.
- Provide comfortable and safe waiting environments for persons of all abilities.
- Install complementary signage and wayfinding.

² Launch of services or the needs identified are those as stated by the transportation providers without any independent assessment by OCTA or its consultants.

Next Steps After the OCTA Board of Directors approves the Project Concept detailed here, Phase 1 will be refined into a more defined project, with drawings and working cost estimates, and submitted to the Board in a Draft Project Definition Report and Facility Plan. It is anticipated that over the next six months the OCTA and the City of Anaheim will develop a conceptual funding framework for the three phases of this Facility Plan, further define how they propose to work together to develop ARTIC, and invite the real estate and investment communities to provide their input on the future direction of ARTIC.

Preface

In 2005, the Orange County Transportation Authority (OCTA) and the City of Anaheim (City) created a partnership to secure a site for the Anaheim Regional Transportation Intermodal Center (ARTIC). One year later, OCTA allocated \$32 million to purchase a 13.5-acre site and executed a Memorandum of Understanding (MOU) with the City to plan ARTIC's development and formulate a funding strategy and implementation program.

In January 2007, OCTA initiated efforts to analyze transit opportunities and constraints at the site and, with the city, began planning the future development of the site. The first step in this effort was to develop a conceptual roadmap for what ARTIC should be designed to achieve, what transportation services it should support, and how this might be accomplished, focused solely on the transportation aspects of the proposed facility. This Project Concept Report documents those results.

Once approved by the OCTA Board of Directors, this project concept can be refined into a Project Definition Report, which can include technical drawings, working cost estimates, a proposed funding strategy, and discussion of stakeholder roles. This project definition report can be reviewed by transportation providers, local elected officials and business leaders, the investment and real estate communities, and federal and state funding partners, to guide their planning.

CHAPTER 1: Background

History

In 1982, the City of Anaheim and the National Passenger Railroad Corporation built a passenger-rail station adjacent to the Anaheim Stadium to provide an Amtrak stop with passenger platforms built within the former Atchinson, Topeka and Santa Fe (AT&SF) railroad right-of-way. A station, including a passenger ticketing office and appurtenant parking spaces, was built shortly thereafter.

In the early 1990s, OCTA became the successor-in-interest to the AT&SF railroad right-of-way and provided the funds to begin Metrolink commuter-rail service in 1994 along the Orange County Line, connecting riders in Fullerton, Santa Ana and Irvine. In March 1996, OCTA and the City agreed to jointly design and construct an expanded passenger-rail platform at the Anaheim Stadium Amtrak station.

In April 2004, OCTA completed a commuter-rail strategic assessment to identify the optimum commuter-rail service for the three Metrolink lines serving Orange County (OC Line, 91 Line and IEOC Line). On October 14, 2005, the Board approved a five-year program, containing improvements to all modes within Orange County. Individual elements within this program include Metrolink expansion, Bus Rapid Transit (BRT), city-initiated extensions to Metrolink (Go Local), highway transit connectors and phase one of ARTIC. In November 2005 the Board approved a Comprehensive Funding Strategy which allocated \$60 million to ARTIC Phase 1/Gateway to Regional Rail.

Simultaneously, the City was pursuing plans to encourage transit-friendly housing (**Figure 1**) and supporting commercial and retail in an 820-acre area known as the Platinum Triangle (**Figure 2**), which includes the ARTIC site.



Figure 1

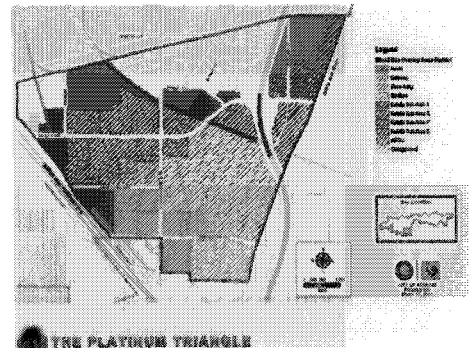


Figure 2

In 2004, the City adopted a Platinum Triangle master land use plan allowing up to 9,500 dwelling units, 2.2 million square-feet of commercial uses and five million square-feet of office space and prepared a conceptual study to evaluate possibilities for a new multi-modal transportation hub within the planning area.

Multi-modal gateways have been an integral element of OCTA's long-range transportation plans for more than a decade while regional state and federal agencies labored to define the networks to connect gateways. Recent plans have recognized that transportation policies and programs are focusing on Anaheim as an intermodal gateway facility to access intercounty high-speed rail travel and transfers between transit services.

Therefore, when the County of Orange offered to sell a 13.5-acre parcel adjacent to the Los Angeles to San Diego (LOSSAN) rail corridor in Anaheim, OCTA and the City signed an MOU concerning its purchase and future development. This parcel is located between Katella Avenue, the Orange Freeway (SR-57), a City owned 2.2-acre parcel, the Santa Ana River, the LOSSAN corridor and Douglass Road. Escrow closed on the property to OCTA on November 22, 2006, utilizing \$32.5 million in Measure M funds.

Approved Programs and Policies

Several state, regional and local transportation agencies have set a path for a multimodal transportation facility in Anaheim.

Federal Railroad Administration State of California

In November 2005, state and federal agencies approved a final program EIR/EIS for the proposed statewide high-speed rail system, with Anaheim as a destination. The next step is to obtain environmental clearance for specific segments of the route. In September 2006, OCTA committed funding for this through a memorandum of understanding with California High-Speed Rail Authority (CHRSA).

Southern California Association of Governments (SCAG)

SCAG, the federally designated Metropolitan Planning Organization (MPO) for the six county region, has prepared the Destination 2030 Regional Transportation Plan (RTP). Destination 2030 has itemized specific goals for the region including increased transit use and remote airport access. An associated air quality improvement plan attributes certain benefits to these and other transportation actions. ARTIC has the potential to help meet and even exceed these goals and thus help improve air quality.

OCTA

On November 28, 2005, the OCTA Board of Directors approved a Comprehensive Funding Program which specifically funds the ARTIC gateway. Voter approved Renewed Measure M includes a Regional Gateways Program and references local improvement such as a link from Anaheim to Ontario airport and cites ARTIC as an element of the adopted LRTP. OCTA's federal and state legislative platforms for 06-07 support ARTIC. On December 26 2006, OCTA purchased 13.5-acres for ARTIC.

City of Anaheim

The City's general plan designates the ARTIC site for institutional uses and the City conducted an initial study in May 2004 to explore initial concepts for ARTIC.

What is ARTIC?

ARTIC is one of the most promising transit improvement projects undertaken in Orange County since Metrolink commuter-rail service began in 1994.

The project envisions ARTIC serving as the main transportation hub in the central part of Orange County, functioning as a focal point for current and planned rail and bus services, Bus Rapid Transit (BRT), expanded commuter and intercity rail, an automated people mover system, high-speed rail, taxi cabs and airport connections. Beyond a transportation hub, ARTIC may also include a high-rise office and commercial complex, developed through a unique partnership between public agencies and private enterprise. This project is an important element in realizing the goals and objectives of the OCTA Long Range Transportation Plan (LRTP) and the voter approved Renewed Measure M program.

Regional Setting

ARTIC will be located at the center of the existing and future transportation systems, and is in the heart of where Orange County's population and employment growth is most concentrated and, as **Figures 3 & 4** illustrate, these patterns are expected to continue for years to come.

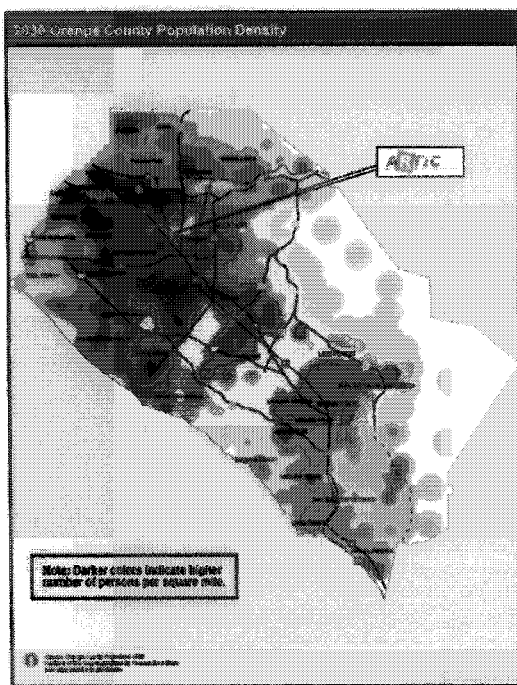


Figure 3

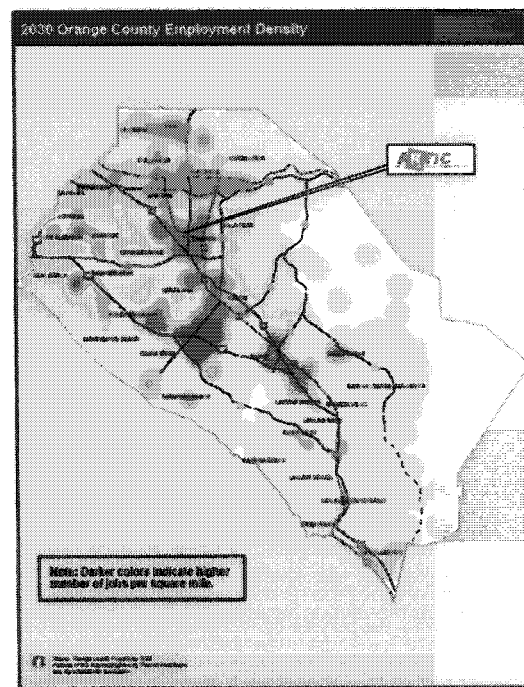


Figure 4

This strategic transportation location has been recognized in state, regional and county transportation planning documents. It is along the LOSSAN corridor, serving both the current Metrolink Orange County Line (the second busiest commuter rail line in the Metrolink system) and the Amtrak Pacific Surfliner (the second busiest rail route in the

Amtrak system). ARTIC is the planned stop for the California High-Speed Rail system, the California-Nevada Interstate Super Speed Train (Cal/Nev SST), as well as the hub for intercity bus, shuttles, BRT and an automated people mover system. OCTA owns the Orange County segment of the LOSSAN corridor where ARTIC will be built, thus assisting in simplifying construction. As Figure 5 illustrates, Anaheim and its surrounding jurisdictions include some of the highest population and employment densities in Orange County.

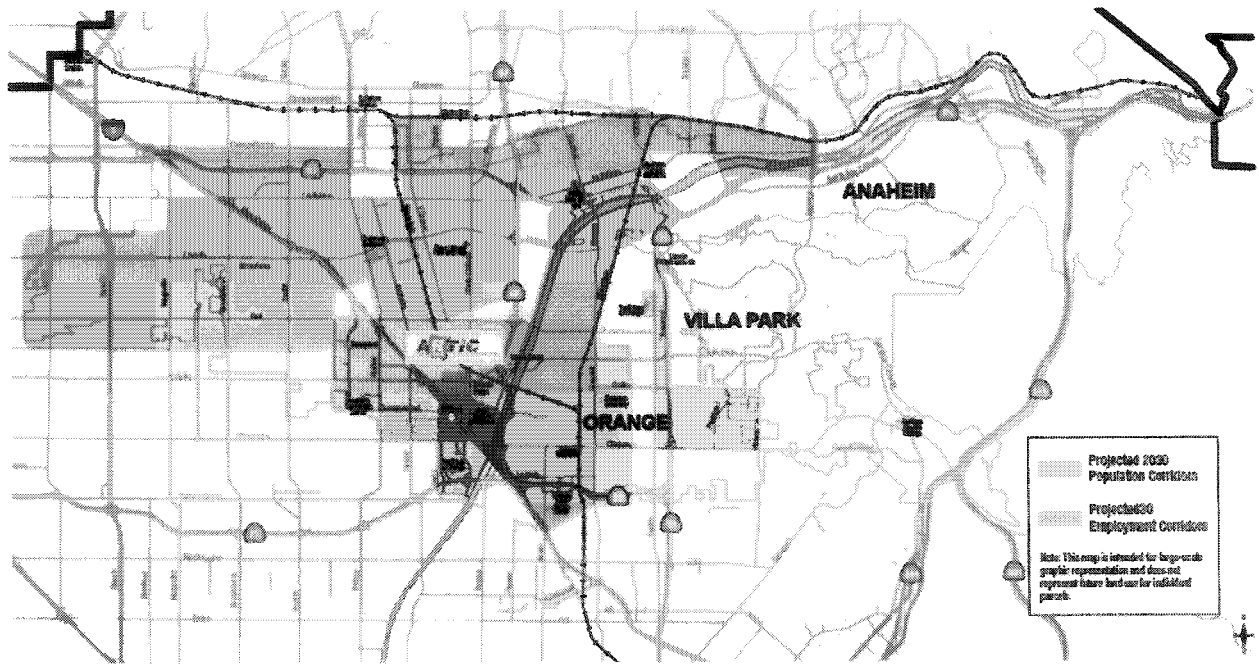


Figure 5

Orange County Needs

With more than 3 million residents, Orange County is the second most populous county in California and the fifth most populous in the United States. In 2005, there were more than 1.5 million people working in Orange County. Seven of the 34 Orange County cities are among the 200 largest cities in the United States, with the City of Anaheim being the second most populous city in the county and the 10th largest in California.

The ARTIC site has an unparalleled opportunity to address the needs of the tourism sector of the regional economy. Nearly one-half of those traveling through John Wayne Airport travel to Orange County for pleasure, not business. Orange County attracts more than 45 million domestic and international visitors annually, of which more than half are destined for Anaheim.

Local Needs

Located within the proposed ARTIC District of the Platinum Triangle Master Land Use Plan, the project takes advantage of the transit-supportive land use plans and mixed-use districts that have already been zoned by the City. The mix of uses and high-density housing in the surrounding area will enhance the use of ARTIC and future

transit ridership. Therefore, this project presents a unique opportunity to coordinate the land use and transportation plans, to build on Orange County's backbone Metrolink system, and will greatly increase accessibility and mobility for Orange County residents, workers and visitors. Given that vehicle miles traveled (VMT) is expected to grow much faster than population or employment, ARTIC will become increasingly important (Figure 6).

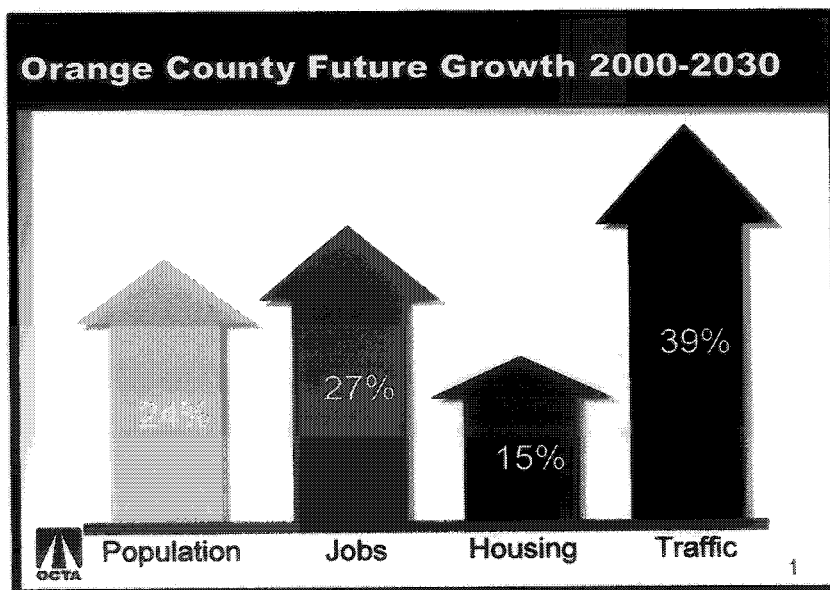


Figure 6

CHAPTER 2: Purpose and Need

ARTIC is envisioned to be the main transportation hub in the central part of Orange County. It meets many fundamental transportation needs and fulfills the goals of OCTA's LRTP.

Summary

ARTIC should be a publicly-owned, multi-modal facility, serving central Orange County and the entire Southern California region where transportation services converge, so travelers can transfer seamlessly, efficiently and safely between multiple modes of transportation.

Such a facility meets the public's growing need for a flexible transportation network. The connections made possible by this facility will address the population and employment growth expected over the next 30 years. As travel time decreases and congestion increases, ARTIC will be an incentive for greater public transit use, thereby reducing congestion, and supporting OCTA's Long Range Transportation Plan goals of preserving mobility, protecting our transportation investments and enhancing the quality of life in Orange County.

