

Date: Monday, October 22, 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
Monday, October 22, 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 Nguyen

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 October 2007

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2007-61, 2007-62, 2007-63, 2007-64 to John "Jack" Jacobus, Coach Operator; Kenneth Dooley, Coach Operator; Ly Tran, Maintenance; and Olga Prado, Administration, as Employees of the Month for October 2007.

2. Sacramento Advocate Presentation
Maira Topp

Consent Calendar (Items 3 through 16)

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

3. Approval of Minutes

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of October 5, 2007.

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

Adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2007-61, 2007-62, 2007-63, and 2007-64 to John "Jack" Jacobus, Coach Operator; Kenneth Dooley, Coach Operator; Ly Tran, Maintenance; and Olga Prado, Administration, as Employees of the Month for October 2007.



BOARD AGENDA

ACTIONS

5. **Orange County Transportation Authority's Draft 2008 Federal Legislative Platform**

Richard J. Bacigalupo

Overview

A draft of the Orange County Transportation Authority's 2008 Federal Legislative Platform has been prepared for the Board of Directors' consideration to direct staff to circulate for further review and comment by interested parties.

Committee Recommendation

Authorize staff to circulate copies of the Draft 2008 Federal Legislative Platform to advisory groups, Orange County legislative delegations, cities, and interested members of the public with recommended changes.

6. **Federal Legislative Status Report**

Richard J. Bacigalupo

Overview

This Federal Legislative Status Report provides an update on federal appropriations for fiscal year 2008 and discusses a bill approved by the Senate Finance Committee which would generate new revenues in order for the highway trust fund to be able to meet obligation levels provided by the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users.

Recommendation

Receive and file as an information item.



BOARD AGENDA

ACTIONS

7. **Preliminary Proposition 1B Trade Corridor Improvement Fund Program of Projects**

Jennifer Bergener/Kia Mortazavi

Overview

On November 7, 2006, California voters passed Proposition 1B, which provided \$19.9 billion for investment in transportation infrastructure. Proposition 1B established the Trade Corridor Improvement Fund, which dedicated \$2 billion for investment in goods movement projects throughout the State. Staff has prepared a candidate list of projects for Board of Directors review.

Recommendation

Direct staff to continue to participate in the Trade Corridor Improvement Fund criteria development and return to the Board of Directors in December with a prioritized list of projects.

8. **Selection of a Consultant for Preparation of Plans, Specifications and Estimates for the Avenida Vaquero Soundwall**

George B. Saba/Kia Mortazavi

Overview

The Orange County Transportation Authority intends to prepare construction plans for a soundwall along the San Diego Freeway (Interstate 5) near Avenida Vaquero in San Clemente. Statements of qualifications and proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to provide architectural and engineering services. These procedures are in accordance with both federal and state legal requirements.



BOARD AGENDA

ACTIONS

8. (Continued)

Recommendations

- A. Select PBS&J as the highest qualified firm to provide design services for the preparation of plans, specifications, and estimates for the Avenida Vaquero soundwall.
- B. Authorize the Chief Executive Officer to request a cost proposal from PBS&J and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement.

9. **Amendment to Cooperative Agreement with the City of Buena Park for Closeout of Buena Park Metrolink Station Construction Phase**

Anh-Tuan Le/Kia Mortazavi

Overview

On January 31, 2001, the Board of Directors approved a cooperative agreement with the City of Buena Park to establish the roles, responsibilities, funding, and process for the construction of the Buena Park Metrolink Station. An amendment is requested by the City of Buena Park to close out the project and terminate the cooperative agreement.

Recommendations

- A. Authorize the Chief Executive Officer to execute Amendment No. 4 to Cooperative Agreement C-0-1150 between the Orange County Transportation Authority and the City of Buena Park, in an amount not to exceed \$1,215,000, and to extend the termination date to June 30, 2008.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2007-08 Budget, Account 0010-7831-T3301-3SA, Development Division, by \$1,215,000.
- C. Authorize the use of the additional \$1,215,000 in Commuter and Urban Rail Endowment Funds for the construction phase closeout of the Buena Park Metrolink Station.



BOARD AGENDA

ACTIONS

10. Implementation Plan for the Additional Soundwalls Required for the Garden Grove Freeway (State Route 22) Project

Tom Bogard/Kia Mortazavi

Overview

Reconstruction of the Garden Grove Freeway (State Route 22) from Valley View Street to the Costa Mesa Freeway (State Route 55) is nearing completion. During the development of the project, four additional soundwalls were identified for inclusion into the project. The current contractor, Granite Myers Rados, has recently declined to add these soundwalls to their contract as a change order. An alternative plan to expedite the design and construction of these soundwalls is required.

Recommendations

- A. Approve an implementation plan for the four additional soundwalls on the Garden Grove Freeway (State Route 22) where the Orange County Transportation Authority leads the design effort and the California Department of Transportation leads the construction effort.
- B. Direct staff to add the design of the four additional soundwalls on the Garden Grove Freeway (State Route 22) to the Orange County Transportation Authority's two existing soundwall design contracts to expedite their completion.

11. Response to Grand Jury Rail Crossings Report

David Simpson/Ellen S. Burton

Overview

In May 2007, the Orange County Grand Jury issued a report on rail-highway grade crossing safety throughout Orange County. This report was sent to the Board of Directors upon release. On August 23, 2007, the Board of Directors approved a \$60 million program to help Orange County cities create Quiet Zones and improve safety measures at 53 railroad crossings countywide. With a comprehensive rail crossing program approved, a response to the Grand Jury's report is presented for Board of Directors consideration.



BOARD AGENDA

ACTIONS

11. **(Continued)**

Recommendation

Review and approve response to Orange County Grand Jury's May 1, 2007, report on Orange County Rail Crossing Safety.

12. **91 Express Lanes Management Consulting and Project Management Support**

Kirk Avila/James S. Kenan

Overview

The Orange County Transportation Authority requires consultant services to provide management and project support for the 91 Express Lanes. 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-7-0678 between the Orange County Transportation Authority and the e-Trans Group, Inc., in an amount not to exceed \$525,000, for management consulting services for the 91 Express Lanes. The agreement is for a period of three years.

13. **Third Quarter 2007 Debt and Investment Report**

Kirk Avila/James S. Kenan

Overview

The California Government Code requires that the Orange County Transportation Authority Treasurer submit a quarterly investment report detailing the Orange County Transportation Authority's investment activity for the period. This investment report covers the third quarter of 2007, July through September, and includes a discussion on the Orange County Transportation Authority's debt portfolio.

Recommendation

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



BOARD AGENDA

ACTIONS

14. Request for Authorization to Increase Designation in the Local Transportation Authority Fund for the Fare Stabilization Program

William Dineen, Jr./James S. Kenan

Overview

Measure M, the Traffic Improvement and Growth Management Plan, includes a program to stabilize fares for senior citizens and persons with disabilities on public transit through fiscal year 2010-11. In order to provide better management and control over funds for the fare stabilization program, staff requests authorization to increase the reserve by \$1,000,000.

Recommendations

- A. Authorize an increase in the fare stabilization cash reserve in the amount of \$1,000,000.
- B. Authorize the transfer of previously designated fare stabilization cash reserves to the Orange County Transit District to provide sufficient funding for the fare stabilization program for seniors and persons with disabilities through the end of the Measure M program.

Orange County Transit District Consent Calendar Matters

15. Amendment to Agreement for Project Management Consulting Services

Beth McCormick/Paul C. Taylor

Overview

On October 14, 2005, the Board of Directors approved a two-year agreement with Carter & Burgess, Inc., in the amount of \$5,000,000, to provide project management consulting services for rapid transit projects. The initial term of this agreement will expire on December 31, 2007, requiring an amendment to continue providing support to rapid transit projects, primarily the bus rapid transit, Go Local, and Anaheim Regional Transportation Intermodal Center projects. Carter & Burgess, Inc. was retained in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform project management consultant services.



BOARD AGENDA

ACTIONS

15. (Continued)

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 8 to Agreement C-5-2585 between the Orange County Transportation Authority and Carter & Burgess, Inc., to exercise the first option term, in an amount of \$9,170,009, bringing the total commitment to \$14,655,009, to provide project management consulting services for rapid transit projects.

16. **Amendment to Agreement for Underground Storage Tank Testing and Repair Services**

Lloyd Banta/Beth McCormick

Overview

On June 12, 2006, the Board of Directors approved an agreement with Inland Petroleum Equipment and Repair, Inc., to provide underground storage tank testing and repair service for a one-year period with two option years. Due to excessive repairs required recently, there is not enough money remaining in the contract to make another necessary repair. Amending this contract now for additional funds is the most expeditious way to make this repair and meet all California State codes and the Orange County Health Care Agency's requirements.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-6-0178 between the Orange County Transportation Authority and Inland Petroleum Equipment and Repair, Inc., in an amount not to exceed \$68,000.



BOARD AGENDA

ACTIONS

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

17. **Contract(s) for Federal Legislative Consulting Services**
Richard J. Bacigalupo

Overview

An evaluation team comprised of Orange County Transportation Authority Board Members, staff, and an Orange County Business Council representative interviewed all firms proposing to provide federal legislative consulting services and selected six firms for further evaluation. These firms were interviewed by the Legislative and Government Affairs/Public Communications Committee on September 26, 2007.

Recommendation

Committee to recommend to the Orange County Transportation Authority Board of Directors the selection of one or more firms to provide federal legislative consulting services.

18. **City of Irvine Guideway Demonstration Project Funding Request**
Jennifer Bergener/Kia Mortazavi

Overview

The Orange County Transportation Authority has received a request from the City of Irvine for financial assistance and support of the Irvine Guideway Demonstration Project. The City of Irvine is pursuing \$121.3 million of Proposition 116 funds for this system. These funds require a minimum dollar for dollar match. Staff has reviewed the request and is presenting recommendations to the Board of Directors for their consideration.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute a cooperative agreement with the City of Irvine for alternatives analysis, preliminary design, and environmental work for the Irvine Guideway Demonstration Project, subject to a maximum Orange County Transportation Authority obligation of \$5.2 million.



BOARD AGENDA

ACTIONS

18. (Continued)

- B. Authorize the use of up to \$5.2 million of Congestion Mitigation and Air Quality funds for the City of Irvine Guideway Demonstration Project.
- C. Approve an amendment to the Orange County Transportation Authority Fiscal Year 2007-08 Budget for \$1.7 million of Congestion Mitigation and Air Quality funds, to be matched by \$1.3 million of local funds provided by the City of Irvine.
- D. Authorize staff to amend the Federal Regional Transportation Improvement Program and State Transportation Improvement Program as well as execute any necessary agreements to facilitate the above actions.

19. **Central County Corridor Major Investment Study Status Report**

Charlie Larwood/Kia Mortazavi

Overview

Orange County Transportation Authority staff has completed the draft Orange Freeway (State Route 57) Extension Concept Planning Study. This study evaluated the physical feasibility of constructing a four-lane limited access facility on columns within the Santa Ana River, between its current terminus and the San Diego Freeway (Interstate 405). Study findings and next steps are presented for Board review.

Committee Recommendations

- A. Direct staff to return with the evaluation criteria and request proposals to conduct the Central County Corridor Major Investment Study.
- B. Direct staff to develop a better description and title for the Orange Freeway (State Route 57) extension concept, and integrate this information into the upcoming Central County Corridor Major Investment Study.



BOARD AGENDA

ACTIONS

20. **South Orange County Major Investment Study – Reduced Set of Alternative Strategies**

Charlie Larwood/Kia Mortazavi

Overview

The Orange County Transportation Authority is conducting a major investment study for the south Orange County area. Current efforts are presented for the Board of Directors review and approval.

Committee Recommendations

- A. Adopt the Reduced Set of Six Alternative Strategies as presented to the Regional Planning and Highways Committee on October 1, 2007.
- B. Conduct an analysis on the draft locally preferred strategy with and without the Foothill Transportation Corridor-south.
- C. Conduct an analysis on one of the alternatives from the reduced set of alternative strategies without the Foothill Transportation Corridor-south to identify impacts to the transportation system.

Orange County Local Transportation Authority Regular Calendar Matters

21. **Renewed Measure M Environmental Committees Selection Process**

Marissa Espino/Ellen S. Burton

Overview

On September 15, 2007, the Transportation 2020 Committee directed staff to initiate recruitment for the Environmental Cleanup Allocation Committee and the Mitigation and Resource Protection Oversight Committee. Applications are presented for evaluation and selection.



BOARD AGENDA

ACTIONS

21. (Continued)

Committee Recommendations

- A. Committee Chairman to appoint an ad-hoc sub-committee consisting of Director Campbell and Director Cavecche to review applications for environmental committee appointment.
- B. Sub-committee to provide recommendations for appointment to the environmental committees to the full Board on October 22, 2007.

Discussion Items

22. **Bus Rapid Transit Branding** Stella Lin/Ellen S. Burton

23. **2008 Regional Transportation Plan Update** Michael Litschi/Kia Mortazavi

24. **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.

25. **Chief Executive Officer's Report**

26. **Directors' Reports**

27. **Closed Session**

A Closed Session is not scheduled.

28. **Adjournment**

The next regularly scheduled meeting of this Board will be held at **9:00 a.m.** on **Friday, November 9, 2007**, at the OCTA Headquarters.



**Orange County Transportation Authority
Board of Directors**

**Presentation Agenda
October 22, 2007**

1. Status of Sponsor Legislation/End of Session Recap
2. TCIF Update
3. State Budget Projections
4. Late Breaking Developments
5. Questions/Comments

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
October 5, 2007

Call to Order

The October 5, 2007, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Cavecche at 9:04 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
Richard Dixon
Paul Glaab
Cathy Green
Allan Mansoor
John Moorlach
Janet Nguyen
Mark Rosen
Gregory T. Winterbottom
Cindy Quon, Governor's Ex-Officio Member

Also Present: Arthur T. Leahy, Chief Executive Officer
Paul C. 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
Peter Buffa
Bill Campbell
Curt Pringle
Miguel Pulido

Invocation

Chairman Cavecche gave the invocation.

Pledge of Allegiance

Vice Chairman Norby led the Board and audience in the Pledge of Allegiance.

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 Calendar Matters.

Consent Calendar (Items 1 through 16)

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.

Orange County Transportation Authority Consent Calendar Matters

1. Approval of Minutes

A motion was made by Director Green, seconded by Director Dixon, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of September 24, 2007.

Director Nguyen was not present to vote on this item.

2. Orange County Transportation Authority's Draft 2008 State Legislative Platform

Director Moorlach pulled this item and asked for clarification on what the priorities are for the state legislative platform.

State Relations Manager, Wendy Villa, referred to the beginning portion of the first attachment to the staff report, a section entitled, "Key Transportation Policy Issues in 2008" which she stated was meant to be an executive summary of the major issues that are seen to be coming before the legislature in the transportation arena for 2008.

2. (Continued)

Director Moorchach requested that staff re-send to all Board Members the 2006 recap of the evaluation of the state lobbyists' efforts and what was accomplished by them that year.

A motion was made by Director Moorchach seconded by Director Dixon, and declared passed by those present, to circulate copies of the Draft 2008 State Legislative Platform to advisory groups, Orange County legislative delegations, cities, and interested members of the public.

Director Nguyen stated that she would oppose several aspects of this platform

- √ Page 9, II(b)
- √ Page 11, V(a)
- √ Page 11, V(c)

Director Green asked that the record reflect that she supports V(a).

Director Moorchach stated that he is very uncomfortable with supporting the conservancy item at this time, and would appreciate receiving any available written reports.

3. Master Plan of Arterial Highways Status Report

A motion was made by Director Green, seconded by Director Dixon, and declared passed by those present, to receive and file this item as information.

Director Nguyen was not present to vote on this item.

4. Bus Stop Accessibility Program Construction Update

A motion was made by Director Green, seconded by Director Dixon, and declared passed by those present, to approve an increase of \$1,995,000 in Transportation Development Act, Article 3 funds for the Bus Stop Accessibility Program to complete construction of the improvements to the final group of stops.

Director Nguyen was not present to vote on this item.

5. Approval of Cooperative Agreements for the Eastbound Riverside Freeway (State Route 91) Lane Addition Project Between the Eastern Transportation Corridor (State Route 241) and the Corona Expressway (State Route 71)

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

- A. Authorize the Chief Executive Officer to execute Cooperative Agreement C-7-1151 between the Orange County Transportation Authority and the California Department of Transportation, in an amount not to exceed \$1,700,000, for the preparation of plans, specifications, and estimates for the eastbound Riverside Freeway (State Route 91) between the Eastern Transportation Corridor (State Route 241) and the Corona Expressway (State Route 71).
- B. Authorize the Chief Executive Officer to execute Cooperative Agreement C-7-1152 between the Orange County Transportation Authority and the California Department of Transportation, in an amount not to exceed \$1,016,400, for right-of-way and support services for the eastbound Riverside Freeway (State Route 91) between the Eastern Transportation Corridor (State Route 241) and the Corona Expressway (State Route 71).
- C. Amend the Orange County Transportation Authority's Fiscal Year 2007-08 Budget, expense accounts 0017-7514-FJ100-HGL by \$32,400 and 0017-9081-FJ100-HGL by \$324,000 with funding through the SR-91 Toll Road account.

Director Nguyen was not present to vote on this item.

6. Consultant Selection for Preparation of Plans, Specifications, and Estimates for Improvements on the Northbound Orange Freeway (State Route 57) Between Orangethorpe Avenue and Lambert Road

Director Moorlach pulled this item and inquired as to why two firms are being utilized for this work.