Involving the private sector in joint development of ARTIC is an innovative approach to financing of transportation investments and as such is consistent with the taxpayer mandates of Measure M and Renewed Measure M. A public private partnership is encouraged by federal transportation policy, will reduce taxpayer cost, and foster economic vitality.

Defining the need for ARTIC leads to a Vision Statement for ARTIC



Proposed ARTIC Vision Statement

ARTIC will be a showcase transportation facility, an "airport without runways" where people transfer between travel services to reach Southern California activity centers, business districts throughout the state, and international destinations.

Goals and Objectives

1. LRTP Goal: Improve Mobility

Improving mobility is the cornerstone of the Long-Range Transportation Plan (LRTP) and its primary objectives include offering reliable choices and an accessible and integrated transportation network that minimizes congestion.

ARTIC Improves Mobility::

Improve mobility by creating seamless connections between 15 transit services offering hundreds of different transit connections within six miles of three of the nation's busiest freeways. ARTIC will serve the growth in population and growth in intercounty travel by 2030, reduce demand on already-congested and constrained travel corridors, and integrate surface and air travel for 45 million visitors annually.

- *Foster Connectivity*

In the last two decades, OCTA has invested heavily in building a highway and arterial network. Measure M polling and focus group participants cited lack of feeder services and connections as a major disincentive to greater transit use. Renewed Measure M recognized this by allocating \$1 billion to the Metrolink extensions program and \$226 million to the community circulators programs. The Measure also earmarks \$226 to a Regional Gateways program thus setting aside funds exclusively to make local improvements to convert existing train stations to high speed rail stations. ARTIC responds to this same priority by providing multiple connection opportunities.

- *Increased Metrolink and Amtrak Services, BRT and Express Bus*

As part of the approved five-year program, the OCTA Board of Directors approved providing additional service between the Metrolink stations in Fullerton and Laguna Niguel/Mission Viejo with trains running every 30 minutes in both directions seven days a week, from 5 a.m. to midnight (**Figure 7**). ARTIC is needed to provide the station capacity and parking to accommodate the expected passenger demand. Currently, Metrolink operates 19 trains per weekday along the Orange County line, which ARTIC would be the major stop. OCTA is currently implementing the Metrolink Expansion Plan which will result in a total of 76 daily trains serving Orange County, 51 of which will directly serve ARTIC.

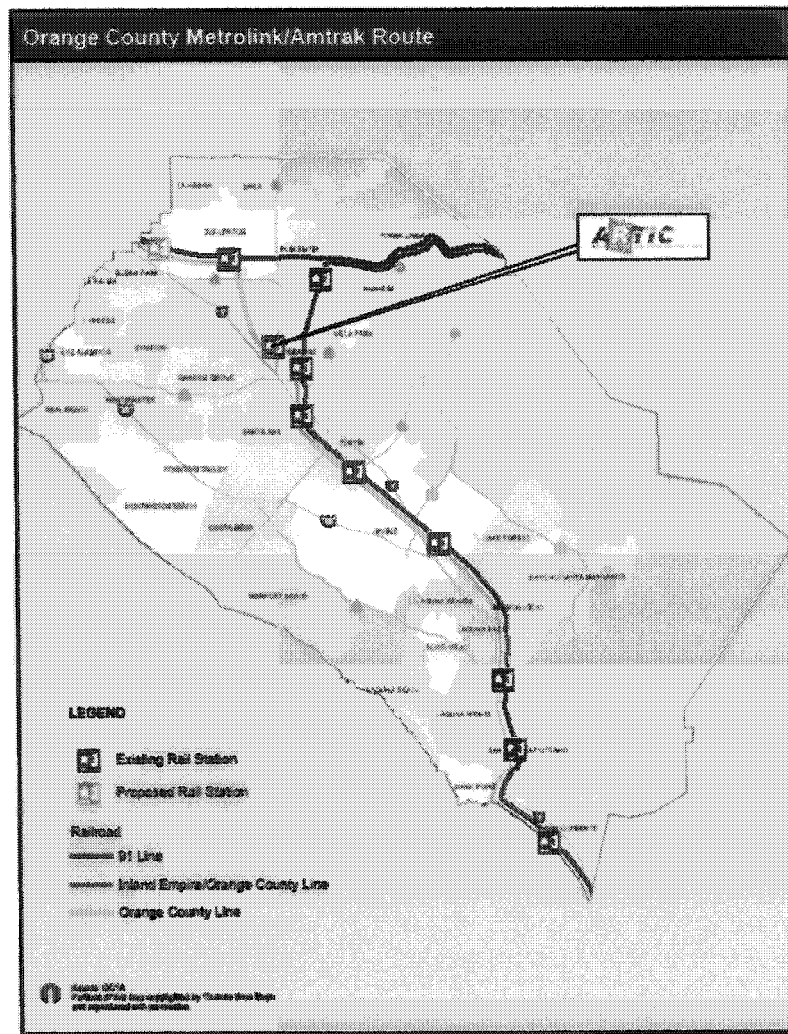


Figure 7

Amtrak's Pacific Surfliner route travels between San Luis Obispo and San Diego, the busiest route in the nationwide system outside of the northeast corridor. The Pacific Surfliner currently operates 11 daily round-trip trains between San Diego and Los Angeles, with five round-trips extending north to Santa Barbara. Caltrans anticipates expanding the Pacific Surfliner route by adding five more daily trains between San Diego and Los Angeles. Again, ARTIC is needed to provide the station capacity and parking to accommodate the expected passenger demand.

OCTA is expected to introduce a new component known as Bus Rapid Transit (BRT). Two of the three initial BRT routes will connect with ARTIC as will a future BRT route on Katella Avenue. This will compliment the existing Express Bus service (Figure 8) designed for longer trips.

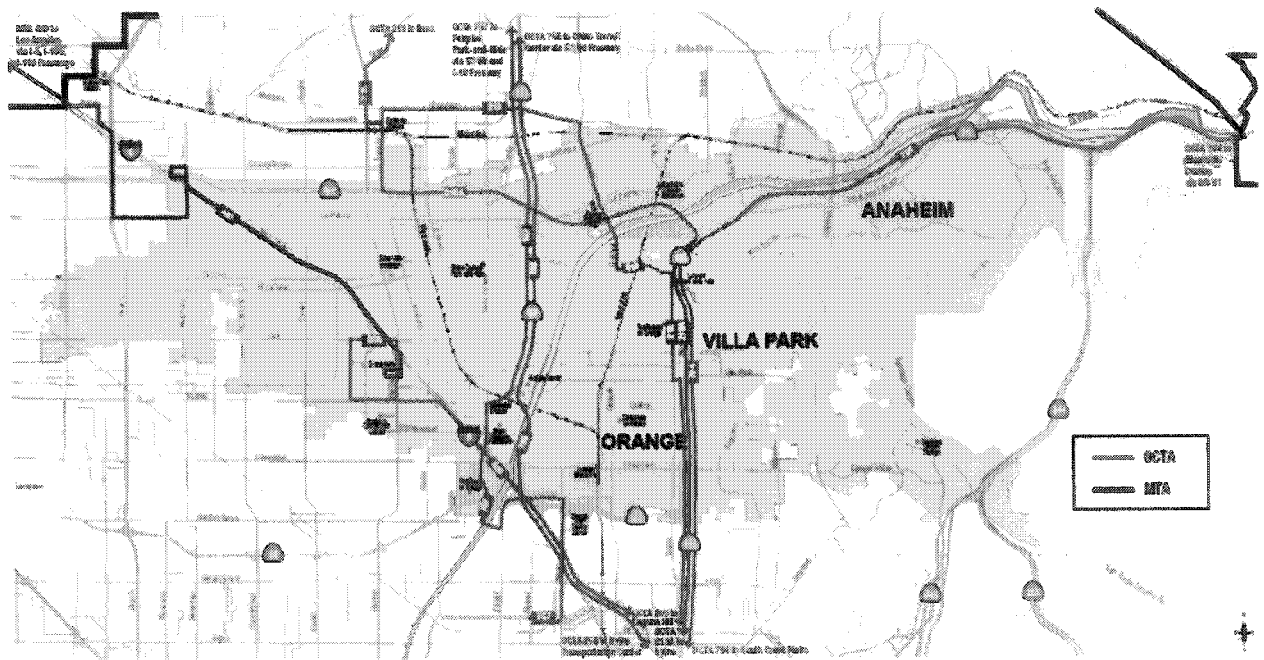


Figure 8

- Convert Existing Metrolink Station to a Regional Gateway**
 There is one high-speed rail system proposal and two magnetic levitation proposals under consideration by other agencies that could have a possible connection to ARTIC (Figure 9). ARTIC is needed to serve these systems if they reach Orange County as expected. ARTIC would serve as a connector between these long-distance services and local transit services acting as a gateway.

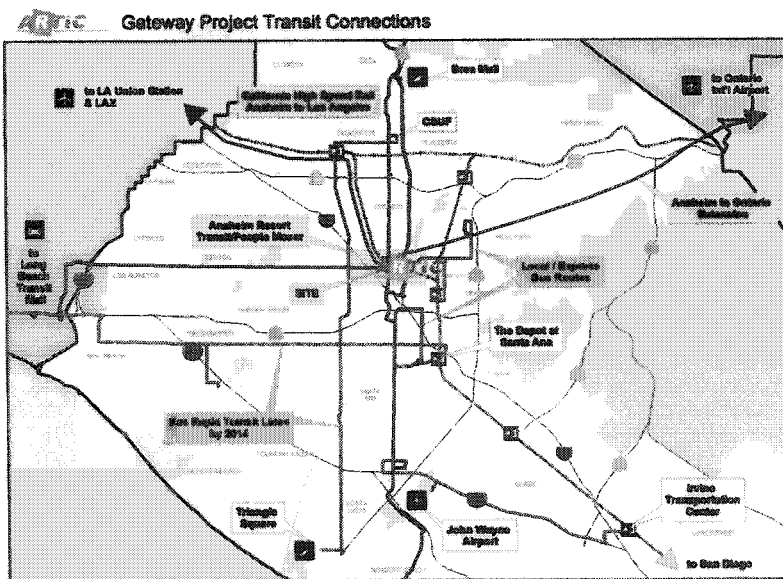


Figure 9

Railroad Administration (FRA) completed a final program EIR/EIS in August 2005 as the first phase of a tiered environmental review process for the proposed high-

The high-speed rail system proposed by California High-Speed Rail Authority (CHSRA) is a 700-mile system that would serve Sacramento, San Francisco, the San Joaquin Valley, Los Angeles, the Inland Empire, Orange County and San Diego. The proposed alignment for the Los Angeles to Orange County segment will travel along the existing LOSSAN corridor. This fast, safe and reliable system is expected to carry more than 100 million passengers annually by the year 2030. The CHSRA and the Federal

speed rail system. According to the final program EIR/EIS, approximately 6,800 boardings daily at ARTIC are forecasted by 2025. In March 2007, the CHSRA and FRA initiated the project-level EIR/EIS for the segment between Union Station and ARTIC, in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The California-Nevada Interstate Super Speed Train (Cal/Nev SST), proposed by the California-Nevada Super Speed Train Commission (CNSSTC) and the American Magline Group (AMG), is a 268-mile system connecting Anaheim and Las Vegas using high-speed Magnetic Levitation (Maglev) trains with a top speed of 311 mph. This segment would specifically connect to ARTIC and the Ontario International Airport. According to numbers provided by the CNSSTC, approximately 22,000 daily boardings at ARTIC are forecasted by 2025. Again, ARTIC would be a terminus station and the only station in Orange County serving this high-speed train system. ARTIC is needed to provide these important services and system connections.

The Southern California Association of Governments (SCAG) completed the Los Angeles International Airport (LAX) to Orange County Maglev corridor study in October 2004. The corridor is proposed to travel along the San Diego Freeway (I-405) and have stations at Union Station, West Los Angeles, LAX, Carson, Long Beach, Seal Beach, Huntington Beach, John Wayne Airport, Irvine Transportation Center, Santa Ana and Anaheim. ARTIC could be a potential stop along this alignment, but there has been no decision at this time.

Finally, the City is a recipient of OCTA Go Local funds which focus on extending the reach of the Metrolink system to other activity centers and communities. The City is undertaking a broader transit master plan study, utilizing additional local funds, to evaluate transit needs throughout the City and possible connections such as between ARTIC to Anaheim Resort, ARTIC to Anaheim Canyon Station, Anaheim Canyon Station to Downtown Anaheim, Anaheim Canyon Feeder Routes, and others. An automated people-mover system would collect passengers from the regional systems and distribute them to local destinations.

2. LRTP Goal: Protect Transportation Resources

Providing cost-effective solutions that protect the existing transportation investment and improve its efficiency is a key goal of the LRTP. Promoting cost-effective, multi-modal and creative solutions is a fundamental objective for this goal.

ARTIC Protects Transportation Resources::

Protect transportation resources by pursuing a phasing strategy that favors shared facilities and cost-sharing among providers, exploring joint development and other private-sector cost-sharing opportunities, and limiting OCTA costs needed to provide transportation facilities.

- *Reduce Congestion*

ARTIC is likely to help ease congestion on Orange County freeways by offering travelers a viable transit choice. Morning freeway speeds countywide are expected to decline significantly by 2030 and traffic volume on the three freeways closest to ARTIC are expected to increase as well.

- *Increase Transit Use*

The connectivity possible through a well-designed intermodal center at ARTIC and transit network could increase ridership on existing transit services, advance demand for the area as a destination for the high-speed rail services and potentially reduce future airport demand.

- *Manage Air Travel Demand*

The Regional Aviation Plan adopted by SCAG, calls for using available capacity at airports located in the Inland Empire and North Los Angeles County to meet future air demand. This will promote a decentralized air travel system that relieves pressure on constrained, urbanized airports, but increases demands on surface travel. ARTIC's value as an airport without runways will be realized when it becomes an active site for airport flyaway bus services, and in the future as a high-speed rail connection to Palmdale Airport, and the maglev connection to Ontario Airport.

- *Spend Taxpayer Funds Appropriately*

Provisions in Measure M and Renewed Measure M encourage private involvement and investment, reward fresh thinking when appropriate, and encourage the use of private sector/developer capital. Given that the site is located within the highly desirable Platinum Triangle, and the recently City initiated general plan amendment to increase permitted intensities in response to requests from existing property owners, joint development or similar involvement of private capital in the project's implementation, may be an appropriate way to implement ARTIC consistent with Measure M guidance. ARTIC could benefit from possible public-private partnership opportunities and Platinum Triangle residents could in turn rely more on transit due to ARTIC.

3. LRTP Goal: Enhance the Quality of Life

Quality of life is a combination of physical and social features that makes life pleasant, influenced by travel times, and greater convenience in everyday living. Enhancing this community value through the objectives of supporting economic growth, minimizing community impacts and protecting the environment is a fundamental goal of the LRTP.

ARTIC Enhances the Quality of Life::

Encourage economic growth and balance between transportation and land use decisions that help make transit more efficient, integrate existing services into communities and coordinate schedules and transfers between modes.

- ***Provide Easy Access to Regional Entertainment***

The 820-acre Platinum Triangle surrounds ARTIC, while just south are UC Irvine Medical Center and St. Joseph/Children's Hospital of Orange County. Immediately adjacent are some unique trip generators:

- The Anaheim Resort area, with more than 20,050 employees
- The largest convention center on the west coast just a few miles southwest
- Anaheim Angel's Stadium, a 45,000-seat sporting and event center ¼ mile east of the site
- The 18,000-seat Honda Center, home to Anaheim Ducks National Hockey League team ¼ mile north

- ***Address Changing Demographics***

Countywide, employment is projected to increase staggeringly by 2030. California State University, Fullerton forecasts that by 2030, nearly one out of every five of the county's workforce will be in Anaheim, Orange and Villa Park. The senior population is expected to nearly double by 2030. More residents and workers will place more demand on Orange County's transportation system, and the aging population may need a range of options for transit services. ARTIC's location within the Platinum Triangle mixed-use district will enable the area to be less auto dependent and it will support increased transit ridership on the various systems.