Tom Bogard, Director of Highway Project Delivery, responded and explained that this item was brought to the Board some months ago when the Request for Proposals was poised to be released and indicated staff felt it would be appropriate to do a corridor on the State Route 57, which was done as one corridor in the environmental document. However, when the implementation phase was reached, it would be in the best interest of the OCTA to handle it as two projects. This would make the projects smaller in size and encourage perhaps better construction bids on the project. Mr. Bogard stated that the result in this approach was a broader participation by bidders.

6. (Continued)

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

- A. Select RBF Consulting, one of the two top ranked firms, to prepare the plans, specifications, and estimates for the northbound Orange Freeway (State Route 57) between Orangethorpe Avenue and Yorba Linda Boulevard.
- B. Select CH2M Hill, one of the two top ranked firms, to prepare the plans, specifications, and estimates for the northbound Orange Freeway (State Route 57) between Yorba Linda Boulevard and Lambert Road.
- C. Authorize the Chief Executive Officer to request a cost proposal from RBF Consulting and negotiate agreement for their services.
- D. Authorize the Chief Executive Officer to request a cost proposal from CH2M Hill and negotiate agreement for their services.
- E. Authorize the Chief Executive Officer to execute the final agreements.

Directors Nguyen and Rosen did not participate in the discussion or the vote on this item, as required by Government Code Section 84308.

7. Amendment to Agreement C-6-0165 for Project Management Consultant Services for the Metrolink Service Expansion Program for Management of the Rail-Highway Grade Crossing Program

A motion was made by Director Green, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-6-0165 between the Orange County Transportation Authority and PB Americas, Inc., to increase contract authority, in an amount not to exceed \$1.27 million, for project management consultant services for the Rail-Highway Grade Crossing Enhancement Program.

Director Nguyen was not present to vote on this item.

8. Construction Change Order No. 46 for the Garden Grove Freeway (State Route 22) Design-Build Project

A motion was made by Director Green, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Contract Change Order No. 46 to Agreement C-3-0663 with Granite-Myers-Rados, in an amount not to exceed \$1 million, for continued project maintenance work through project acceptance of the Garden Grove Freeway (State Route 22).

Director Nguyen was not present to vote on this item.

9. Response to Grand Jury Rail Crossings Report

Staff pulled this item to be brought back to the Board on October 22, 2007.

10. Fourth Quarter Fiscal Year 2006-07 Grant Status Report

A motion was made by Director Green, seconded by Director Dixon, and declared passed by those present, to receive and file this item as information.

Director Nguyen was not present to vote on this item.

11. Fiscal Year 2006-07 Fourth Quarter Budget Status Report

A motion was made by Director Green, seconded by Director Dixon, and declared passed by those present, to receive and file this item as information.

Director Nguyen was not present to vote on this item.

12. Agreement for Health Insurance Services

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

- A. Authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-5-0455 between the Orange County Transportation Authority and Kaiser Foundation Health Plan, Inc., in an estimated annual amount of \$1.1 million, for prepaid medical services through December 31, 2008.
- B. Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-5-2860 between the Orange County Transportation Authority and CIGNA Healthcare of California, in an estimated annual amount of \$1.2 million, for prepaid medical services through December 31, 2008.
- C. Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-5-2861 between the Orange County Transportation Authority and CIGNA Healthcare of California, in an estimated annual amount of \$3 million, for open access plus medical services through December 31, 2008.
- D. Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-5-2862 between the Orange County Transportation Authority and MetLife, in an estimated annual amount of \$570,000, for a preferred dental plan through December 31, 2008. Amendment No. 1 includes increasing the employee share for costs of out-of-network services to 30%. Amendment No.1 includes increasing the employee share for costs of out-of-network services to 30%.

12. (Continued)

- E. Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-5-0458 between the Orange County Transportation Authority and SmileSaver, in an estimated annual amount of \$25,500, for prepaid dental services through December 31, 2009.

Director Nguyen was not present to vote on this item.

Orange County Local Transportation Authority Consent Calendar Matters

13. Cooperative Agreement Between the Orange County Transportation Authority and the California High-Speed Rail Authority for Preparation of Environmental Impact Report/Statement

A motion was made by Director Green, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement C-7-0860 between the Orange County Transportation Authority and the California High-Speed Rail Authority, in an amount not to exceed \$7 million, towards the preparation of a project-level environmental impact report/environmental impact statement for the Anaheim to Los Angeles segment of the high-speed rail network.

Director Nguyen was not present to vote on this item.

14. Approval to Release Request for Proposals for Project Management Support Services for the Renewed Measure M Highway Program and Amendment to Hatch Mott MacDonald Agreement for Interim Support Services

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

- A. Approve the proposed evaluation criteria and weightings.
- B. Approve the release of Request for Proposals 7-1196 for project management support services for the Renewed Measure M highway program.
- C. Authorize the Chief Executive Officer to execute Amendment No. 9 to Agreement C-3-0994 with Hatch Mott MacDonald, in an amount not to exceed \$675,000, for interim project management support services for the Renewed Measure M highway program.

Director Nguyen was not present to vote on this item.

Orange County Transit District Consent Calendar Matters

15. Release Request for Proposals for Management Services for Modifying Bus Stops for Bus Rapid Transit

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

- A. Approve the proposed evaluation criteria and weightings.
- B. Approve the release of a Request for Proposals for a consultant for the management services to modify bus stops in the Bus Rapid Transit project.

Director Nguyen was not present to vote on this item.

16. Agreement for Hazardous and Non-Hazardous Waste Transportation and Disposal Services

A motion was made by Director Green, seconded by Director Dixon, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-7-1065 between the Orange County Transportation Authority and Ecology Control Industries, Inc., in an amount not to exceed \$180,000, for a one-year period with two one-year options for hazardous and non-hazardous waste transportation and disposal services.

Director Nguyen was not present to vote on this item.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

17. Guiding Principles for the Anaheim Regional Transportation Intermodal Center

Chief Executive Officer (CEO), Arthur T. Leahy, provided opening comments and assured the Board that OCTA is seeking to have a close working relationship and partnership with the City of Anaheim on this project. It is recognized that the City has more expertise in large development projects than does the OCTA, and OCTA staff seeks to use that expertise in this partnership.

Mr. Leahy advised that these guiding principles before the Board at this time are devised to explain how that relationship will operate, while maintaining and achieving the OCTA's objectives and interests.

17. (Continued)

Darrell Johnson, Director of Transit Project Delivery, presented this item to the Board and provided an overview of this project and detailed the guiding principles.

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

- A. Adopt guiding principles to provide policy direction to staff on the Orange County Transportation Authority's interests regarding the Anaheim Regional Transportation Intermodal Center.
- B. Direct staff to negotiate a cooperative agreement with the City of Anaheim pursuant to the guiding principles and return to the Board of Directors in 30 to 60 days for approval.
- C. Request the City of Anaheim take the lead on site development, subject to the approval of the Board of Directors as appropriate.
- D. Request the City of Anaheim solicit the Anaheim Regional Transportation Intermodal Center complex development proposals and contract with one or more private partners.
- E. Direct staff to closely monitor project progress and to provide quarterly reports to the Board of Directors.

Mr. Johnson also stated that a conference on this issue will take place on October 29.

18. San Diego Freeway (Interstate 405) West County Connectors Projects Implementation Strategy

Tom Bogard, Director of Highway Project Delivery, presented this item to the Board with a summary of work to-date and explained the work yet to be done on the project, as well as the strategy to accomplish that work.

A motion was made by Director Brown, seconded by Director Dixon, and declared passed by those present, to authorize Orange County Transportation Authority staff to proceed with the development of the San Diego Freeway (Interstate 405) West County Connectors projects using a traditional design-bid-build delivery strategy.

Other Matters

19. Southern California Association of Governments' High-Speed Regional Transportation System

Southern California Association of Governments' Executive Director, Mark Pisano, provided a presentation on this system. Mayor Lou Bone from the City of Tustin also attended.

A brief discussion followed, and Vice Chairman Norby requested a presentation on the Orangeline be provided to the Transit Planning and Operations (TPO) Committee.

Chairman Cavecche stated that her hope would be that cost-efficiencies would be considered when discussing a potential project, such as this. The consensus of the Board was that this item be returned to the TPO Committee for further discussions.

20. Public Comments

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.

Eric Henry, representing the Teamsters Local 952, addressed the Board and expressed his appreciation for the recent contract negotiations and agreeable outcome.

Chairman Cavecche asked that Mr. Henry convey her personal thanks to his team for the manner in which these negotiations were held.