CHAPTER 3: Facility Concept

Design Considerations

These site conditions will affect construction:

- The design assumes that the existing LOSSAN tracks will be utilized and remain as configured in the existing alignment with some modest adjustments. This alignment and double-track configuration will be sufficient to provide enhanced Metrolink and Amtrak service, provide connecting service to a future rubber tire and/or guideway for a Go Local circulator to bring individuals from the Anaheim resort area and/or the Platinum Triangle. There will also be adequate capacity for BRT, Express and local bus service.
- Douglass Road is anticipated to continue to function as a primary access point to the stadium property.
- To accommodate the additional vehicular traffic generated by the Platinum Triangle redevelopment and ARTIC, Douglass Road will need to be widened to six lanes in Phase 1.
- A wider Douglass Road will likely result in direct impacts to the business park on the west side.
- To accommodate the widened road, the two existing rail bridges over Douglass Road will be replaced with a single bridge wide enough for both tracks.
- Since Metrolink and Amtrak require 850 to 1000-foot platforms, and the new ARTIC site is only 620 feet long, the platforms will extend onto the widened Douglass bridge.
- Utilizing the existing rail alignment is a cost-effective short-and long-term investment. However, to meet more stringent railroad requirements as well as increasing demand, the station platforms must be a minimum of 850 to 1000 feet, extending across Douglass and under the SR-57. Extending the platforms west in this fashion is more expeditious and cost-effective than either extending the platforms over the Santa Ana River or moving the tracks to another location.
- Since the Douglass bridge must include track and platforms, Douglass Road must be lowered approximately 10 feet to provide adequate clearance for vehicles. This drop in profile will require the slope to initiate further north (away from the bridge), impairing access to the business properties
- This double-track configuration is sufficient for the expanded Metrolink service and Amtrak service. However, additional tracks and right-of-way are required at station platforms for high-speed rail services. To accommodate the high-speed rail service presently proposed by the CHSRA, the ARTIC station platform loading area should be designed to accommodate four tracks (vertical loading could be an option), so as to separate high-speed rail service from the 30-minute service operation (including Amtrak). However, work can be segmented between the design and the actual construction.
- The Santa Ana River bridge is sufficient for Metrolink and Amtrak service until high-speed rail service is funded. This bridge, like the Douglass Bridge, is actually

comprised of two separate bridges, which are sufficient for any double-track needs. The tracks do not directly line up with the tracks under the SR-57. This means that any new platforms may need to curve slightly but this is the only potential modification required until high-speed rail is introduced.

- Technology accommodations are necessary for any maglev or other alternative technology system such as the Cal/Nev SST train. It is premature to determine precisely what those accommodations will be.
- Surface street access to the site is limited due to the Santa Ana River on one side and the LOSSAN corridor on the other. Development is slated for the stadium parking lot area and could be coordinated with ARTIC's development. Site construction staging may be complicated and/or delayed if the construction occurs simultaneous with this stadium development or with intensive use of the stadium itself. A long-term option for improved access from SR-57 is desirable.

With the anticipated growth of jobs and population in the region, planned transportation options that could connect the region to other destinations and the goals in the LRTP, it's evident that a gateway facility is needed for Orange County. After pursuing the ARTIC site, OCTA:

- Directed the Metrolink expansion program management consultant to assess what would be needed to construct a new facility on the new site by the launch of new Metrolink service; and
- Directed the five-year transit plan program consultant to begin planning the implementation of ARTIC on this site consistent with the Gateways element of the Five-Year Plan.

Their work has been synthesized into a proposed 20-year, three-phase ARTIC Facility Concept. Appendix D is a set of renderings illustrating the three phases and the sequencing of improvements and are scheduled to coincide with scheduled service launched as presented by the operators.

Proposed Three Phase ARTIC Concept

The initial phase will provide a new facility to serve Metrolink and Amtrak, invest in infrastructure and provide connections for local rubber-tire transit services. It is also expected that the private sector commercial development will be underway. Phase 2 adds direct connections from the SR-57 to the transit drop-off locations and parking structure, adds parking, and the expected Cal/Nev SST and an aggressive commercial component. Phase 3, will see the California High-Speed Rail segment connect to ARTIC two additional tracks in the station, a new wider bridge over the Santa Ana River and parking facilities (**Figure 10**).

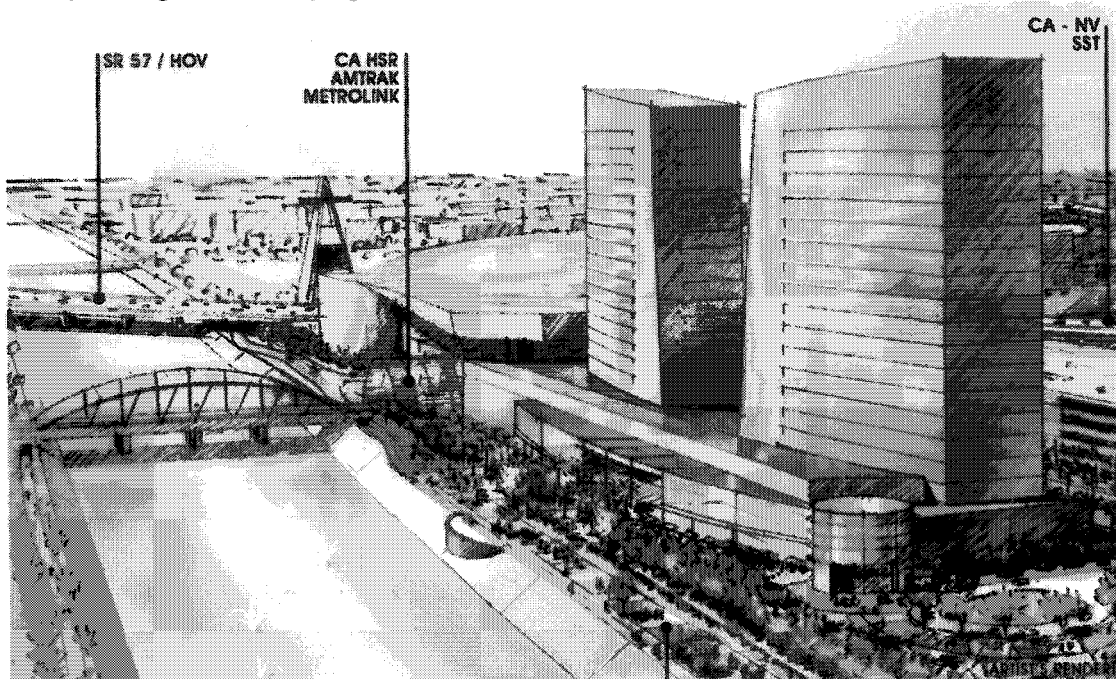


Figure 10
Artist's concept of ARTIC
with supportive commercial development
For illustration purposes only

Phase 1: 2007 – 2015: Initial Service

- Expanded (30 minute) Metrolink service
- Douglass Road railroad bridge modifications
- New station and platforms
- Amtrak service (new platform/station)
- Property acquisition
- Douglass Road modifications
- Parking accessible to existing station during construction
- Utilities construction
- OCTA fixed-route bus service
- New parking for approximately 1400 vehicles

- Anaheim resort transit (“rubber tire” circulator to area venues)
- Anaheim/OCTA Go Local program (to be determined)
- Connection to off-site private intercity buses (Greyhound, Coach USA)
- Private tourism buses
- Airport shuttles (Ontario Airport Fly-Away service)
- Taxi services
- Curbside drop-off
- Improved pedestrian/bicycle connections

The initial phase of ARTIC will be developed between 2007 and 2015 with investment focused on preparing the infrastructure and building replacement facilities to accommodate passenger services for Metrolink and Amtrak. Secondary investment targets will be to ensure excellent access to and connections with:

- OCTA bus routes and Go Local programs for community links
- Local shuttles operated by or through Anaheim Resort Transit and/or its affiliates
- Publicly-supported services providing access to Ontario International Airport and potentially to Los Angeles International Airport
- Connecting service to an offsite terminal for international and intercity bus and taxi

Initial space requirements will primarily include boarding platforms for Metrolink and Amtrak and required waiting, ticketing, security, and baggage operations for Amtrak. These functions will be supported by bus and shuttle transfer areas and required parking for ARTIC and Honda Center event parking. Infrastructure improvements will be required early in the development process to accommodate Phase 1 and future phases of ARTIC.

In addition to the capital improvements, customer service and operations efforts will investigate ways to improve customer service in the integrated services, including streamlined ticketing that can be used on multiple services, shared information services, etc.

Phase 2: 2015 - 2020 additional services include:

- Direct freeway access from SR-57 to parking, bus transfer areas and curbside drop off
- Anaheim/Ontario segment of California/Nevada Super Speed Train (Cal/Nev SST)
- OCTA BRT service connections directly into ARTIC
- Convert Anaheim Transportation Network Connection to Anaheim Fixed Guideway
- Private international bus
- Bike station
- Remote airport check-in for JWA & Ontario Airports
- Parking for approximately 3500 vehicles
- Customer service/information
- Passenger service, retail, worksites, and circulation

- Ticketing
- Baggage handling/claim service
- Facility support/administration
- Security monitoring and offices

Direct freeway access and service by the Super Speed train will be flagship projects in Phase 2 of ARTIC. A preliminary engineering study conducted by OCTA has concluded that direct access into a parking structure from SR-57 is a viable option, but additional analysis is needed to ensure that the site is properly planned for the outset. Phase 2 will see passenger facilities and support services grow to support and enhance growing traveler demand. The majority of the parking increase is due to the Super Speed Train service. Economies will come through shared waiting, customer service, ticketing, baggage claim and curbside shuttle. New services will include the Anaheim/Ontario segment of the California/Nevada Super Speed Train and OCTA Bus Rapid Transit service, and a fixed guideway connection to Disneyland and the Anaheim Convention Center, and a bike station with storage and repair, lockers and showers. Development of underutilized portions of the site by the private sector may occur during this phase.

Phase 3: 2020 – 2030: expanded services to include

- California High-Speed Rail Service
- Expanded Metrolink and Amtrak service
- Expanded Anaheim / Ontario service
- Parking for approximately 7300 vehicles
- Complete build out of the ARTIC site

Phase 3 will realize the addition of the final mode of transportation, California High Speed Rail, providing regional rail service for connections to much of California and considerably more Metrolink. At that point Metrolink and Amtrak may be more fully integrated and appear as a more seamless single service to the traveler. Amtrak is planning to enhance its service to one train per hour in this time frame and the Super Speed Train Service plans call for expanding service in this time period. Parking will require expansion to accommodate the increased passenger load. The existing bicycle/pedestrian trail along the Santa Ana River will be enhanced, and the bicycle facility will be able to function as a full commuter depot with showers and storage with direct connections to bicycle parking and a bike station within ARTIC. Strong pedestrian connections will be maintained to Katella.

Ridership

Ridership projections are important in facility design because anticipated ridership will influence how large the boarding area should be, the waiting areas, circulation areas, walkways, etc., even the wait time between transfers will influence the amount of retail space in which to plan. However, given the preliminary planning status for many of the services, forecasting ridership and the interplay between and among the various services is a significant challenge.

Therefore, ridership forecasting in the Draft Project Definition Report will be more of an effort of establishing planning parameters for future detailed design efforts, than a quantitative modeling exercise. It will result in a rough order of magnitude analysis that will continue to be refined throughout the ARTIC planning process that will be sufficient to identify the footprint or general space requirements needed to accommodate ARTIC and the facilities and elements proposed to be included therein.

Design Principles

The following principles will guide the design of ARTIC to ensure that it meets the goals that have been set out for it. Additional principles will be added during the Project Definition Phase:

- Make it easy and logical for travelers to transfer from one mode to another
- Design attractive walkways
- Minimize walking distances from one mode to another
- Provide public and personal safety facilities
- Use cost effective and energy efficient building materials
- Provide shared operations and support facilities
- Provide comfortable and safe waiting environments for persons of all abilities
- Install complementary signage and wayfinding

Facility Setting

The following will be given high priority when making site design decisions:

- Comply with the city's view corridor requirements
- Integrate transportation services and parking
- Allow the highest and best use of premium site areas for private development
- Preserve street frontage on Katella with accessible pedestrian connections
- Protect views from SR-57 into the site

CHAPTER 4: Next Step: Draft Project Definition Report

This Project Concept Report details a vision for ARTIC, a 20 year, three phase implementation plan, and recommends the facility components that should be included in Phase 1. After the OCTA Board of Directors approves the Project Concept detailed here, the next step will be to refine Phase 1 into a Draft Project Report and Facility Plan, with drawings and working cost estimates. This refinement will occur over several steps, with an initial Draft submitted to the Board this fall. Some of the issues to be addressed in that effort are identified below and grouped according to priority:

Initial Planning

- Sufficient advanced site planning that accommodates future construction of ramps to the SR-57 in Phase 2.
- Sufficient facility planning so that the ARTIC building facility is designed to accommodate a future high speed rail system and SST and sufficient easement is protected for these uses on the site.
- Assess whether the SR-57 ramps and deferring the Santa Ana River bridge to Phase 2 have any fatal flaws.
- Relocation of the SCE overhead power transmission line.
- Impacts to Douglass Road Business Park.

Later Planning

- Long term parking needs and fee policies.
- Role of private transportation providers at ARTIC (i.e. taxis, intercity bus, tourism bus etc.).
- Pedestrian access.
- Negative traffic impacts, if any.
- Extent of any widening and/or required turn lanes at Katella.

The OCTA Board can review this Draft Project Definition Report and Facility Plan in consultation with the City of Anaheim. The Report, along with conceptual funding and management strategies for the three phases, can then be shared with the real estate and investment communities as an invitation to participate as partners in developing ARTIC.

APPENDIX

A. Existing Conditions



Figure 11

The ARTIC site consists of 13.58-acres owned by OCTA located just east of State Route 57, west of the Santa Ana River, and south of Katella Avenue and 2.2 adjacent acres owned by the City of Anaheim, with passenger rail access via the Los Angeles-to-San Diego (LOSSAN) railroad corridor (**Figure 11**). The existing LOSSAN corridor is a double track alignment passing along the Anaheim Stadium northern edge of the parking lot, under SR-57, over Douglass Road via two bridges (one for each track), across the proposed ARTIC site, and then across the Santa Ana River via two bridges (one for each track). The total distance of this corridor is approximately 620 feet. Due to older design elements, the tracks in this location are not in a straight alignment. In addition, a Southern California Edison overhead power transmission line exists along the northerly side of the rail right of way and the west side of Douglass Road. The likelihood that these lines can be relocated and the easement used for development is being verified. The existing Anaheim Station is approximately 1100 feet to the north along the LOSSAN corridor and utilizes 401 parking spaces in the Angel Stadium parking lot.

B. Transportation Providers' Needs Assessment

Transportation providers have been interviewed, and programmatic information compiled. The Providers interviewed are listed below.

Attached are the following tables:

- Program Summary by Phase
- Related Services by Phase
- Description of Services
- Needs Assessment Summary

It is based on interviews with:

- Amtrak
- Anaheim Transportation Network
- California Nevada Super Speed Train Authority
- California Department of Transportation
- Los Angeles World Airports
- John Wayne Airport
- County of Orange
- Greyhound Transportation Services
- Coach USA
- Southern California Regional Rail Authority
- Orange County Transportation Authority
- Metrolink (Southern California Regional Rail Authority)

Information documented or inventoried for each include:

- passenger transfers;
- boarding and alighting needs;
- parking and circulation;
- bus requirements;
- passenger amenities and related services;
- transit supportive retail;
- enclosed passenger waiting areas;
- ticketing facilities;
- security functions;
- public restrooms; and
- other public and passenger amenities.

C. Source Documents

Task 2 of the Carter & Burgess scope included assembly and review of previous project reports and data that have been developed to date through related studies by the City of Anaheim, OCTA and individual transportation providers. Information has been gathered from the following sources:

- Orange County Transportation Authority, 2006 Long-Range Transportation Plan, (LRTP), dated July 24, 2006.
- Orange County Transportation Authority, Commuter Rail Strategic Assessment, (CRSA), service plan for Expanded Metrolink service, dated April, 2004.
- Orange County Transportation Authority, Bus Fleet Management Plan, dated February 16, 2007.
- Orange County Transportation Authority, Design Basis Report for Station Configuration of Anaheim Regional Transportation Intermodal Center (ARTIC) Metrolink Service Expansion, Task Order No. 2, prepared by PB, dated February 12, 2007.
- Orange County Local Transportation Authority, Renewed Measure M Transportation Investment Plan.
- City of Anaheim, Anaheim Regional Transportation Intermodal Facility (ARTIC), Conceptual Study, prepared by IBI Group, dated May 18, 2004.
- City of Anaheim, Platinum Triangle Master Land Use Plan, Amendment No. 4, dated October 25, 2005.
- City of Anaheim, Zoning Code, Platinum Triangle Mixed Use Overlay Zone, Chapter 18.
- City of Anaheim, Public Works, Anaheim Stadium Station Summary of Agreements and Contracts.
- City of Anaheim, Request for Information and Qualifications for Development in The Platinum Triangle's Stadium District.
- California – Nevada Super Speed Train Commission, Interstate Maglev Project Full Corridor Project Report presented to the Federal Railroad Commission, dated June 1, 2005.
- Southern California Regional Railroad Authority (SCRRA) Design Guidelines for Metrolink Stations, dated November, 2003
- Southern California Association of Governments (SCAG) Regional Aviation Plan for the 2004 Regional Transportation Plan, dated April 2005
- Southern California Association of Governments (SCAG) Destination 2030 for the 2004 Regional Transportation Plan, dated April 2005
- California High Speed Rail Authority, California High-Speed Train Program Environmental Impact Report / Environmental Impact Statement, Engineering Criteria, prepared by Parsons Brinkerhoff Team, dated January, 2004.
- John Wayne Airport, Passenger Survey 2005, prepared by Strategic Consulting & Research (SCR)

The ARTIC design team has been working with the City of Anaheim to identify existing site information to prepare base plans for the planning support graphics. The following sources have been incorporated;

1. DRAFT Design Basis Report for Station Configuration of Anaheim Regional Transportation Intermodal Center (ARTIC). February 12, 2007. PB Contract No. C-6-0165.

- Figure 3.2-2 Ultimate Concept

Remarks: Scaled distances between bridge columns and abutment location).

2. Caltrans

- Project No. 07-032024, December 1974
- Project No. 07-032014, March 1976
- Project No. 12-020184, November 1992
- Project No. 12-011704, August 1993
- Project No. 12-0602U4, December 1998
- Project No. 12-042524, November 1999

Remarks: Information used to draft SR-57 on Site Plan, Preliminary Fly-Over Plan and Preliminary Fly-Over Section.

3. California High Speed Rail Authority

- Anaheim Station Alternative 1

Remarks: Scaled layout of proposed California High Speed Rail and Metrolink tracks/platform.

4. County of Orange Assessors Department

- Assessors Map for area surrounded by Katella Avenue, Douglass Road and SR-57.

Remarks: Bearings and distances for property line and ROW distances for R/R).

5. City of Anaheim

- GIS Shape files for ROW and utilities (per Mark Lopez)
- Request for Information & Qualifications for Development in The Platinum Triangle's Stadium District
- The Disneyland Resort Specific Plan. Section 4.0 Public Facilities Plan
- The Platinum Triangle Subsequent EIR. 5. Environmental Analysis
- Improvement As-Built Plans for Katella Avenue and Douglass Road

Remarks: Incorporated ROW and utility information. Set-back information was given verbally by City's Planning Department.

6. Orange County Flood Control District

- Improvement As-Built Plans for Santa Ana River & Katella Avenue

7. Google Earth/MSN Live

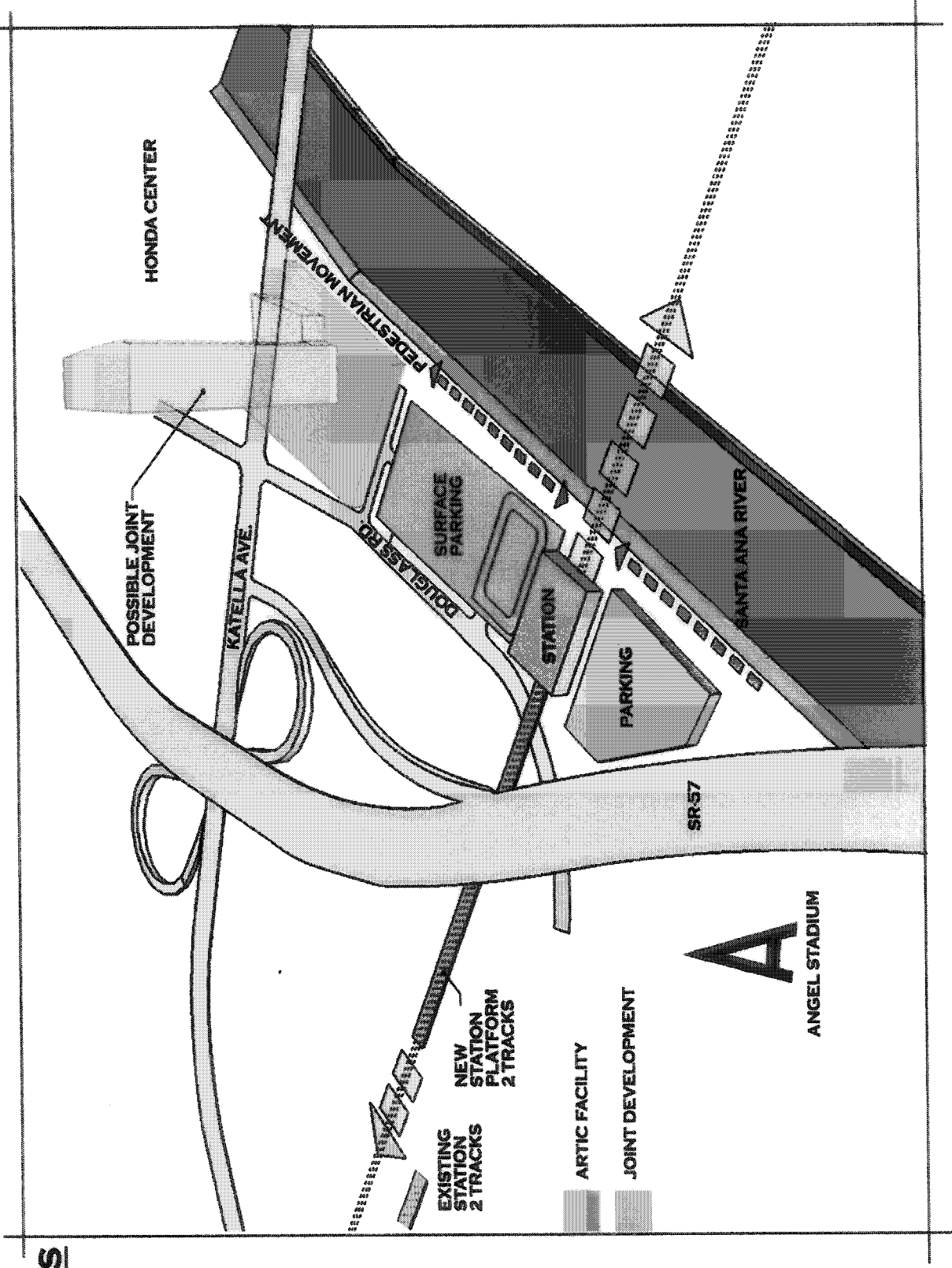
- Aerial images

Remarks: Source of our aerial under-lays and preliminary line work.

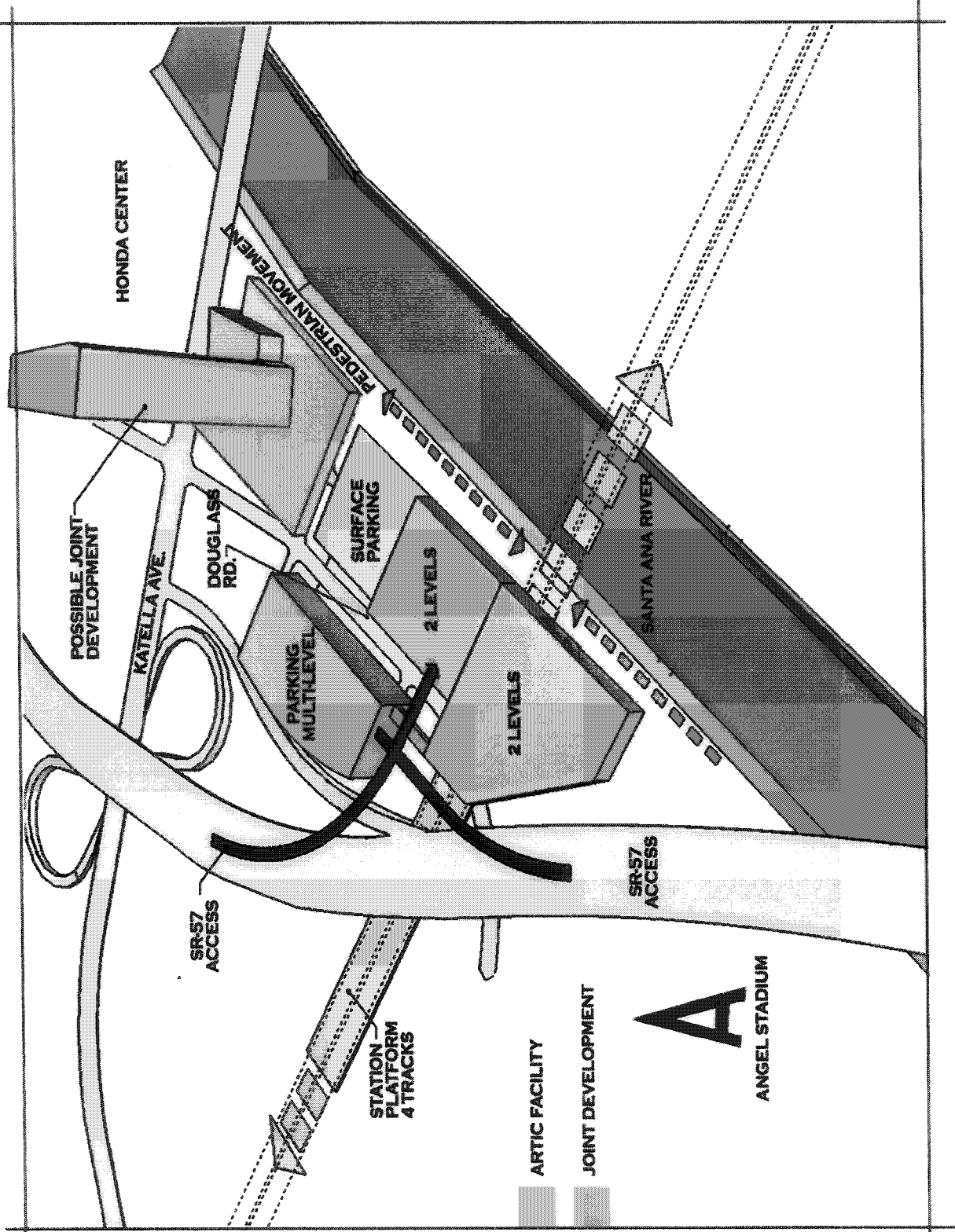
ARTIC : PROPOSED PHASE 1 (2007-2015)

IMPROVEMENTS

- STATION
- DOUGLASS RD.
- RAILROAD BRIDGE
- DEVELOPMENT
- PARKING
- TRANSIT SERVICES



ARTIC : PROPOSED PHASE 2 (2015-2020)



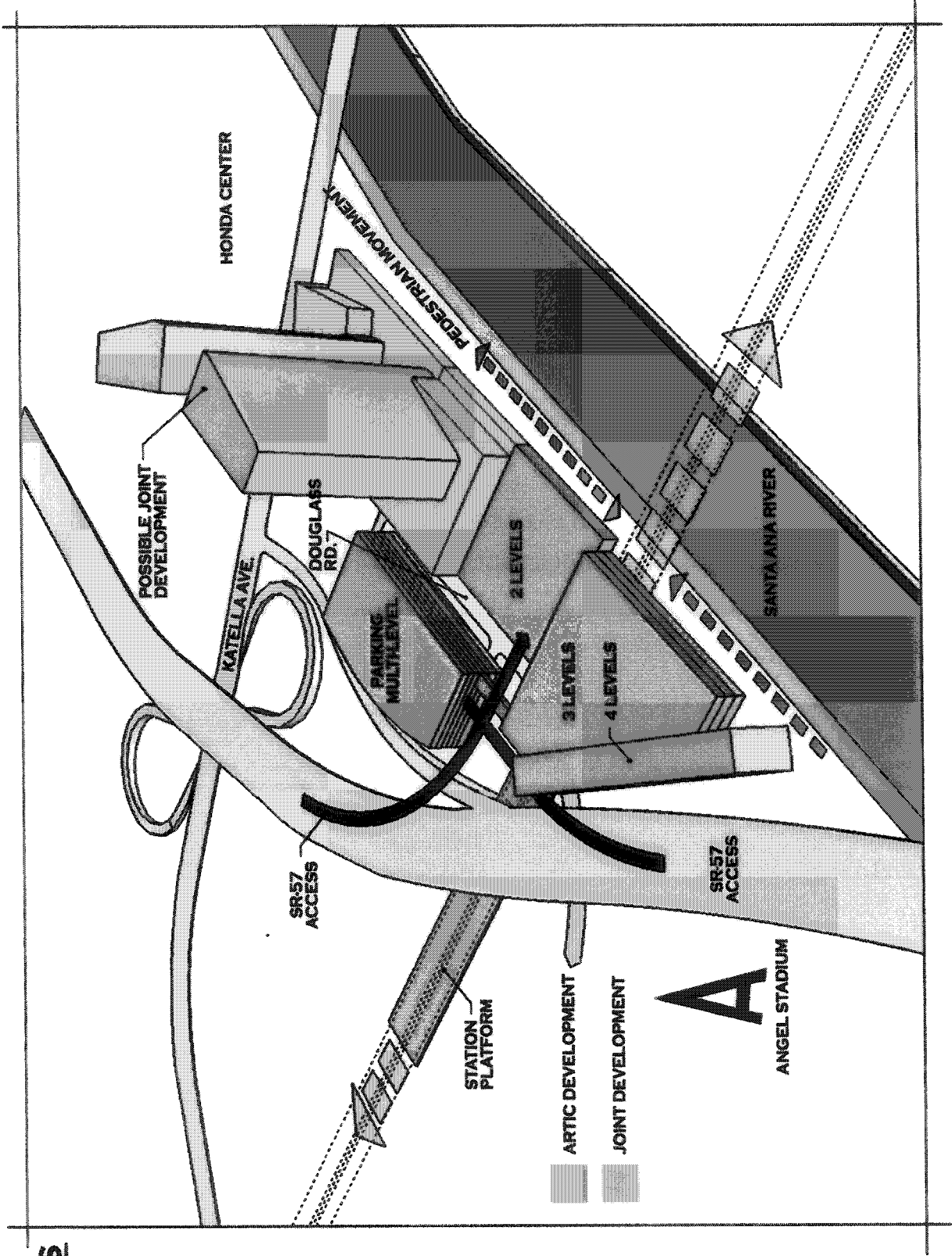
IMPROVEMENTS

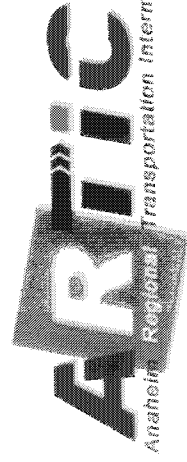
- MULTILEVEL
STATION
PARKING
- MULTIMODAL
- MORE
METROLINK/
AMTRAK
- SR-57 DROP
RAMPS
- BRT
- FLY AWAY
- GUIDEWAY
- COMMERCIAL
TOWER

ARTIC : PROPOSED PHASE 3 (2020-2030)