21. Chief Executive Officer's Report

CEO, Arthur T. Leahy, informed the Board:

- √ A field trip to San Diego is scheduled for Friday, October 12, to see their MAGLEV project, and Members are invited to attend;
- √ The Buena Park Metrolink Station dedication is scheduled for Saturday, October 6, and all Members are invited to attend;
- √ Discussions have been underway with the Transportation Corridor Agencies and Coastal Commission regarding the extension of the 241 toll road. OCTA will have staff in Sacramento to discuss the issue with Senator Ackerman. It is believed a delay is being sought for the currently-scheduled October 11 Coastal Commission meeting;

21. (Continued)

- √ Staff will be coming to the Board regarding adding an option to the South County Major Investment Study, including additional lanes on the I-5 freeway. A discussion will likely result regarding real estate impacts;
- √ A hand-out was provided to the Directors from the Transportation Corridor Agencies (TCA), which is also being circulated to individuals along the I-5 corridor. The flyer seeks to alert the community that there could be significant of commercial and residential real estate along the I-5 should widening that highway be the approved approach;
- √ Mr. Leahy suggested to his counterpart at the TCAs that a series of presentations be provided to north and central county cities be done by TCA and OCTA staffs in an effort to assist city councils who have not taken positions on the 241 extension.

22. Directors' Reports

Director Amante referred to the above-mentioned TCA hand-out and provided comments related to the 241 extension. He stated he will be attending the Coastal Commission meeting(s) which are scheduled.

Director Moorlach asked if there may be a CD of the San Diego MAGLEV project that could be distributed. Staff responded they could check if something is available.

Director Glaab stated that his city council voted to have a presentation by OCTA and TCA on what is being considered in terms of impacts in regard to the 241 project.

Director Winterbottom related a recent experience he had at a bus stop, and thanked OCTA staff for their assistance to getting him on-schedule.

Director Rosen stated he feels all 34 cities in the County should be asked to pass a resolution to support the 241 extension project. He also stated that someone should come to speak at the city councils on the potential impacts.

Vice Chairman Norby provided comments on transit-oriented development in the areas around the train stations.

23. Closed Session

Although a Closed Session had been agendized for this meeting, it was deemed that it was no longer necessary.

24. Adjournment

The meeting adjourned at 11:08 a.m. Chairman Cavecche stated that the next regularly scheduled meeting of this Board will be held at **9:00 a.m. on October 22, 2007**, at the OCTA Headquarters.

ATTEST

Wendy Knowles
Clerk of the Board

Carolyn V. Cavecche
OCTA Chairman

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
October 5, 2007

Call to Order

The October 5, 2007, special meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Cavecche at 11:09 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
Richard Dixon
Paul Glaab
Cathy Green
Allan Mansoor
John Moorlach
Janet Nguyen
Mark Rosen
Gregory T. Winterbottom
Cindy Quon, Governor's Ex-Officio Member

Also Present: Arthur T. Leahy, Chief Executive Officer
Paul C. 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
Peter Buffa
Bill Campbell
Curt Pringle
Miguel Pulido

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.

There were no comments offered by the public.

1. Southern California National Freight Gateway Cooperation Agreement

Chief Executive Officer, Arthur T. Leahy, offered an update on this agreement and summarized other agencies' support signified by their signatures to this document.

Chairman Cavecche asked for confirmation that this is a non-binding agreement and that OCTA can retract its support should it become necessary through the course of the goods movement issues moving forward. Counsel confirmed that this agreement is non-binding.

A motion was made by Vice Chairman Norby, seconded by Director Brown, and declared passed by those present, to authorize the Chief Executive Officer to execute the Southern California National Freight Gateway Cooperation Agreement among federal, state, regional, and local agencies.

2. Adjournment

The meeting adjourned at 11:17 a.m. Chairman Cavecche announced that the next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Friday, October 22, 2007**, at the OCTA Headquarters.

ATTEST

Wendy Knowles
Clerk of the Board

Carolyn V. Cavecche
OCTA Chairman



ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

LY TRAN

WHEREAS, the Orange County Transportation Authority recognizes and commends Ly Tran; and

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

WHEREAS, Ly's repair and maintenance skills of the Garden Grove bus fleet are exceptional. His skills and superb attitude in performing all facets of his job have earned him the respect of all that work with him; 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 Ly Tran as the Orange County Transportation Authority Maintenance Employee of the Month for October 2007; and

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

Dated: October 22, 2007

Carolyn V. Cavecche, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2007-61





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

KENNETH DOOLEY

WHEREAS, the Orange County Transportation Authority recognizes and commends Kenneth Dooley; and

WHEREAS, be it known that Kenneth Dooley has been a principal player at the OCTA and has performed his responsibilities as a Coach Operator in a professional, safe, courteous, and reliable manner; and

WHEREAS, Kenneth Dooley has demonstrated that safety is paramount by achieving 32 years of safe driving; and

WHEREAS, Kenneth Dooley has demonstrated his integrity by maintaining an excellent attendance record, and his dedication exemplifies the high standards set forth for Orange County Transportation Authority employees; and

WHEREAS, Kenneth Dooley has proven that "Putting Customers First" is the only way to conduct yourself as a professional coach operator at OCTA and Ken's attention to detail and concern for his customers have helped OCTA ridership grow.

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

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

Dated: October 22, 2007

Carolyn V. Cavecche, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2007-63





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

JOHN "JACK" JACOBUS

WHEREAS, the Orange County Transportation Authority recognizes and commends John "Jack" Jacobus; and

WHEREAS, be it known that Jack Jacobus has been a principal player at the OCTA and has performed his responsibilities as a Coach Operator in a professional, safe, courteous, and reliable manner; and

WHEREAS, Jack Jacobus has demonstrated that safety is paramount by achieving 32 years of safe driving; and

WHEREAS, Jack Jacobus has demonstrated his integrity by maintaining an excellent attendance record, and his dedication exemplifies the high standards set forth for Orange County Transportation Authority employees; and

WHEREAS, Jack Jacobus has proven that "Putting Customers First" is the only way to conduct yourself as a professional coach operator at OCTA and Jack's attention to detail and concern for his customers have helped OCTA ridership grow.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare John "Jack" Jacobus as the Orange County Transportation Authority Coach Operator Employee of the Month for October 2007; and

BE IT FURTHER RESOLVED that the Orange County Transportation Authority Board of Directors recognizes John "Jack" Jacobus' valued service to the Authority.

Dated: October 22, 2007

Carolyn V. Cavecche, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2007-62





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

OLGA PRADO

WHEREAS, *the Orange County Transportation Authority recognizes and commends Olga Prado; and*

WHEREAS, *Olga Prado is a valued member of the Development Division and one who on a daily basis plays an important role in the success of the Division's activities; and*

WHEREAS, *Olga Prado has performed her duties as Administrative Assistant to the Executive Director for the Authority's Development Division in an outstanding manner, demonstrating integrity, flexibility, and professionalism in working with Authority staff at all levels; and*

WHEREAS, *Olga Prado's excellent communication skills, teamwork, professional ethics, and can-do attitude provided for successful transitions of the Development Division activities during management and organizational changes over the past year; and*

WHEREAS, *Olga Prado's knowledge and understanding of Authority administrative procedures have contributed to the Authority's successful efforts to mobilize the implementation of the Renewed Measure M program.*

NOW, THEREFORE, BE IT RESOLVED *that the Authority does hereby declare Olga Prado as the Orange County Transportation Authority Administrative Employee of the Month for October 2007; and*

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

Dated: October 22, 2007

Carolyn V. Cavecche, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2007-64





BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Orange County Transportation Authority's Draft 2008
Federal Legislative Platform

Legislative and Government Affairs/Public October 4, 2007
Communications Committee

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation (reflects change from staff recommendations)

Authorize staff to circulate copies of the Draft 2008 Federal Legislative Platform to advisory groups, Orange County legislative delegations, cities, and interested members of the public with recommended changes.

NOTE: *Revised Attachment A is provided to reflect comments by the Committee to the Draft 2008 Federal Legislative Platform.*

Draft Orange County Transportation Authority 2008 Federal Legislative Platform

PLEASE NOTE THAT CHANGES RESULTING FROM COMMENTS MADE AT THE OCT 4, 2007 LGA COMMITTEE MEETING AND THE OCT 11, 2007 TP&O COMMITTEE MEETING ARE NOTED IN BOLD/BLUE

INTRODUCTION

With a population of over three million, Orange County is the third most populous county in California and the sixth most populous 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 transit system 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. However, according to the latest annual survey of urban mobility by the Texas Transit Institute, the Los Angeles metropolitan area, including Long Beach and Orange County, also has the most congestion of any metropolitan area in the nation, delaying drivers an average of 72 hours per year. 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 second session of the 110th Congress.

PRINCIPLES AND OBJECTIVES

OCTA will use the following principles and objectives to guide implementation of the specific recommendations contained in this platform:

1. OCTA will seek to obtain a fair share of discretionary appropriations for transportation projects within the County, taking into account its size, population, congestion mitigation and particular transportation needs;
2. OCTA will support the transportation legislative efforts and objectives of other Orange County entities, as appropriate to further the implementation of this platform;
3. In order to accomplish the goals of this platform, the OCTA will seek to work with other entities such as the Orange County Business Council, and regional entities such as county transportation commissions and transit agencies, and the Southern California Association of Governments and will participate in the Mobility 21 legislative effort.
4. OCTA will take an active role in the process of reauthorization of the federal highway and transit programs, reaching out to the region, state, and appropriate congressional leaders, and working with them towards reauthorization of a program which benefits the County.

I. Fiscal Year 2009 Transportation Appropriations

The annual appropriations process will play a significant roll in the OCTA 2008 federal legislative platform. Given that the federal surface transportation authorization bill, the

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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. In addition, a change in Congressional approach during the first session of the 110th Congress has led to fewer transportation earmarks nationally, and lower amounts contained in those 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 congestion relief projects, which will increase the highway and transit mobility and goods movement along the North-South I 5/I-405/LOSSAN Corridor and the East-West SR-91 and Burlington Northern Santa Fe /Orangethorpe (Alameda Corridor East) Corridor. To this end, as part of the fiscal year 2009 transportation appropriations bill, OCTA will ~~te~~ work with its Congressional delegation to secure greater levels of federal investment in the following projects:

- a) The Anaheim Regional Transportation Intermodal Center (ARTIC).
- b) Riverside Freeway (State Route 91) widening and Orange County/Riverside chokepoint projects congestion relief projects.
- c) Grade separation improvements along the Alameda Corridor East in north Orange County.
- d) San Diego Freeway (Interstate 405) widening and improvements. Including interchange improvements, as well as bridges and overcrossings.
- e) San Diego Freeway (Interstate 5) and Ortega Highway chokepoint and interchange improvements.
- f) Improvements to relieve chokepoint congestion at the Interstate 5 (I-5) and Costa Mesa Freeway (State Route 55).
- g) Extension of the I-5 South high occupancy lane (HOV) lane project.
- h) The Orange County Rapid Transit project, which may include Metrolink service enhancements, Go Local projects and/or Bus Rapid Transit.
- i) Improvements along the Bristol Street multi-modal corridor in Santa Ana.
- j) Federal funding needed for the West Orange County Interchanges (Phase II of State Route 22) and I-405 widening projects including any needed easements from the Seal Beach Naval Weapons Center
- k) Inter-county express bus service to assist commuters between Orange, Los Angeles, and Riverside counties.

Other annual funding priorities for OCTA include:

- l) 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.
- m) Support New Start, (greater than \$250 million in total project cost) Small Start (less than \$250 million in total project cost with no more than \$75 million in federal share), and Very Small Start (less than \$50 million in total project cost with no more than \$40 in federal share and costing no more than \$3 million per mile exclusive of vehicles) funding for the

Draft Orange County Transportation Authority 2008 Federal Legislative Platform

Orange County Rapid Transit Project, and/or projects resulting from the Go Local process.

- n) Support full funding of Section 5309 (m)(1)(a) rail modernization grant funds.
- o) Support bus and bus-related OCTA projects under Section 5309 (m)(1)(c) and oppose the diversion of significant bus discretionary funding to urban partnership agreement grants.
- p) 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.

II. Additional Project Authorizations, Technical Corrections, and Statutory or Regulatory Changes

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. The OCTA will seek project authorization and funding in the following areas, as part of a SAFETEA-LU technical corrections effort, in stand alone legislation or in the next reauthorization:

- a) Support legislative efforts to authorize the State Route 91 (SR-91) congestion relief projects.
- b) Support specific authorization and funding for the Anaheim Regional Transportation Intermodal Center (ARTIC).
- c) Support continued authorization of and funding for the four-county 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 as a segment of the high speed Maglev system between Las Vegas, Nevada and Anaheim 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.

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- g) Upon definition and approval by OCTA Board, pursue the authorization and funding of a pilot transportation project employing new transit technology.**
- h) Pursue federal legislation to eliminate the dollar bill in favor of the dollar coin**

In addition, as the implementation of SAFETEA-LU continues, OCTA has identified several regulatory changes which would improve the delivery of the federal transportation program. OCTA will continue to seek opportunities to address and achieve these changes, as follows:

- i) 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.**
- j) SAFETEA-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.**
- k) 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.**
- l) If necessary, work with the Federal Highway Administration or appropriate members of Congress, to obtain flexibility regarding the operation of HOV lanes**

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) Upon definition and approval by the OCTA Board, seek support from the Federal Transit Administration (FTA) 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 New Starts, Small Starts and Very 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).**

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

IV. Advocacy Efforts for State Route 241 Foothill South Extension

The last 16 miles of the 67 mile Transportation Corridor Agencies (TCA) toll road system, known as the Foothill South project, is essential for regional mobility and is an important component of the Southern California Association of Governments' and the San Diego Association of Governments' regional transportation plans.

The Foothill South project has undergone twenty years of environmental review, costing in excess of \$20 million, including three state environmental impact reports and a federal environmental impact statement. The project represents the only Southern Orange County travel alternative to the I-5, which already is dominated by severe traffic congestion negatively impacting travelers throughout the County.

In 2007, an amendment was attached to the National Defense Authorization Act in the House. This House amendment, offered by Congresswoman Davis (D-San Diego) would change the terms of a lease between the State of California and the federal government for right-of-way located on Camp Pendleton which is necessary to complete the project. The Davis amendment lease alteration would halt or severely impede the ability of the TCA to construct the Foothill South Project. Therefore, the OCTA will pursue the following strategy regarding the Foothill South Extension:

- a) **Oppose inclusion of any provision into the present or any future National Defense Authorization Act which would in any way interfere with the existing Camp Pendleton lease rights necessary to complete the Foothill South project.**
- b) **Oppose the inclusion of any provision in federal law which would in any way halt or severely impede the completion of the Foothill South Project.**
- c) **Work in an active partnership with the TCA in Washington to explain the transportation impacts for all of Orange County which will result from failure to complete the Foothill South project.**

V. Reauthorization of the Highway and Transit Programs

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The SAFETEA-LU highway and transit authorization bill will expire on September 30, 2009. Moreover, due to the planned spend-down of balances in the highway trust fund (HTF) and less than anticipated revenue growth within the HTF, there are likely to be insufficient funds to meet existing authorized SAFETEA-LU expenditure levels by as early as the middle of 2008. Therefore, a number of proposals for future highway and transit authorization are expected to be discussed in 2008. OCTA intends to conduct a Board workshop in 2008 which will present the problems which need to be addressed in reauthorization and the reauthorization policy issues under consideration.

The OCTA will analyze key reauthorization proposals as they emerge to determine: 1) the source and adequacy of proposed future revenues to meet future transportation needs and the economic impact to the public of collection of those revenues; 2) the extent to which a proposal will maximize the return of federal revenues to California and to the OCTA; and 3) whether or not the proposal contains any unfunded statutory or regulatory mandates applicable to the OCTA. Based upon this analysis, the OCTA will seek a Board determination of the appropriate approach to the proposal in Washington.

VI. Goods Movement

The movement of goods to and from the ports of Los Angeles and Long Beach (POLA/LB) has been a major contributor to traffic congestion on Orange County highways, streets and roads. An estimated 43 percent of all United States (U.S.) container traffic and 54 percent of U.S./Asian containerized trade is handled by the port complex of POLA/LB, making them the fifth largest port complex in the world. Most significantly, 50 to 70 percent of the freight coming through POLA/LB is destined for areas outside of the Southern California region.

The trade volume is expected to increase dramatically in the next 20 years. This industry supports one out of every seven jobs in the state, contributing more than \$200 billion per year to the state's economy, including more than \$16 billion in tax revenues to state and local government. An estimated 700,000 jobs in the logistics industry (e.g. trucking, railroads, and warehousing) are directly related to freight movement in Southern California, with nearly 107,000 of these jobs being located in Orange County.

Current revenue streams are not sufficient to fund the projects needed to offset the costs of moving these goods. Additionally, existing state and local infrastructure is unable to handle the increasing demands placed on it by the growth in goods moving through Southern California.

In March of 2007, the Board adopted a Goods Movement Policy intended to guide OCTA decisions regarding goods movement. Further, in July of 2007, the Board adopted Principles for a Container Fee Program, which are intended to guide analysis of legislative programs applicable to goods movement at ports. OCTA will use these two policies to evaluate any federal legislative proposals regarding goods movement.

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In 2008, the OCTA's advocacy efforts in this regard will emphasize the following:

- a) Pursue new stable, dedicated and secure sources of funding for goods movement infrastructure, such as a goods movement trust fund, which ensure that any revenues are dedicated to use for projects in the corridors where they are collected.
- b) Assure that the benefits of new funding outweigh the economic impact to the public from collection of the revenues
- c) Continue to work with congress, state and local governments, as well as with the private sector, to develop and implement the needed infrastructure programs and projects.
- d) Ensure that public control of goods movement infrastructure projects is retained at the local level.
- e) Seek mitigation for the impacts of goods movement on local communities in Orange County.