IMPROVEMENTS

- CALIFORNIA HIGH SPEED RAIL
- GO LOCAL
- RECONFIGURED TRANSIT
- COMMERCIAL BUILT-OUT
- REMOTE AIRPORT(S) CHECK-IN





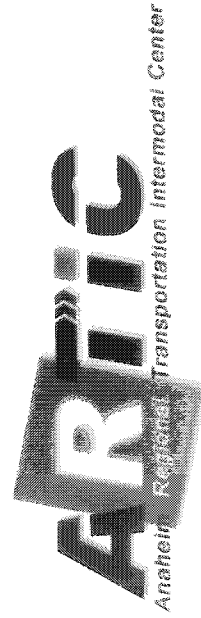
Needs Assessment

Program Summary by Phase

3-May-07

Anaheim Regional Transportation Intermodal Center	3-May-07	Planning Horizons			Program Elements
		2007 - 2015	2015 - 2020	2020 - 2030	
Transportation Modes					
Regional Rail					
Amtrak/Caltrans (Pacific Surfliner)					1000' x 24' Boarding Platform, Passenger Waiting, Ticketing, Baggage
Ca/Nevada Super Speed Train (Anaheim/Ontario)					Two 690' x 23' Boarding Platforms, Passenger Waiting, Ticketing, Baggage
California High-Speed Rail					1312' x 30' Boarding Platform, Passenger Waiting, Ticketing, Baggage
Commuter Rail					
Metrolink (SCRRA)					850' x 24' Boarding Platform, Ticketing
Local Bus					
OCTA/Local Bus Service					Curbside Boarding Platform with Shelter
OCTA/BRT Service (Katella Ave. / State College Routes)					Curbside Boarding Platform with Shelter
Highways					
SR-57 Drop Ramps					Direct HOV Drop Ramps into parking structure
Anaheim Resort Transit (ART)					
Anaheim Transportation Network (ATN))					Curbside Boarding Platform with Shelter
Anaheim Transit Projects					
OCTA Go-Local					Curbside Boarding Platform with Shelter
Employer Shuttles					Curbside Boarding Platform with Shelter
Community Circulators					Curbside Boarding Platform with Shelter
ARTIC Resort Connection - Circulator					Curbside Boarding Platform with Shelter
ARTIC Resort Connection - Fixed Guideway					160' x 24' Boarding Platform with Shelter
Private Carriers					
International Bus Connection					Curbside Boarding - Shuttle
Intercity Bus (Greyhound / Coach USA)					Sheltered Curbside Boarding
Tourism Buses (12 + Carriers)					Sheltered Curbside Boarding
Taxi Companies (Multiple Carriers)					Curbside Parking and Queuing
Airport Shuttle					
John Wayne Airport					Curbside Boarding with Baggage Check-In
LAWA Shuttle Service (ARTIC to LA Ontario)					Curbside Boarding with Baggage Check-In - Replaced by Ana/Ontario SST 2015
Bicycle / Pedestrian					
Santa Ana River Trail Linkage					Plaza, Trails
Bike Parking					Bike Racks/Lockers
Bike Station / Parking					Bike Lockers - Locker Room/Showers, Bike Repair
Transit / Event Parking					
Long Term/Short Term Parking					Structured parking
Event Parking					
Honda Center Event Parking					Structured parking

Unless clearly noted otherwise, all information regarding operator service launch dates and related operating needs and/or requirements has been provided directly by the operator. OCTA has not assessed the reasonableness of any operator assumptions or modified any data.



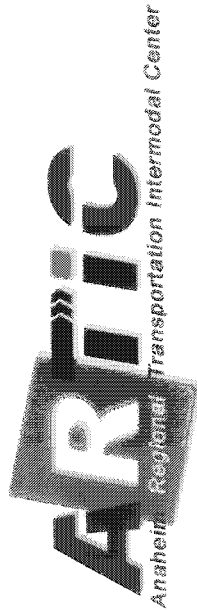
Needs Assessment

Program Summary by Phase

27-Apr-07

27-Apr-07	Planning Horizons			Program Elements
	2007 - 2015	2015 - 2020	2020 - 2030	
Related Services				
Passenger Services (Common Area)				
Enclosed Waiting				Central Lobby with Passenger Amenities
Public Restrooms				Passenger restrooms, changing stations
Ticketing / Baggage Check/Claim				Ticket Counters for Applicable Transportation Providers
Information / Customer Service				Centralized Kiosk
Centralized Baggage Claim Services				Centralized Baggage Claim Carousels and Baggage Service Offi
Executive Business Center				Network Connections, Phones, Fax, Amenities
Facility / Passenger Operations				
Administration				Facility Management and Administration Offices
Security Center / Offices				Security Desk, Monitoring and Offices
Bus / Rail Customer Service Center				Call Center / Offices
Bus / Rail Operations Center				Dispatch and Operations Offices
Transit Related Retail				
Restaurant / Coffee Shops				Transit Patron Targeted Food Service
Convenience Retail				Transit Patron Targeted Convenience Items (Newspaper, Clean
Community Services				
Visitors Center				Staffed Information Kiosk (Concierge)
Conference Center / Community Rooms				Public Service Conference Center and Community Meeting Room
Police / Sheriff Storefront				Platinum Triangle Police / Sheriff Substation
Mixed Use Development				
Office Lease Space				Private Development - Office Space / Parking
Retail / Entertainment				Private Development - Commercial Space / Parking
Common Areas, Urban Space				Private Development

Unless clearly noted otherwise, all information regarding operator service launch dates and related operating needs and/or requirements has been provided directly by the operator. OCTA has not assessed the reasonableness of any operator assumptions or modified any data.



Transportation Service Providers

Description of Services

Transportation Mode		Description
Regional Rail		
Amtrak/Caltrans (Pacific Surfliner)		AMTRAK currently provides national passenger rail service at the Anaheim Station. AMTRAK operates long distance locomotive powered passenger trains of up to 12 cars including baggage, service and dining cars.
California Nevada SST (Anaheim to Ontario)		The Super Speed Train is currently proposed as a magnetic levitation technology or Maglev. The principal of maglev technology uses a linear induction motor to propel the train in a linear fashion along the guideway while the train "floats" on a magnetic field over the guideway. The advantage of the maglev technology is the speed resulting from the lack of contact with the ground allowing speeds up to 300 mph.
California High-Speed Rail (CHSR)		CHSR will provide regional rail connections at ARTIC. High speed rail is similar to Amtrak but typically travels at speeds up to 160 miles per hour. Station spacing is typically 15 miles or more to improve travel time. High speed rail is typically powered by overhead electrification.
Commuter Rail		
Metrolink (SCRRA)		Metrolink will operate 30-minute commuter rail services from ARTIC on the existing LOSSAN rail corridor. Commuter rail is characterized by high capacity, medium distance travel technology used for connections between urban centers and outlying areas. Commuter rail can share a rail corridor with existing freight rail services, thereby reducing capital costs. Commuter rail is typically powered by diesel-electric locomotives pulling or pushing passenger cars.
Local Bus		
OCTA/Local Bus Service		OCTA operates four local fixed-route bus routes in the area that will interface with ARTIC. Transit buses are typically 40 feet in length, for higher capacity routes, 60-foot long articulated buses can be used. Buses are available with low floors and operate on a variety of power sources including diesel and natural gas.
OCTA/BRT Service (Katella Ave/State College)		Bus Rapid Transit (BRT): Three planned BRT routes are expected to serve ARTIC. BRT is best described as a high-quality bus service operating like a fixed guideway service. BRT technology makes use of preferential signal treatment, exclusive travel lanes and improved passenger amenities to improve system capacity and travel time. Vehicles often resemble light rail cars and provide low level boarding.
Anaheim Resort Transit (ART)		
Anaheim Transportation Network (ATN)		ART currently operated shuttle services within the Anaheim Resort area that will provide transfer connections at ARTIC. The service utilizes small buses, typically 30 feet in length, to offer more maneuverability and lower capital costs than full size buses.
Anaheim Transit Projects		
OCTA Go-Local		Various transportation improvement projects are planned to link the community to other transit modes and local destinations as part of the Go-Local program. The service will primarily utilize low-floor buses typically 25 - 30 feet in length. The shorter buses offer more maneuverability and lower capital costs than full size buses. Full size buses may be utilized, however, on routes with high patronage.
Employer Shuttles		
Community Circulators		
ARTIC Resort Connection - Circulator		The ARTIC Resort Connection is envisioned to connect ARTIC to Disneyland, the Anaheim Convention Center, Angel Stadium and other venues initially utilizing on-road circulator service. The service will initially utilize low-floor buses typically 25 - 30 feet in length. These shorter buses offer more maneuverability and lower capital costs than full size buses.
ARTIC Resort Connection - Fixed Guideway		Once sufficient ridership demands are present between ARTIC and the resort area, ARTIC Resort Connection service is anticipated to include an Automated Fixed Guideway system to move people between ARTIC and resort area destinations. Automated Guideway systems operate with fully automated vehicles on a grade separated guideway typically 1/2 to 5 miles in length.
Private Carriers		
International Bus Connection		Various private bus carriers, providing international and regional connections as an alternative to public transportation, will be accommodated at ARTIC. International and intercity carriers utilize large over-the-road coaches with baggage compartments, typically 40 - 45 feet in length.
Intercity Bus (Greyhound / Coach USA)		Private tourism providers will offer charter service at ARTIC to serve specific tourist destinations outside of the Anaheim area to existing off-site facilities via a connecting shuttle. Tourism carriers typically utilize luxury coaches 40 - 45 feet in length with baggage compartments.
Tourism Buses (12 + Carriers)		
Taxi Companies (Multiple Carriers)		Traditional taxi services will provide transfer to local connections as an alternative to fixed-route public transportation. Taxi service will include off-site queuing and curbside service operated by traditional vans and autos.
Airport Shuttle		
John Wayne Airport		Airport transfer service to local airports. The service offers parking and transit transfer with baggage check-in. Vehicles are typically full size 40' coaches with baggage compartments similar to those used by intercity bus carriers. Bus service to Ontario Airport will be discontinued once the Anaheim/Ontario SST is in operation.
LAWA Shuttle Service (ARTIC to LA Ontario)		

ARTIC Needs Assessment Summary

3-May-07

		Earliest Service Date	Service Hours	Headways/ Frequency	No. Vehicle Positions / Bays	Vehicle Length	Vehicle Staging/ Storage	Public Support Space Needed	Operations Support Space	Parking			Drop -Off			Notes
										2007-2015	2015-2020	2020-2030	2007-2015	2015-2020	2020-2030	
State/Regional Rail																
Amtrak/Caltrans (Pacific Surfliner)				11 trains/day Mon-Thur 12 trains/day Fri-Sun 2020 Service Expansion		6-8 Cars + Engine 1000' Platform	NA	Additional tour bus curb space needed for baggage transfer	Per 2020 Service Study TBD	Data in red indicates OCTA estimate (no data provided by transportation providers)						
	2010	6:00 AM - 12:00 PM			1					125	125	140	2	2	6	See 2020 Service Study
California Nevada SST (Anaheim to Ontario)		2015	6:00 AM - 1:00 AM	10 minutes	1 (8 section train)	690' (8 section train)	100'	TBD	TBD	0	2000	5000	0	6	12	Patronage based on June 2005 CA/NV SST Report
California High-Speed Rail (CHSR)		2020	6:00 AM - 10:00 PM	30 Min Peak +/- 1 Hour Off-Peak	18 cars 400 Meters/1312' Platform Length	82'	No	TBD - Per Program Document	TBD - Per Program Document	0		1900	0	0	21	Patronage/Parking based on Jan 2004 Engineering Criteria
Commuter Rail																
Metrolink (SCRRA)		Current	4 AM - 10 PM	30 minutes 7 Days / Week	8 cars @ 85' 850' Platform Length	85'	NA	Passenger Service Kiosk Service Ticketing (TVM) public restrooms req'd	Self No Possible CCTV (Homeland Security Initiative) Integrate with facility	515	515	735	3	3	3	Figures reflect maximum demand stated in 4107 Technical Memo re: Parking Demand (Metrolink Expansion).
Local Bus																
OCTA/Local Bus Service																
	Rte 757	Current	Rt 757: 6-8 AM, 5-7 PM	2 trips AM, 2 trips PM	Rt 757 (1 bay)	40'	NA	Shelter, seating Customer Service Booth	Driver Crew Room Customer Service Position	0	0	0	0	0	0	0 #757 runs north/south on State College Blvd
	RTE 430	Current	Rt 430: 6-9 AM, 4-7 PM	Meets with trains 20 min peak, 30 min off-peak	Rt 430 (1 bay)	40'	NA	Shelter, seating Customer Service Booth	Driver Crew Room Customer Service Position	0	0	0	0	0	0	0 #430 Station Link - Terminates at exist. Metrolink
	RTE 50	Current	Rt 50: 24 hr.	10 minutes peak 12 minutes off-peak	Rt 50 (2 bays)	40'	NA	Shelter, seating Customer Service Booth	Driver Crew Room Customer Service Position	0	0	0	0	0	0	0 #50 runs on Main east/west on Katella
	Rte 53	Current	Rt 53: 4 AM-12 AM	10 minutes peak 12 minutes off-peak	Flex/Expansion (3 bays)	40'	NA	Shelter, seating Customer Service Booth	Driver Crew Room Customer Service Position	0	0	0	0	0	0	0 #53 terminates at Main & Katella
OCTA/BRT Service																
	Harbor	2008	Harbor 5 AM - 8 PM Weekdays	10 minutes peak 12 minutes off-peak	(1 bay)	60'	NA	Shelter, seating Customer Service Booth	Driver Crew Room Customer Service Position							Connect via Anaheim Resort Connection
	28-Mile - State College	2010	28 Mile - State College 5 AM - 8 PM Weekdays	10 minutes peak 12 minutes off-peak	(1 bay)	60'	NA	Shelter, seating Customer Service Booth	Driver Crew Room Customer Service Position							Route Connection TBD - several options available
	Katella	TBD	Katella - 5 AM - 8 PM Weekdays	10 minutes peak 12 minutes off-peak	(1 bay)	60'	NA	Shelter, seating Customer Service Booth	Driver Crew Room Customer Service Position	0	150	150	0	0	0	0 Direct service into ARTIC
Anaheim Resort Transit (ART)																
Anaheim Transportation Network (ATN))		Current	8:20 AM - 11:30 PM	10 minutes peak 20 minute off-peak	8 routes 4 Bays	25'		None	None	0	0	0	0	0	0	0 Runs between Anaheim Resort and area hotels/event centers
Anaheim Transit Projects																
OCTA Go-Local		TBD	TBD	TBD	2	25'				0	0	0	0	0	0	0
Employer Shuttles		2010	5am - 12 mid-night	20 minute peak	6	25'	NA	Shared	Shared	5	10	10	1	1	1	1 Shared bays for multiple routes
ARTIC Resort Connection - Fixed Guideway		2010 Local Bus/Shuttle 2015 Automated Fixed Guideway	4 AM - 10 PM 7 Days/week	10 minute peak	2	Interim Bus: 30' APM: 60-140'	NA	120' to 160' platform 1500 - 3500 SF Self Service TVM	Maintenance facility off-site	0	0	0	0	0	0	0 Immediately adjacent to Metrolink, Amtrak, CHSR, CA/NV SST
Community Circulators		TBD	TBD	TBD	2	25'		Passenger Service Kiosk		0	0	0	0	0	0	0
Intercity Bus																
International Bus		2010	24 hours	NA	2	25'		0 Passenger Service Kiosk	None	0	0	0	1	1	0	0 Passengers shuttle to onsite facility. ARTIC provides bus bays, passenger services and operations support Assumes shuttle to current facilities. May require space in ARTIC for bus bays, operations and
Greyhound-Anaheim		Current	24 hours	NA	2	25'		0 Passenger Service Kiosk	Shared	0	0	0	0	0	0	0
Tourism Bus																
12 + Operators		2020	7AM - 10PM	Varies	2	25'	NA	Passenger Service Kiosk	Shared	0	0	0	0	0	0	0 Shuttle to collection point. Shared bays
Airport Shuttle																
John Wayne Airport		2015	6am - 12 mid-night	30 minute to 1 hour	2 bays	45' coaches	1 bay	Shared waiting, restrooms, concessions, Airlines info (FIDS)	Driver Restroom (shared) Baggage Check (2 positions), Baggage Storage (2) 4'x6'x6'	0	350	700	0	25	25	Assumed to offer similar service as for LA Ontario, due to similar PAX numbers and location. Patronage based 200K passengers/yr for 2015 and 300K/yr for 2020/2030
LAWA Shuttle Service (ARTIC to LA Ontario)		2010	5 AM - 1 AM	30 minute to 1 hour	2 bays	45' coaches	1 bay	Shared waiting, restrooms, concessions, Airlines info (FIDS)	Driver Restroom (shared) Baggage Check (2 positions), Baggage Storage (2) 4'x6'x6'	350	0	0	25	25	25	Flyaway service for LAWA (Ontario) displaced by CA/NV SST post 2015
Taxi																
Multiple Carriers		2010	5am - 12 mid-night	Demand responsive	8	20'		18 Shared	Shared	0	0	0	8	12	24	Shared curbside / queuing for multiple carriers
Event Parking																
Honda Center		2010	Event	NA	NA	NA	NA	NA	NA	405	405	0	0	0	0	0 City of Anaheim commitment. OCTA lease may be displaced to another location 2020