VII. Homeland Security

OCTA continues cooperative efforts with neighboring transit agencies, Urban Area Security Initiative (UASI) partners, state and federal Homeland Security grant partners, and local jurisdictions to enhance the security of regional highway, bus and rail systems. In addition to seeking additional grant funding in FY 2008 to secure the county's highways, rail and transit systems, OCTA will pursue the following regulatory and statutory changes to ensure homeland security needs are met:

- a) Support increased federal funding to transit agencies for staff training and operational security improvements for highways, transit, and rail security in the United States.
- b) Support a fair and effective 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.

VIII. Energy Issues

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

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- 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.

IX. Environmental Policy and Other Regulatory Requirements

Federal environmental laws and regulations affecting OCTA include the National Environmental Protection Act (NEPA), the Federal Clean Air Act, Federal Water Pollution Control Act, and the Endangered Species Act. With regard to these acts and related regulations, OCTA will:

- a) Seek opportunities to streamline the environmental process for federally funded projects. For example, OCTA opposes the present practice whereby small pavement rehabilitation projects trigger an environmental review.
- b) Continue to monitor implementation of the NEPA pilot project, authorized by SAFETEA-LU, as it applies to OCTA federally-funded projects.
- c) Monitor any new federal programs seeking to address the environmental impacts of greenhouse gases to ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements.
- d) 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:

- e) Support efforts to work with Caltrans and 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).
- f) Oppose any regulations or administrative guidance seeking to extend through administrative actions the statutory requirements of ADA.
- g) Support expedited federal review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities.

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- h) Support streamlined federal reporting and monitoring requirements to ensure efficiency and usefulness of data and to eliminate redundant state and federal requirements.

X. 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.



October 4, 2007

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Orange County Transportation Authority's Draft 2008 Federal Legislative Platform

Overview

A draft of the Orange County Transportation Authority's 2008 Federal Legislative Platform has been prepared for the Board of Directors' consideration to direct staff to circulate for further review and comment by interested parties.

Recommendation

Authorize staff to circulate copies of the Draft 2008 Federal Legislative Platform to advisory groups, Orange County legislative delegations, cities, and interested members of the public.

Discussion

Annually, Orange County Transportation Authority (OCTA) staff collects legislative ideas from interested parties within Orange County, subsequently evaluating and consolidating suggestions and strategies into a framework document to guide OCTA's federal legislative activities for the upcoming year.

The Draft 2008 Federal Legislative Platform, presented as Attachment A, is proposed to update the adopted 2007 program based upon what has transpired in Washington, D.C. this year and what are anticipated to be the key issues for next year.

Proposed changes from the 2007 Federal Legislative Platform are designated by the yellow highlighted and underlined text. The attachment incorporates new suggestions and initiatives solicited by OCTA staff from the following groups:

- OCTA Board Members (Board)
- OCTA advisory groups
- OCTA division directors, department managers, and staff
- Orange County federal and state legislative delegation members
- Cities, chambers of commerce, and the County of Orange
- Orange County community based organizations and associations

Over 300 groups and individuals were asked to consider issues important to OCTA or problems currently affecting Orange County transportation that might be addressed by legislative solutions. The Federal Relations Department considered the ideas and input received when writing the Draft 2008 Federal Legislative Platform.

Based upon this input, a number of changes have been made to the platform. A new set of principles and objectives has been added which describe an active and collaborative role for the OCTA in seeking its federal legislative goals. The Goods Movement Section has been rewritten to include information on the economic impacts of goods movement in the region and to incorporate by reference the OCTA Goods Movement Policy and Principles for a Container Fee Program which will be used to evaluate any proposed federal goods movement legislation. A new section has been added to the platform to provide the basis for opposition to any federal provisions which would halt or impede the completion of the Foothill Toll Road (State Route 241) South Extension.

Regarding reauthorization of the federal highway and transit program, a new section has been added which recognizes the imminent draw down of all available trust fund balances, and the need to begin to address reauthorization during 2008. A Board workshop is proposed for 2008 which will lay out the reauthorization challenges and provide background on the reauthorization policy issues which will be under discussion in the upcoming months. A three part analysis is proposed in which the Board will look at emerging reauthorization proposals to determine the adequacy and source of funding, how much of that funding will be returned to California and Orange County, and the extent to which any new mandates contained in the proposed legislation are funded.

Regarding appropriations, the draft platform consolidates in one place the list of likely appropriations requests for federal fiscal year (FY) 2009. The requests are focused primarily in two major trade and mobility corridors: one east-west rail and highway corridor, generally along the Riverside Freeway (State Route 91) and Burlington Northern Santa Fe/Orangethorpe (Alameda Corridor East) corridor, and one north-south rail and highway corridor, generally along the Santa Ana Freeway (Interstate 5) and the San Diego Freeway (Interstate 405), Los Angeles to San Diego (LOSSAN) rail corridor, with the Anaheim Regional Transportation Intermodal Center (ARTIC) as a hub.

The platform also proposes a number of minor changes to existing funding provisions. Go Local projects are added as possible candidates for New Start/Small Start or Very Small Start funding. A provision is added to oppose the diversion of bus discretionary funding to Urban Partnership Agreement grants as was the case with the distribution of FY 2007 bus discretionary funding. A provision is also added which will permit pursuing a pilot transit project using new technology, upon Board investigation and approval of the project.

In the regulatory area, the proposed platform calls for working with the Federal Highway Administration (FHWA), and Congress, if necessary, to permit flexibility regarding the operation of high-occupancy vehicle (HOV) lanes in Orange County. The platform would also call for the monitoring of new environmental programs to ensure that any new federal greenhouse gas mandates are funded at the federal level.

Upon the Board's authorization, staff will circulate the Draft 2008 Federal Legislative Platform to key audiences for additional comment and revision. After further staff refinement, the Legislative and Government Affairs/Public Communications Committee will provide a final review and make a recommendation to the Board. The final 2008 Federal Legislative Platform is anticipated to be forwarded to the Board for adoption at its November 26, 2007, meeting.

Summary

Upon Board authorization, the Draft 2008 Federal Legislative Platform will be circulated for review and brought back to the Board in November for adoption.

Attachment

- A. Draft Orange County Transportation Authority 2008 Federal Legislative Platform

Prepared by:



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

Draft Orange County Transportation Authority 2008 Federal Legislative Platform

INTRODUCTION

With a population of over three million, Orange County is the third most populous county in California and the sixth most populous 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 transit system 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. However, according to the latest annual survey of urban mobility by the Texas Transit Institute, the Los Angeles metropolitan area, including Long Beach and Orange County, also has the most congestion of any metropolitan area in the nation, delaying drivers an average of 72 hours per year. 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 second session of the 110th Congress.

PRINCIPLES AND OBJECTIVES

OCTA will use the following principles and objectives to guide implementation of the specific recommendations contained in this platform:

1. OCTA will seek to obtain a fair share of discretionary appropriations for transportation projects within the County, taking into account its size, population, congestion mitigation and particular transportation needs;
2. OCTA will support the transportation legislative efforts and objectives of other Orange County entities, as appropriate to further the implementation of this platform;
3. In order to accomplish the goals of this platform, the OCTA will seek to work with other entities such as the Orange County Business Council, and regional entities such as county transportation commissions and transit agencies, and the Southern California Association of Governments and will participate in the Mobility 21 legislative effort.
4. OCTA will take an active role in the process of reauthorization of the federal highway and transit programs, reaching out to the region, state, and appropriate congressional leaders, and working with them towards reauthorization of a program which benefits the County.

I. Fiscal Year 2009 Transportation Appropriations

The annual appropriations process will play a significant roll in the OCTA 2008 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,

Draft Orange County Transportation Authority 2008 Federal Legislative Platform

the mass transit account, there is limited discretionary funding available year to year for surface transportation earmarks. In addition, a change in Congressional approach during the first session of the 110th Congress has led to fewer transportation earmarks nationally, and lower amounts contained in those 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 congestion relief projects, which will increase the highway and transit mobility and goods movement along the North-South I 5/I-405/LOSSAN Corridor and the East-West SR-91 and Burlington Northern Santa Fe /Orangethorpe (Alameda Corridor East) Corridor. To this end, as part of the fiscal year 2009 transportation appropriations bill, OCTA will to work with its Congressional delegation to secure greater levels of federal investment in the following projects:

- a) The Anaheim Regional Transportation Intermodal Center (ARTIC).
- b) Riverside Freeway (State Route 91) widening and Orange County/Riverside chokepoint projects congestion relief projects.
- c) Grade separation improvements along the Alameda Corridor East in north Orange County.
- d) San Diego Freeway (Interstate 405) widening and improvements. Including interchange improvements, as well as bridges and overcrossings.
- e) San Diego Freeway (Interstate 5) and Ortega Highway chokepoint and interchange improvements.
- f) Improvements to relieve chokepoint congestion at the Interstate 5 (I-5) and Costa Mesa Freeway (State Route 55).
- g) Extension of the I-5 South high occupancy lane (HOV) lane project.
- h) The Orange County Rapid Transit project, which may include Metrolink service enhancements, Go Local projects and/or Bus Rapid Transit.
- i) Improvements along the Bristol Street multi-modal corridor in Santa Ana.
- j) Federal funding needed for the West Orange County Interchanges (Phase II of State Route 22) and I-405 widening projects including any needed easements from the Seal Beach Naval Weapons Center
- k) Inter-county express bus service to assist commuters between Orange, Los Angeles, and Riverside counties.

Other annual funding priorities for OCTA include:

- l) 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.
- m) Support New Start, Small Start, and Very Small Start funding for the Orange County Rapid Transit Project, and/or projects resulting from the Go Local process.
- n) Support full funding of Section 5309 (m)(1)(a) rail modernization grant funds.
- o) Support bus and bus-related OCTA projects under Section 5309 (m)(1)(c) and oppose the diversion of significant bus discretionary funding to urban partnership agreement grants.

Draft Orange County Transportation Authority 2008 Federal Legislative Platform

- p) 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.

II. Additional Project Authorizations, Technical Corrections, and Regulatory Changes

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. The OCTA will seek project authorization and funding in the following areas, as part of a SAFETEA-LU technical corrections effort, in stand alone legislation or in the next reauthorization:

- a) Support legislative efforts to authorize the State Route 91 (SR-91) congestion relief projects.
- b) Support specific authorization and funding for the Anaheim Regional Transportation Intermodal Center (ARTIC).
- c) Support continued authorization of and funding for the four-county 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.
- g) Upon definition and approval by OCTA Board, pursue the authorization and funding of a pilot transportation project employing new transit technology.

In addition, as the implementation of SAFETEA-LU continues, OCTA has identified several regulatory changes which would improve the delivery of the federal transportation program. OCTA will continue to seek opportunities to address and achieve these changes, as follows:

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- h) 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.
- i) 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.
- j) 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.
- k) If necessary, work with the Federal Highway Administration or appropriate members of Congress, to obtain flexibility regarding the operation of HOV lanes

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) Upon definition and approval by the OCTA Board, seek support from the Federal Transit Administration (FTA) 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 New Starts, Small Starts and Very 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) Work with the Southern California Regional Transit Training Consortium on its fiscal year (FY) 2007 legislative efforts to obtain federal funds to streamline bus maintenance training for alternative fuel buses.

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IV. Advocacy Efforts for State Route 241 Foothill South Extension

The last 16 miles of the 67 mile Transportation Corridor Agencies (TCA) toll road system, known as the Foothill South project, is essential for regional mobility and is an important component of the Southern California Association of Governments' and the San Diego Association of Governments' regional transportation plans.

In 2007, an amendment was attached to the National Defense Authorization Act in the House. This House amendment, offered by Congresswoman Davis (D-San Diego) would change the terms of a lease between the State of California and the federal government for right-of-way located on Camp Pendleton which is necessary to complete the project. The Davis amendment lease alteration would halt or severely impede the ability of the TCA to construct the Foothill South Project. Therefore, the OCTA will pursue the following strategy regarding the Foothill South Extension:

- a) Oppose inclusion of any provision into the present or any future National Defense Authorization Act which would in any way interfere with the existing Camp Pendleton lease rights necessary to complete the Foothill South project.
- b) Oppose the inclusion of any provision in federal law which would in any way halt or severely impede the completion of the Foothill South Project.

V. Reauthorization of the Highway and Transit Programs

The SAFETEA-LU highway and transit authorization bill will expire on September 30, 2009. Moreover, due to the planned spend-down of balances in the highway trust fund (HTF) and less than anticipated revenue growth within the HTF, there are likely to be insufficient funds to meet existing authorized SAFETEA-LU expenditure levels by as early as the middle of 2008. Therefore, a number of proposals for future highway and transit authorization are expected to be discussed in 2008. OCTA intends to conduct a Board workshop in 2008 which will present the problems which need to be addressed in reauthorization and the reauthorization policy issues under consideration.

The OCTA will analyze key reauthorization proposals as they emerge to determine: 1) the source and adequacy of proposed future revenues to meet future transportation needs; 2) the extent to which a proposal will maximize the return of federal revenues to California and to the OCTA; and 3) whether or not the proposal contains any unfunded statutory or regulatory mandates applicable to the OCTA. Based upon this analysis, the OCTA will seek a Board determination of the appropriate approach to the proposal in Washington.

VI. Goods Movement

The movement of goods to and from the ports of Los Angeles and Long Beach (POLA/LB) has been a major contributor to traffic congestion on Orange County

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highways, streets and roads. An estimated 43 percent of all United States (U.S.) container traffic and 54 percent of U.S./Asian containerized trade is handled by the port complex of POLA/LB, making them the fifth largest port complex in the world. Most significantly, 50 to 70 percent of the freight coming through POLA/LB is destined for areas outside of the Southern California region.

The trade volume is expected to increase dramatically in the next 20 years. This industry supports one out of every seven jobs in the state, contributing more than \$200 billion per year to the state's economy, including more than \$16 billion in tax revenues to state and local government. An estimated 700,000 jobs in the logistics industry (e.g. trucking, railroads, and warehousing) are directly related to freight movement in Southern California, with nearly 107,000 of these jobs being located in Orange County.

Current revenue streams are not sufficient to fund the projects needed to offset the costs of moving these goods. Additionally, existing state and local infrastructure is unable to handle the increasing demands placed on it by the growth in goods moving through Southern California.

In March of 2007, the Board adopted a Goods Movement Policy intended to guide OCTA decisions regarding goods movement. Further, in July of 2007, the Board adopted Principles for a Container Fee Program, which are intended to guide analysis of legislative programs applicable to goods movement at ports. OCTA will use these two policies to evaluate any federal legislative proposals regarding goods movement.

In 2008, the OCTA's advocacy efforts in this regard will emphasize the following:

- a) Pursue new stable, dedicated and secure sources of funding for goods movement infrastructure, such as a goods movement trust fund, which ensure that any revenues are dedicated to use for projects in the corridors where they are collected.
- b) Continue to work with congress, state and local governments, as well as with the private sector, to develop and implement the needed infrastructure programs and projects.
- c) Ensure that public control of goods movement infrastructure projects is retained at the local level.
- d) Seek mitigation for the impacts of goods movement on local communities in Orange County.

VII. Homeland Security

OCTA continues cooperative efforts with neighboring transit agencies, Urban Area Security Initiative (UASI) partners, state and federal Homeland Security grant partners, and local jurisdictions to enhance the security of regional highway, bus and rail systems. In addition to seeking additional grant funding in FY 2008 to secure the county's highways, rail and transit systems, OCTA will pursue the following regulatory and statutory changes to ensure homeland security needs are met:

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- a) Support increased federal funding to transit agencies for staff training and operational security improvements for highways, transit, and rail security in the United States.
- b) Support a fair and effective 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.

VIII. Energy Issues

Legislation addressing U.S. policies on energy is likely to play a role in the continuation of the 110th Congress. The transportation sector is the largest consumer of petroleum in the U. S. 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.

IX. Environmental Policy and Other Regulatory Requirements

Federal environmental laws and regulations affecting OCTA include the National Environmental Protection Act (NEPA), the Federal Clean Air Act, Federal Water Pollution Control Act, and the Endangered Species Act. With regard to these acts and related regulations, OCTA will:

- a) Seek opportunities to streamline the environmental process for federally funded projects. For example, OCTA opposes the present practice whereby small pavement rehabilitation projects trigger an environmental review.
- b) Continue to monitor implementation of the NEPA pilot project, authorized by SAFETEA-LU, as it applies to OCTA federally-funded projects.
- c) Monitor any new federal programs seeking to address the environmental impacts of greenhouse gases to ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements.

Draft Orange County Transportation Authority 2008 Federal Legislative Platform

- d) 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:

- e) Support efforts to work with Caltrans and 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).
- f) Oppose any regulations or administrative guidance seeking to extend through administrative actions the statutory requirements of ADA.
- g) Support expedited federal review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities.
- h) Support streamlined federal reporting and monitoring requirements to ensure efficiency and usefulness of data and to eliminate redundant state and federal requirements.

X. 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

October 16, 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.



October 18, 2007

To: Legislative and Government Affairs/Public Communications Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Federal Legislative Status Report

Overview

This Federal Legislative Status Report provides an update on federal appropriations for fiscal year 2008 and discusses a bill approved by the Senate Finance Committee which would generate new revenues in order for the highway trust fund to be able to meet obligation levels provided by the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users.