TOTALS

12 Full Size (40-60')
19 Curbside (25')
Taxi 8 (20')

1401 3556 8635 40 75 117

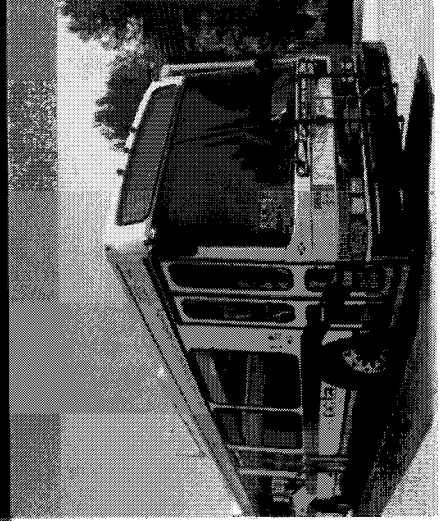
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POWERPOINT PRESENTATION

Item 28



Anaheim Regional Transportation Intermodal Center Project Concept Report



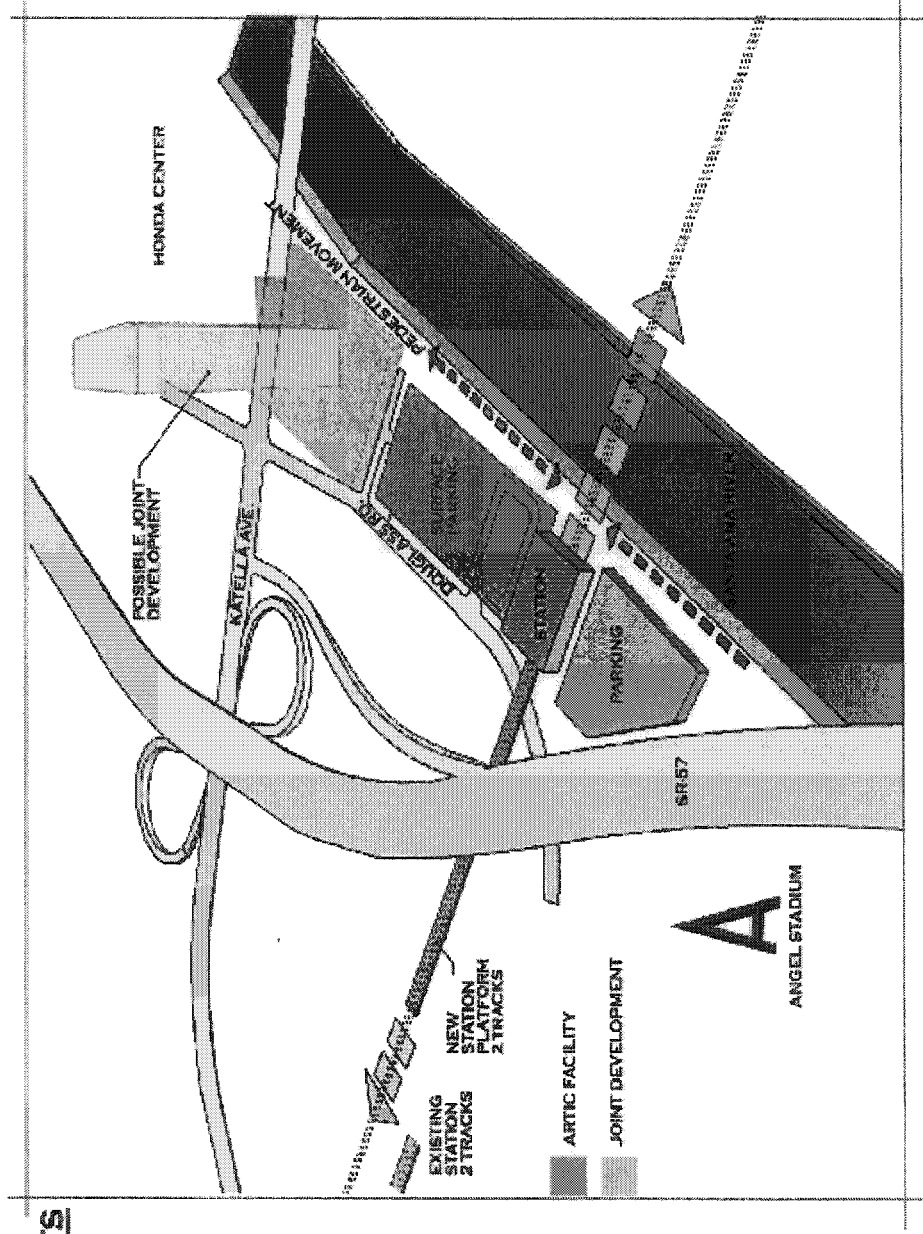
Board of Directors
May 29, 2007

Proposed Phase 1

ARTIC: PROPOSED PHASE 1 (2007-2015)

IMPROVEMENTS

- STATION
- DOUGLASS RD.
- RAILROAD BRIDGE
- DEVELOPMENT
- PARKING
- TRANSIT SERVICES

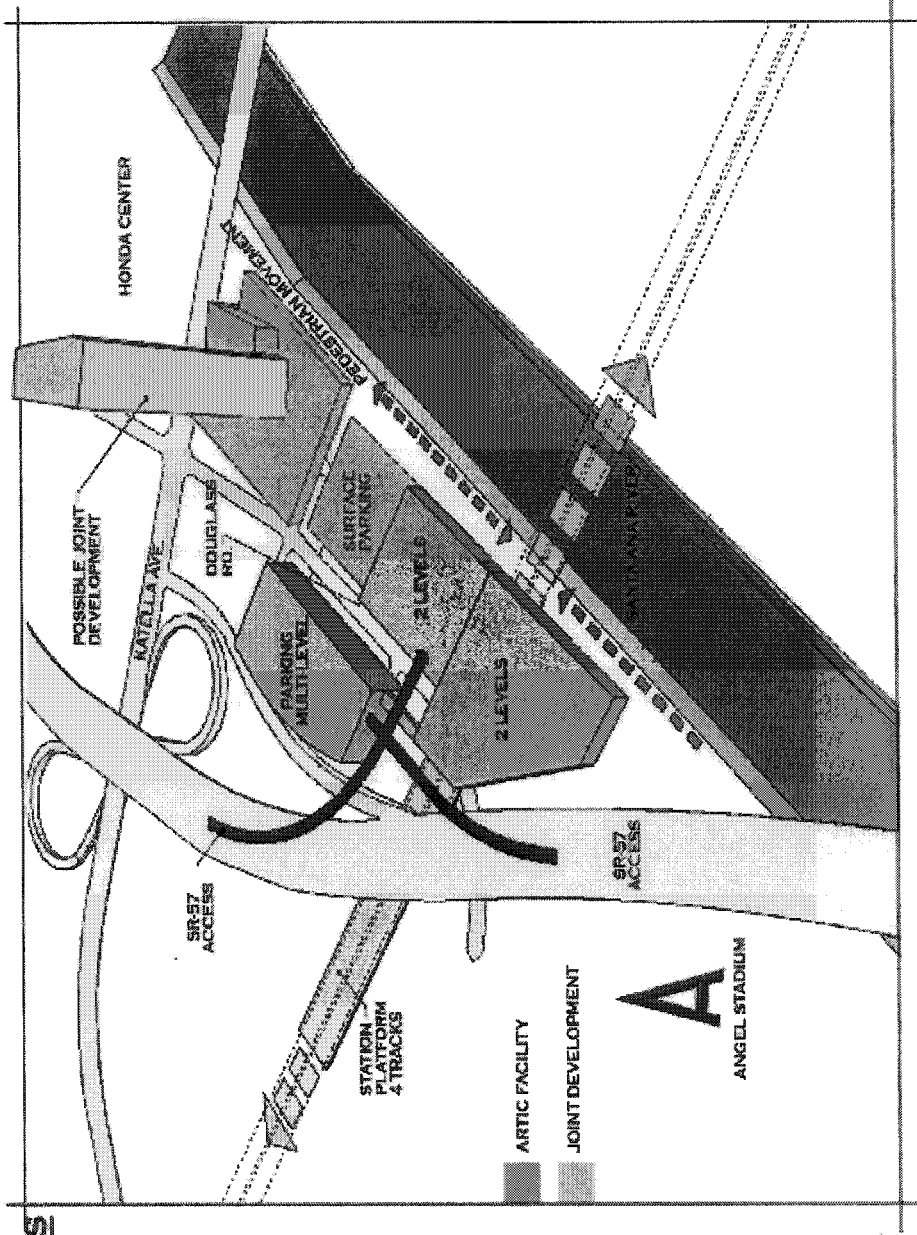


Proposed Phase 2

ARTIC: PROPOSED PHASE 2
(2015-2020)

IMPROVEMENTS

- MULTILEVEL
STATION
PARKING
- MULTIMODAL
- MORE
METROLINK/
AMTRAK
- SR-57 DROP
RAMPS
- BRT
- FLY AWAY
- GUIDEWAY
- COMMERCIAL
TOWER

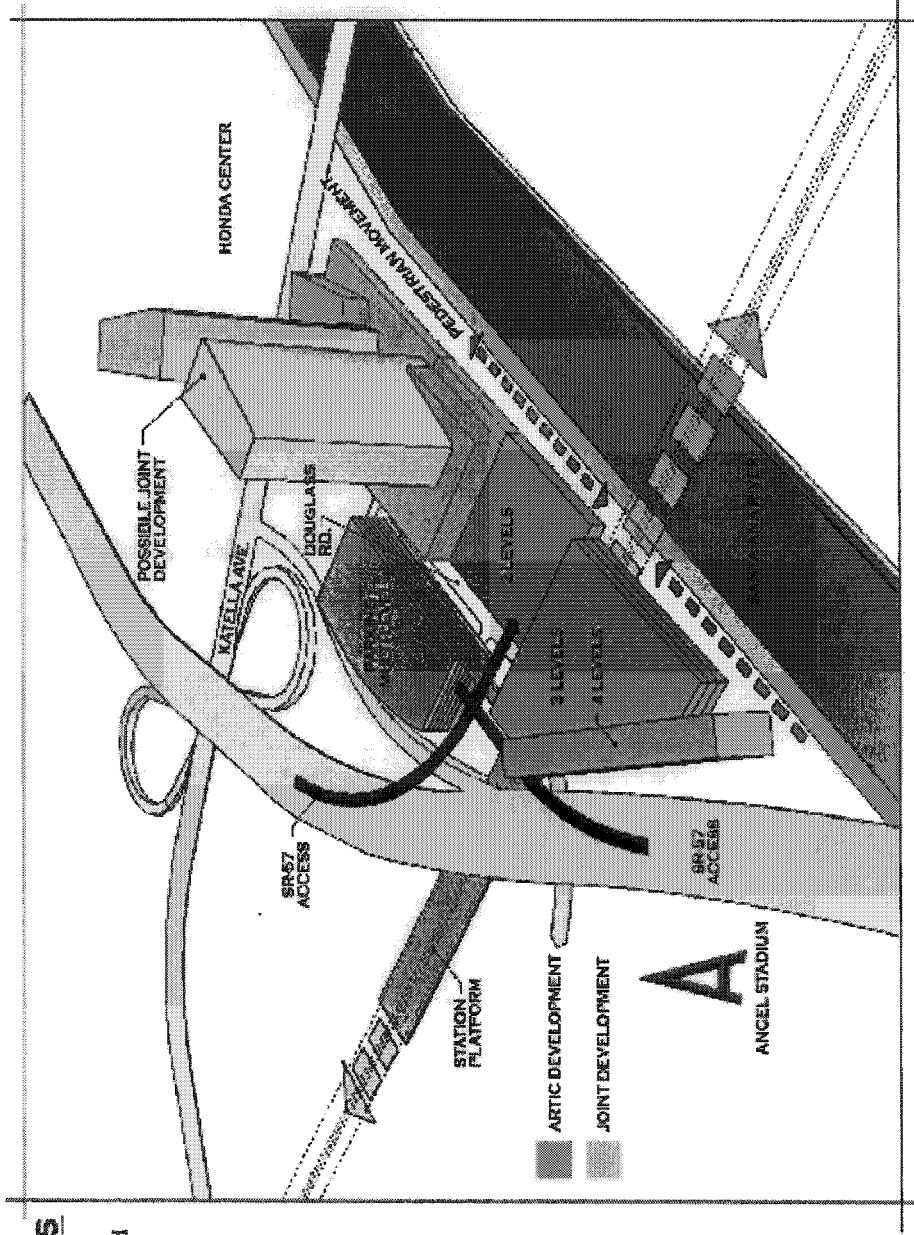


Proposed Phase 3

ARTIC : PROPOSED PHASE 3 (2020-2030)

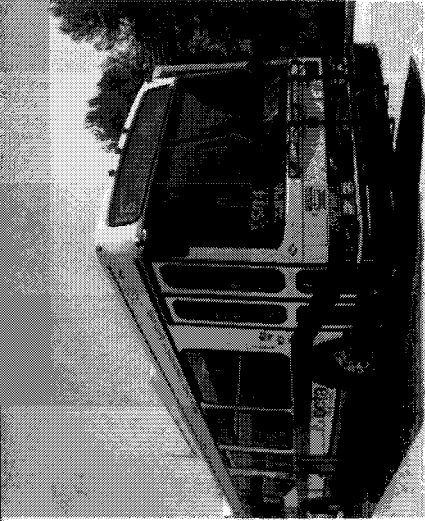
IMPROVEMENTS

- CALIFORNIA HIGH SPEED RAIL
- GO LOCAL
- RECONFIGURED TRANSIT
- COMMERCIAL BUILT-OUT
- REMOTE AIRPORT(S) CHECKIN



**THIS ITEM
WILL BE PRESENTED
BY CALTRANS
AT THE
BOARD MEETING**

Orange County Transportation Authority's Fleet and Hybrid Vehicle Options



Board of Directors
May 29, 2007

Agenda

- Vehicle Fleet Summary
- Current Hybrid Applications
- Environmental Direction
- Why Hybrid?
- Opportunities for OCTA
- Potential Grid Projects
- Possible Next Steps

Vehicle Fleet Summary

- Revenue Fleet
 - 930 Fixed Route and ACCESS Vehicles
 - Two Hybrid Electric Diesel
 - Two Hybrid Electric Gasoline
- Automobile Fleet
 - 100 Hybrid Electric Gasoline

Current Hybrid Applications

- Two New Flyer/Allison Diesel Hybrids
 - Third Generation Technology - 5 Years
- Two New Flyer/Integrated Systems for Energy Gasoline Hybrids
 - In-Service for One Year
- 100 Toyota Prius Gasoline Hybrids
 - Four Year Lease, One Year Remaining

Environmental Direction

- Reduce Emissions
- Reduce Dependency on Petroleum Fuels
- Improve Fuel / Energy Efficiency
- Goal - Zero Emission Vehicle (ZEV),
Electric and Hydrogen (?)
- Interim Logical Steps / Enabling
Technologies

Why Hybrid?

- Emission Reduction
- Improved Fuel Economy
- Relatively Fuel Neutral
- Electric Drive and Energy Storage are Logical ZEV Enabling Steps
- Battery Capable of Utility Grid Subsidy

Opportunities For OCTA

- Revenue Fleet Demonstration
 - Expand Current Four Hybrid Bus Demonstration
 - New Flyer/? CNG (compressed natural gas) Electric Hybrid
 - Amend Existing New Flyer Order
 - Explore Connection to Grid
 - Successful Technology Advancement History with Firm

Opportunities for OCTA

- Automobile Fleet
 - Modify Current Lease
 - Advanced Hybrid Requirements for Re-bid of Lease - Approximately One Year
 - Explore a Separate Project - Possibly Owner/Operator Arrangement
 - Enhance Grid Connectivity (to/from)

Potential Grid Projects

- Further Reduce Gasoline Consumption
- Define In-use Duty Cycle of Car
- Use Automobile Battery Capacity to Buffer Local Grid at Site
- Load Leveling/Peak Demand at Santa Ana Compressed Natural Gas Station

Potential Next Steps

- Explore Hybrid with New Flyer
- Explore Current Auto Lease Options
- Develop Specifications for Lease Re-bid
- Explore Feasibility of “buffering” Grid at Santa Ana
- Solicit Assistance, Air Quality Management District, Air Resources Board, California Energy Commission and other agencies
- Return to Transit Planning and Operations Committee and Board with Update

Item 31



City Bus Stop Policies in Orange County



Board of Directors
May 29, 2007

Bench and Shelter Comparison By City

CITY	Pct. Of Shelter/Bench Coverage	No. of Bus Stops	No. of Stops with Bench or Shelter	Shelter Advertising Permitted	Bench Advertising Permitted
LAGUNA WOODS	100%	25	25	YES	NO
STANTON	94%	47	44	YES	YES
FOUNTAIN VALLEY	89%	164	146	YES	YES
WESTMINSTER	88%	219	192	YES	NO
SANTA ANA	87%	785	680	YES	NO
LA HABRA	83%	92	76	YES	NO
LOS ALAMITOS	83%	40	33	YES	NO
FULLERTON	80%	337	270	YES	YES
CYPRESS	79%	77	61	YES	NO
LA PALMA	78%	23	18	NO	NO
SEAL BEACH	76%	58	44	YES	YES
LAGUNA BEACH	75%	72	54	NO	NO
BREA	71%	112	80	YES	YES
COSTA MESA	71%	262	187	YES	NO
COUNTY OF ORANGE	68%	121	82	YES	YES
BUENA PARK	67%	171	114	YES	NO
YORBA LINDA	66%	50	33	NO	NO
HUNTINGTON BEACH	65%	459	300	YES	YES

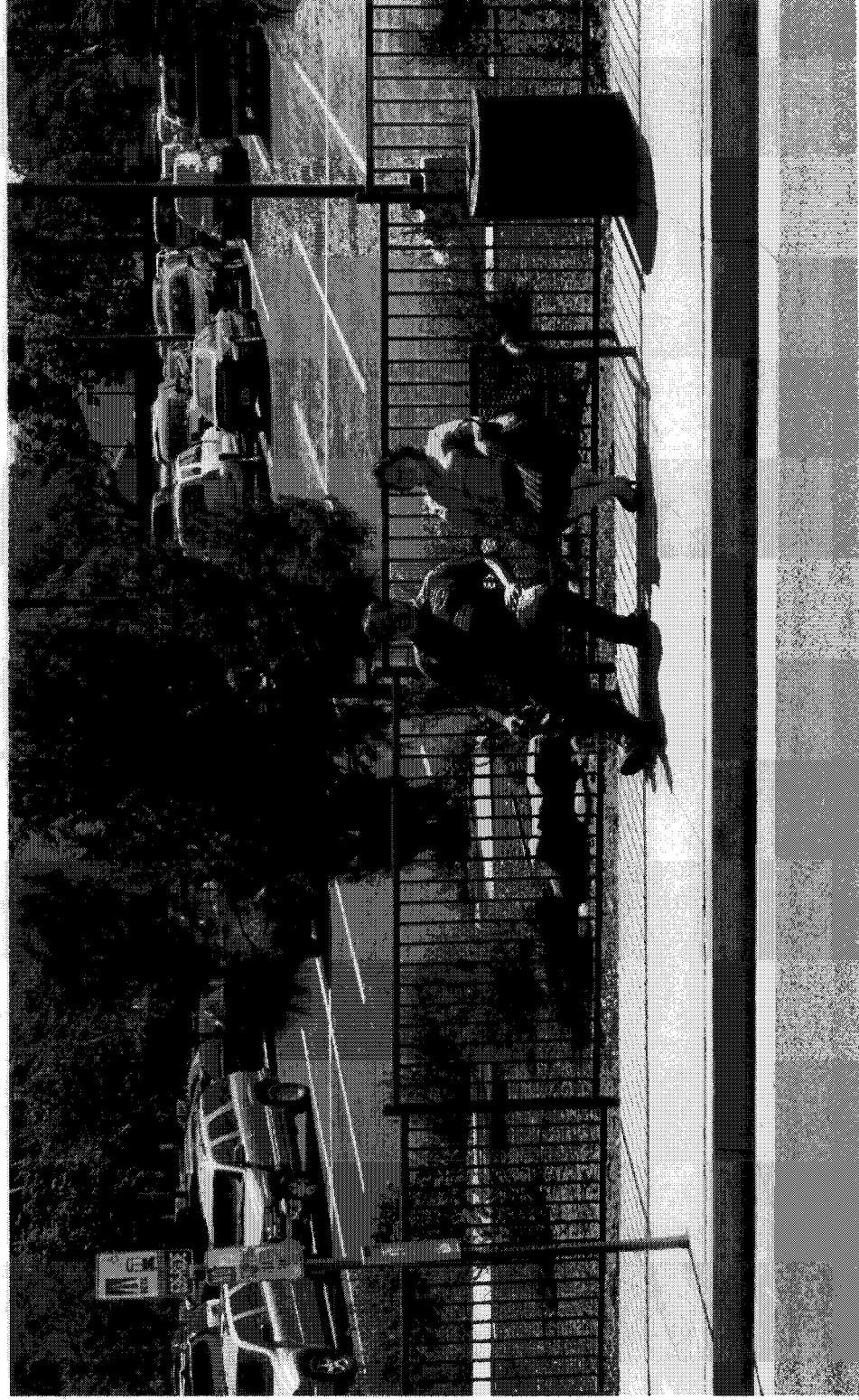
Bench and Shelter Comparison By City (continued)

CITY	Pct. of Shelter/Bench Coverage	No. of Bus Stops	No. of Stops with Bench or Shelter	Shelter Advertising Permitted	Bench Advertising Permitted
ANAHEIM	64%	615	396	YES	NO
LAGUNA HILLS	60%	105	63	NO	NO
GARDEN GROVE	58%	324	188	YES	NO
IRVINE	57%	490	281	YES	NO
TUSTIN	56%	130	73	YES	NO
ALISO VIEJO	56%	63	35	NO	NO
LAGUNA NIGUEL	55%	137	75	YES	NO
LAKE FOREST	51%	186	95	NO	NO
SAN JUAN CAPISTRANO	51%	55	28	NO	NO
MISSION VIEJO	44%	159	70	YES	NO
DANA POINT	41%	107	44	NO	NO
ORANGE	38%	312	119	YES	NO
SAN CLEMENTE	32%	152	49	NO	NO
NEWPORT BEACH	24%	222	54	YES	NO
RANCHO SANTA MARGARITA	21%	52	11	NO	NO
PLACENTIA	15%	103	15	NO	NO
VILLA PARK	13%	8	1	NO	NO
TOTAL COUNTYWIDE	64%	6334	4036		

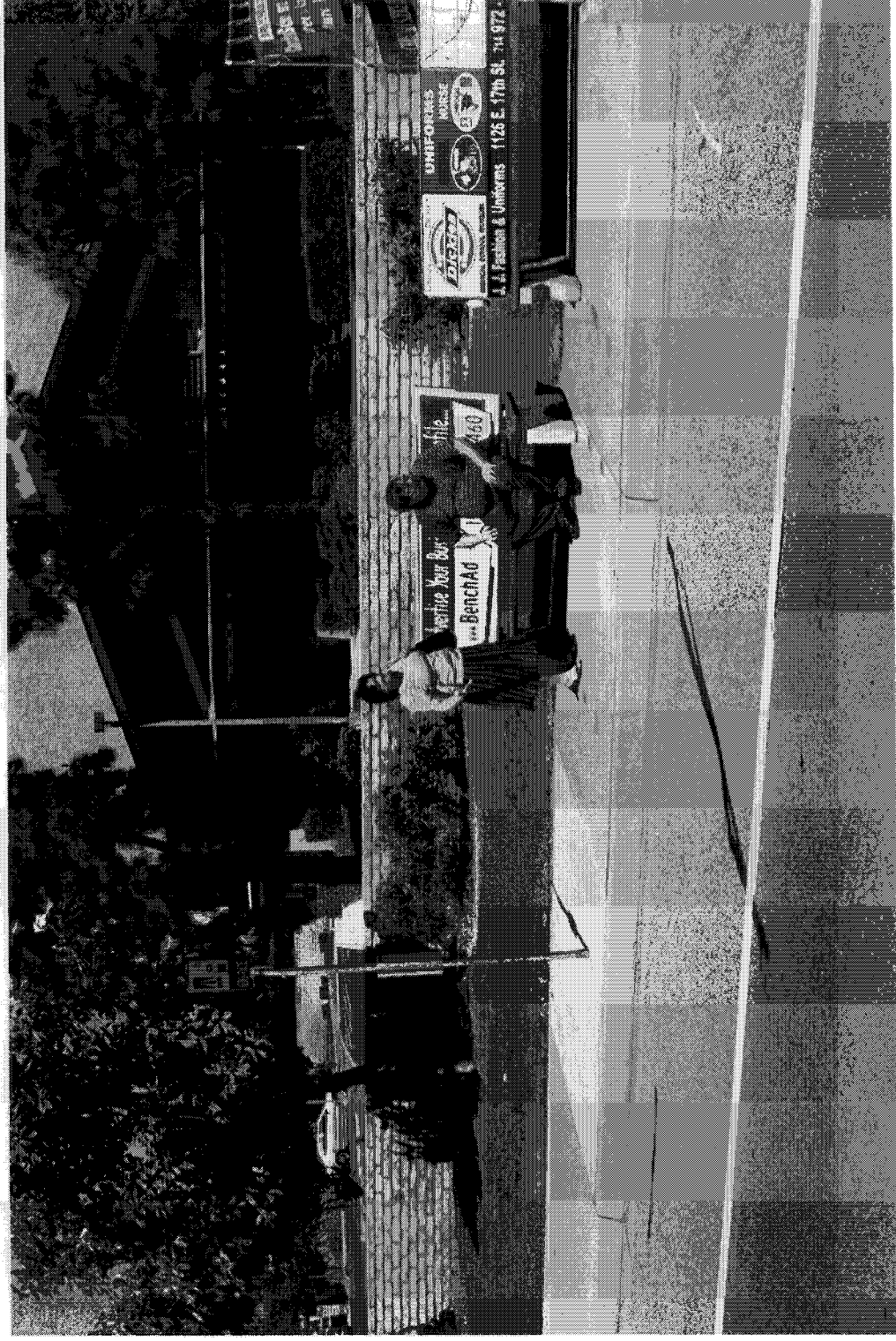
Bus Stop Without Bench or Shelter – 35% of Bus Stops Countywide



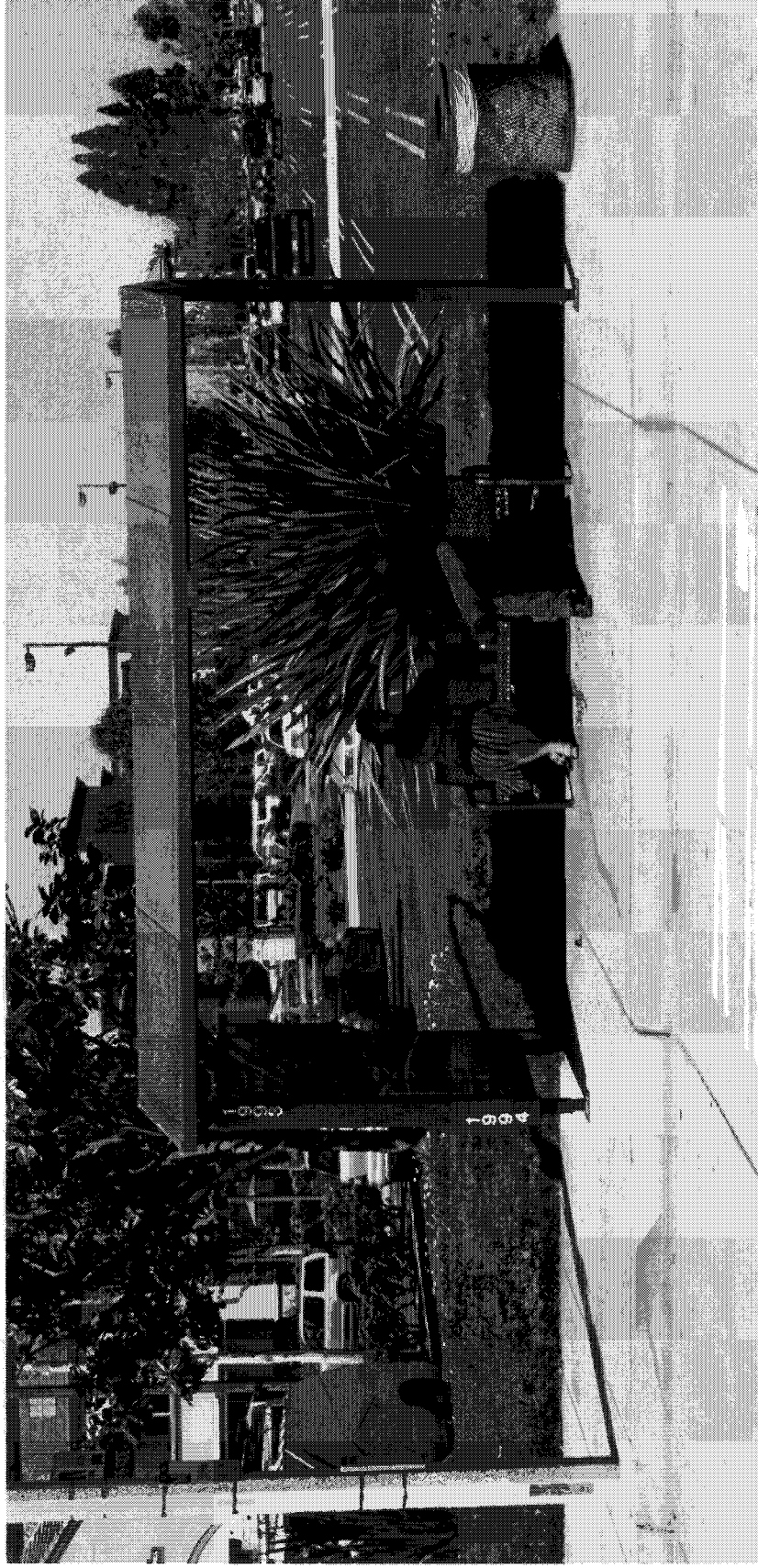
Bus Stop With Non-advertising Bench – 30% of Bus Stops Countywide



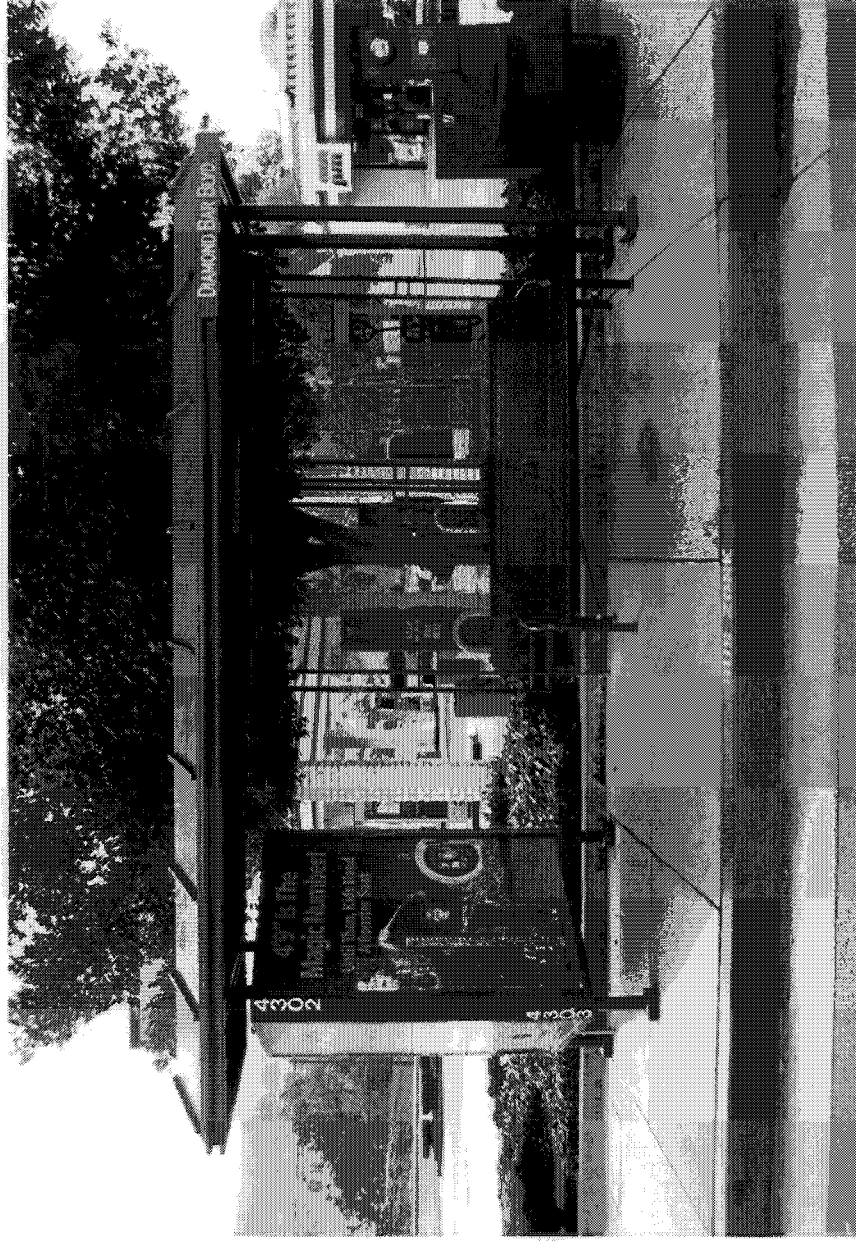
Bus Stop With Advertising Bench – 10% of Bus Stops Countywide



Bus Stop With Shelter – 30% of Bus Stops Countywide



Questions and Answers





MEMO

May 29, 2007

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: **Orange County Transportation Authority's Bus Customer Awareness, Attitudes, and Satisfaction Survey**

To gauge customer usage pattern, satisfaction, attitudes and awareness, as well as to gather customer demographic information, Orange County Transportation Authority conducts a bi-annual survey on its bus customers.

The last bus customer survey was conducted in 2005 and an intercept survey is proposed for summer 2007, with final results expected later in the summer. The survey will include questions from the 2005 study in addition to new questions related to bus information and pass distribution. The sampling will address all routes types and will include a geographic representation of the transit system.

The draft survey was presented to the Legislative and Government Affairs/Public Communications Committee (LGA/PC) on Tuesday, May 17, 2007. The LGA/PC Committee suggested that the survey be forwarded to the Board of Directors for further discussion.

Attachment A is the proposed survey methodology and questionnaire for review and comment. The contact for this project is Stella Lin, Marketing Manager. She is available at (714) 560-5342, or by email at slin@octa.net.

Attachment

- A. OCTA Bus Customer Awareness, Attitudes and Satisfaction Research
June 2007

ATL:sl

R&R Partners Research

OCTA Bus Customer Awareness, Attitudes and Satisfaction Research June 2007

METHODOLOGY

We recommend that intercept interviews be conducted with OCTA bus patrons. The survey will include questions from the 2005 study in addition to new questions. The survey will be conducted in both English and Spanish based on respondents preference. Interviews will be conducted throughout Orange County at varying times from early morning through the evening and on weekends and weekdays. Sampling will address all route types and include a geographic representation of the transit system. In order to compare data to the previous study, routes used in 2005 will be included in the 2007 study.* Interviews will take place as respondents are on and/or exiting the bus and will include a broad coverage of the route.

*This data will likely be reported separately.

INTERCEPT SURVEY QUESTIONNAIRE

Introduction: Hello, my name is _____. I'm from Davis Research. Your help is needed for a research study about OCTA's bus system. This is not a sales attempt and no sales calls will result from the interview; we are simply interested in getting your opinions. The interview will take about 10 minutes and all information collected will be confidential. For participating, you'll be given two 1-day bus passes for your assistance.

Screening

S1. Are you above the age of 13?

Yes

No (THANK AND TERMINATE)

Satisfaction With OCTA Bus Services

1. Overall, how satisfied are you with the current bus transportation services?

Very satisfied	1
Somewhat satisfied	2
Neither satisfied nor dissatisfied	3
Somewhat dissatisfied	4
Very dissatisfied	5
DK/NA	9

2. Would you say the bus transportation services are better, worse or the same as twelve months ago?

Better	1
Same	2
Worse	3
DK/NA	9

3. Thinking about your most recent bus trips, on a scale of one to five where 1 means *very satisfied* and five means *very dissatisfied*, how would you rate the following items? (ROTATE)

- 1 = Very satisfied
- 2 = Somewhat satisfied
- 3 = Neither satisfied nor dissatisfied
- 4 = Somewhat dissatisfied
- 5 = Very dissatisfied
- 9 = DK/NA

a. Cost of riding the bus	1	2	3	4	5	9
b. On-time performance of the bus	1	2	3	4	5	9
c. Frequency of buses	1	2	3	4	5	9
d. Number of transfers necessary to reach your destination	1	2	3	4	5	9
e. Availability of bus benches	1	2	3	4	5	9
f. Availability of bus shelters	1	2	3	4	5	9
g. Availability of evening bus service (after 8pm)	1	2	3	4	5	9
h. Accuracy of information provided by the OCTA's telephone customer information center (636-RIDE)	1	2	3	4	5	9
i. Reliability of transfer connections	1	2	3	4	5	9
j. Availability of weekend bus service (Saturday/Sunday)	1	2	3	4	5	9
k. Bus driver courtesy	1	2	3	4	5	9
l. Bus driver's knowledge about the service	1	2	3	4	5	9
m. Safety on the bus	1	2	3	4	5	9

n. Safety at bus stops	1	2	3	4	5	9
o. Cleanliness of interior of the bus	1	2	3	4	5	9
p. Cleanliness of the exterior of the bus	1	2	3	4	5	9
q. Travel time of your trip	1	2	3	4	5	9
r. Information provided at bus stops	1	2	3	4	5	9
s. Information provided in the bus book	1	2	3	4	5	9
t. Transit police/bus system security	1	2	3	4	5	9
u. Availability of bus benches/shelters at bus stops	1	2	3	4	5	9

4. Besides price, what is the single most important area in which OCTA should make improvements to bus service? (RECORD ONLY ONE ANSWER) (IF ANSWER IS "faster service" PROBE: "faster in what way?")

Codes for Q4

Travel time	01
Frequency of service	02
Bus driver courtesy and professionalism	03
Security and safety at bus stops	04
Security and safety on the bus	05
Security and safety at transit centers	06
Security and safety at park and ride	07
More bus benches	08
More bus shelters	
Overcrowding inside buses	09
Customer information	10
Directness of service	12
More evening service	13
More weekend service	14
More express bus service w/in the county	15
More express bus service to neighboring counties	16
More customized bus service to major activity centers (i.e., Orange County Fair, Angel Stadium, the beaches and Disneyland)	17
More coverage in other parts of Orange County	18
Other: specify _____	19
DK/NA	99

Bus Service Usage

5. How often do you currently ride an OCTA bus? Would you say:

1 – 3 days per week	1
4 – 7 days per week	2
At least once per month	3
A few times per year	4
DK/NA	9

6. What is the primary reason, or most important reason, you ride the OCTA bus instead of using other means of transportation? (RECORD ONLY ONE ANSWER) (IF ANSWER IS "Convenient," PROBE: Convenient in what way?)

Codes for Q6:

No car	01
Broken car	02
Gas prices	03
Save money	04
Traffic congestion	05
Helps environment/air quality	06
Better use of time	07
Convenient	08
New to area	09
Other: specify _____	10
DK/NA	99

7. Would you say that you're riding an OCTA bus more often, less often or about the same as you were twelve months ago?

More	1
Less	2
Same	3
DK/NA	9

8. Which of the following sources have you used for getting information about OCTA bus service? (ROTATE) (Read list and check the sources the respondent has used.)

Individual bus schedule	1	[34]
Brochures	1	[35]
OCTA website	1	[36]
Mail	1	[42]
Information at bus stops	1	[43]
Inside bus advertising	1	[44]
Outside bus advertising	1	[45]
Bus ambassadors at key locations	1	[46]
Bus Book	1	[47]
Rider's Alerts	1	[48]
Bus System Map	1	[49]
Telephone Customer Information Center (636-RIDE)	1	[50]

9. Of the sources you have used, how effective were they at getting information about OCTA bus service to you? Please use a scale from 1-5 where 1 = *very effective* and 5 = *not effective at all*.
(Ask question only for Yes sources used in Q8)

- 1 = Very effective
- 2 = Somewhat effective
- 3 = Neither effective nor not effective
- 4 = Somewhat not effective
- 5 = Not effective at all
- 9 = DK/NA

Individual bus schedule	1	2	3	4	5	9
Brochures	1	2	3	4	5	9
OCTA website	1	2	3	4	5	9
Mail	1	2	3	4	5	9
Information at bus stops	1	2	3	4	5	9
Inside bus advertising	1	2	3	4	5	9
Outside bus advertising	1	2	3	4	5	9
Bus ambassadors at key locations	1	2	3	4	5	9
Bus Book	1	2	3	4	5	9
Rider's Alert	1	2	3	4	5	9
Bus System Map	1	2	3	4	5	9
Telephone Customer Information Center (636-RIDE)	1	2	3	4	5	9

10. How often do you use each of the following sources for getting information about OCTA bus routes and/or schedules? (Read List) (Rotate)

- 1 = All of the time
- 2 = Most of the time
- 3 = Half of the time
- 4 = Some of the time
- 5 = Not at all
- 9 = DK/NA

Individual bus schedules	1
Bus Book	1
OCTA website	1
Information at bus stops	
Telephone customer information (636-RIDE)	1
Bus system maps	1
Transit Centers	1
Bus operators	1
Other _____	1
DK/NA	1

11. Where do you prefer to get your bus book or individual bus schedule? (Read List) (Rotate)

On board the bus	1
From the bus operator	1
At transit centers	1
In the mail	1
On-line	1
Retail store where pass is purchased.	1
Other _____	1
DK/NA	1

The following questions relate to this trip on the OCTA bus.

12. What is the primary purpose of this trip? (RECORD ANSWER)

Work (to or from)	1	
Shopping	2	
School (K-12)	3	
School (college/univ./trade school)	4	
Recreation/social visit	5	
Personal business/errands	6	
Health/doctor's appt.	7	
Going home	8	Ask 13a
Other: specify _____	0	
DK/NA	9	

12a. Where did you come from?

Work (to or from)	1
Shopping	2
School (K-12)	3
School (college/univ./trade school)	4
Recreation/social visit	5
Personal business/errands	6
Health/doctor's appt.	7
Other: specify _____	8
DK/NA	9

13. How many total transfers will you make during this trip?

None	1
One	2
Two	3
Three or more	4
DK/NA	9

14. Which routes have you used, or will use, to complete this trip?

15. How much time would you estimate you will spend completing this trip?

16. Was a car or other vehicle available to you for this trip?

Yes	1
No	2
DK/NA	9

17. How did you pay for this trip? (RECORD ANSWER)

Cash	01	
One day pass, on board	02	
Pre-paid one day pass	03	Skip to Q18d
Pre-paid one day pass from 10-pack	04	Skip to Q18d
Youth 30-day pass	05	Skip to Q18d
Regular 30-day pass	06	Skip to Q18d
Senior/disabled 30-day pass	07	Skip to Q18d
Express 30-day pass	08	Skip to Q18d
Regular 15-day pass	09	Skip to Q18d
Senior/disabled 15-day pass	10	Skip to Q18d
Regular 7-day pass	11	Skip to Q18d
Senior/disabled 7-day pass	12	Skip to Q18d
120-day college pass	13	Skip to Q18d
75-day college pass	14	Skip to Q18d
Youth Summer Pass	15	Skip to Q18d
Employer pass	16	Skip to Q18d
University pass (UCI/CSUF id card)	17	Skip to Q18d
Metrolink ticket/pass	18	
Other: specify _____	17	
DK/NA	99	

We're almost finished.

18a. Are you aware of the following bus passes?

One-day pre-paid pass	1	
One-day pre-paid pass – 10-pack	2	
7-day pass	3	
15-day pass	4	
30-day pass	5	
Employer Pass	6	
University Pass	7	
College Pass	8	
Youth Summer Pass	9	
DK/NA	99	

18b. Do you or have you used any of these OCTA bus passes?

Yes	1	ask Q18d
No	2	ask Q18c
DK/NA	9	ask Q19

18c. Why haven't you used any of these OCTA bus passes?

No need	1
Not aware of where I can purchase them	2
Other _____	3
DK/NA	9

18d. Where would you prefer to purchase your OCTA bus pass?

Phone (636-RIDE)	1
OCTA Store at OCTA headquarter office	2
OCTA website	9
Employers	1
Schools	2
Retail locations such as grocery or convenience stores	9
Other _____	9

19. In the last six months, while you were waiting at a bus stop, has there been a time when your bus passed by without stopping for you?

Yes	1
No	2
DK/NA	9

20. I'm going to read you a list of other OCTA programs or services. For each one, please tell me "yes" or "no" if you are aware of it.

	Yes	No
a. OC Express Service	1	2
b. OC Flyer Service to the OC Fair	1	2
c. Destinations Deals/Discounts program	1	2
d. Metrolink Rail Weekend Service	1	2

25. Do you currently have access to the internet?

Yes	1
No	2
DK/NA/REFUSED	9

26. What city do you live in?

27. What is your home zip code?

28. In what city do you work or attend school?

a. Work: _____

b. School: _____

29. Which one of the following categories best describes your employment status?

Employed full time	1	Ask 29b
Employed part time	2	Ask 29b
Not currently employed	3	
Disabled, unable to work	4	
Retired	5	
Homemaker	6	
Student	7	
Other	8	
DK/NA/REFUSED	9	

29a. What is your occupation? _____

29b. What industry do you work in? _____

21. Have you used _____ service in the past 12 months?

	Yes	No
a. OC Express Service	1	2
b. OC Flyer Service	1	2
c. Access Service	1	2
d. Station Link Service (connecting with Metrolink Rail)	1	2
e. Metrolink Weekday Service	1	2
f. Metrolink Weekend Service	1	2

22. Besides bus schedule information, where have you seen information about general OCTA services?

	Yes	No
a. Direct Mail	1	2
b. Newspaper	1	2
c. OCTA website	1	2
d. Interior Bus Ads	1	2
e. Exterior Bus Ads	1	2
f. TV	1	2
g. Movie theaters	1	2
h. Community fairs & festivals (i.e. OC Fair)	1	2
i. OCTA events	1	2

Demographics

My last few questions are for classification purposes only. Like the other responses you gave me, your responses to these questions are completely confidential.

23. How long have you used OCTA bus service?

One year or less	1
One to three years	2
Four to six years	3
Seven or more years	4
DK/NA/REFUSED	9

24. Do any other members of your household ride the OCTA bus?

Yes	1
No	2
DK/NA/REFUSED	9

30. What is your current marital status?

Married/Living with significant other	1
Single	2
Divorced	3
Widowed	4
DK/NA/REFUSED	9

30a. Do you have any children under the age of 18 living at home?

Yes	1 Ask 30b
No	2
DK/NA/REFUSED	9

30b. How many?

31. May I ask how old you are? (Record age)

If respondent refused, ask: Into which of the following age categories do you fall?
(Show card)

13-17	1
18-24	3
25-34	4
35-44	5
45-54	6
55-64	7
65 or older	8
DK/NA/REFUSED	9

32. What is the highest level of education you completed? (DON'T READ LIST)

Some high school or less	1
High school graduate	2
Some college/technical school/associates degree	3
4-year college degree	4
Post graduate degree	5
DK/NA/REFUSED	9

33. To ensure that we have a representative sample, please tell me which of these categories best describes your ethnic origin? (SHOW CARD)

Caucasian/White	1
Hispanic/Latino	2
Asian/Pacific Islander	3
African American/Black	4
Native American	5
Other: specify _____	6
DK/NA/REFUSED	9

34. Which of the following categories best describes your annual household income? (SHOW CARD)

Under \$20,000	1
\$20,000 to less than \$35,000	2
\$35,000 to less than \$50,000	3
\$50,000 to less than \$75,000	5
\$75,000 to less than \$100,000	6
\$100,000 or more	7
DK/NA/REFUSED	9

35. Other than English, what other language(s) do you speak?

Spanish	1
Vietnamese	2
Chinese	3
Korean	5
Farsi	6
Sign language	7
Other: specify _____	8
DK/NA/REFUSED	9

36. And finally, are you registered to vote?

Yes	1
No	2
DK/NA/REFUSED	9

Thank you for your participation.