Recommendation

Receive and file as an information item.

Discussion

Appropriations

Congress has passed a continuing resolution which will keep the federal government operating at fiscal year (FY) 2007 levels until November 16. Both the House and Senate have now passed their versions of the FY 2008 Transportation, Housing and Related Agencies Appropriations (THUD Appropriations) bill. However, the Senate has not yet appointed conferees for the conferencing of these two versions of the bill. In light of a threatened presidential veto of the THUD Appropriations bill, it is unclear when this conference will take place, or if the final bill may be packaged with other appropriations bills which the President may be more inclined to sign.

As reported earlier, on July 24 the House passed its THUD Appropriations bill, which fully funds the federal highway and transit programs at the level guaranteed by Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), maintaining the traditional split of approximately 80 percent for highway funding and 20 percent for transit

funding. In September, the Senate passed its THUD Appropriations bill by a vote of 88 to 7. The Senate version is similar to the House THUD Appropriations bill, but with a transit program appropriation of \$134 million less than the House version for the transit New Starts program and \$3.7 million less than the House version for Federal Transit Administration (FTA) operations. The Senate THUD Appropriations bill also contains an additional \$1 billion to be obligated from the highway trust fund as grants to the states to upgrade aging bridges, based upon a formula enacted in SAFETEA-LU.

During floor consideration of the Senate THUD Appropriations bill, two amendments of interest were added to the legislation. The first amendment prohibits the FTA from implementing a final rule for the New Starts program. This amendment was added in response to dissatisfaction by Congress and the transportation industry over the fact that the development of the proposed rule did not sufficiently follow the guidance provided by SAFETEA-LU regarding New Start project eligibility and evaluation. The second amendment limits the amount of bus and bus facility discretionary funds that the U.S. Department of Transportation can distribute for its Urban Partnership Congestion Initiative (UPCI) program in FY 2008. The limitation states that the UPCI program can receive only 10 percent of bus discretionary funds that remain available to be distributed by FTA after SAFETEA-LU and THUD earmarks are honored. This provision was added in response to the FTA's decision to distribute virtually all of the FY 2007 bus discretionary funds to a handful of urban areas under the UPCI program, thereby ignoring the discretionary bus funding needs of the vast majority of transit systems nationwide.

Highway Trust Fund Revenues

The Administration and the Congressional Budget Office currently project existing highway account revenues will fall short of supporting SAFETEA-LU's highway investment commitments by \$4.3 billion in FY 2009. The gap would further widen if the proposal included in the Senate THUD Appropriations bill to provide an additional \$1 billion in FY 2008 bridge program funds becomes law. If this situation is left unaddressed, highway account revenues could only support a FY 2009 federal highway program of \$27 billion well below the SAFETEA-LU guaranteed amount.

As a response to this impending crisis, the Senate Finance Committee has unanimously approved the American Infrastructure Investment and Improvement Act which will generate new revenues for the highway account to ensure that the SAFETEA-LU investment guarantees can be fulfilled.

The highway account provisions approved by the Senate Finance Committee would raise approximately \$5.7 billion in new highway account revenues—more than enough to ensure the highway trust fund's solvency through FY 2009. The proposal developed by Senate Finance Committee Chairman Max Baucus (D-Montana) and Ranking Republican Charles Grassley (R-Iowa) consists of provisions to be added to the aviation reauthorization bill that would:

- Replenish the highway trust fund for emergency expenditures paid out of the fund since 1998, such as federal responses to the September 11 terrorist attacks and several hurricanes. The proposal recognizes this type of spending is more appropriately financed from the federal general fund than the highway trust fund.
- Suspend motor fuel tax exemptions provided to state and local governments and certain agricultural activities for six months. This would be accomplished via adjustments to the transfers between the highway trust fund and the general fund, without any actual change in the current exemption provided to state and local governments at the pump.
- Implement additional reforms to eliminate illegal fuel tax evasion.

The next step will be Senate floor consideration of the aviation reauthorization bill that will include the provisions of the American Infrastructure Investment and Improvement Act.

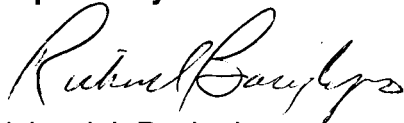
Summary

Congress has passed a continuing resolution which will fund the operation of the federal government until November 16. The Senate Finance Committee has approved a proposal which would add revenues to the highway account sufficient to meet the guaranteed investment levels contained in SAFETEA-LU. The federal consultants' most recent monthly reports are also provided as attachments to the report.

Attachment

A. Federal Consultants' Monthly Reports

Prepared by:



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

JAMES F. MCCONNELL
ATTORNEY-AT-LAW
1130 CONNECTICUT AVENUE, N.W.
SUITE 300
WASHINGTON, D.C. 20036
Office: 202-223-2451
Mobile: 917-434-3603
Fax: 202-331-1598
E-mail: jmccconnell@fsgnet.com

ORANGE COUNTY TRANSPORTATION AUTHORITY
Washington Report
September 2007

Congress returned to Washington after Labor Day facing the prospect of having Fiscal Year 2008 begin on October 1 without a single appropriation bill having been enacted. Part of this was deliberate. If the President was determined to veto some of the domestic appropriations bills in an effort to show his seriousness about reining in spending, the Democrats were determined not to send him his three priority appropriations—Defense, Military Construction, and Homeland Security—independent of domestic spending bills. (One or two politically popular bills, such as Labor-HHS-Education or Transportation-HUD might be sent to the White House separately to be vetoed in order to try to embarrass the Administration.)

The three national security-related bills are being held hostage to the domestic appropriations which will be added to the defense-oriented bills in an attempt to shield the domestic bills from a veto later. Meanwhile, September—and the FY 2007—ended with passage of a Continuing Resolution (CR) to fund the Federal Government through November 16.

The Senate passed its version of the Transportation-HUD appropriations bill (H.R. 3074) on September 12. It was the fourth of 11 money bills for FY 08 to be adopted by the Senate. The vote was 88-7. The bill, totaling \$104.7 billion, was essentially the same as the one reported in July. However, one amendment adopted on the floor would free up \$1 billion in added funding to upgrade aging bridges around the nation. The amendment, by Transportation-HUD Appropriations Subcommittee Chair Patty Murray (D-WA), would not directly appropriate the money. Rather, it would allow an extra \$1 billion to be obligated directly from the Highway Trust Fund. The funds would be distributed as grants to states based on a formula enacted in SAFETEA-LU.

Many Republicans, led by Senator Christopher Bond (R-MO), objected to the amendment on grounds that it would exacerbate predicted shortfalls in the Highway Trust Fund, which is funded by the Federal gasoline tax rather than annual appropriations. The Office of Management and Budget says the trust fund could have a shortfall of \$3.8 billion to \$4.3 billion by FY 2009 unless new revenue streams are found or highway spending is significantly cut.

The White House leveled a veto threat at the bill claiming it represents an "irresponsible and excessive level of spending." About half of the bill is funded by taxes on gasoline and jet fuel. The bill's discretionary spending—or the General Fund revenues controlled by appropriators—is only \$3.1 billion above the President's own request. The Statement of Administration Policy took issue with various funding increases proposed by Senate appropriators, including for highway programs, Amtrak, airport improvement projects, low-income housing and community development grants.

The Senate also resumed debate on the Department of Defense (DoD) authorization bill, H.R. 1585, upon their return to Washington. This year's bill is particularly important to Orange County because of language in the House version inserted at the request of Representative Susan Davis (D-San Diego), subjecting the final 16 miles of the Foothill Transportation Corridor to state environmental review. While the Transportation Corridor Agencies fully intend to comply with all Federal and state environmental laws, the Davis Amendment would permit the State Legislature, or any applicable state agency, to block construction of the road on political grounds, notwithstanding certification of compliance with all environmental laws and regulations.

The preferred alignment for the Foothill-South project would traverse a portion of the San Onofre State Park, which is on leased Federal property, i.e. USMC Camp Pendleton. The Davis Amendment thus sets up the possibility of a state agency being able to dictate the terms of usage for activities on Federal lands. While such a provision would not pass constitutional muster, the resulting court case could delay the Foothill-South project for an untold number of years, adding millions of dollars to construction costs.

The Transportation Corridor Agencies came to Washington in mid-September to brief the congressional delegation and meet with staff for Senator Feinstein, as well as officials at the Marine Corps, Department of the Navy and DoD. In addition, I met with Congresswoman Loretta Sanchez on September 19 to discuss issues related to the Davis Amendment. That meeting paved the way for a telephone meeting between the Congresswoman and Director Bill Campbell to discuss possible compromise language to the Davis Amendment when the DoD bill gets to conference.

In addition to the conversation with Representative Sanchez, the meeting with the Feinstein staff set in motion a proposal, authored by Director Campbell, by which the TCA would offer the state a \$100 million package of environmental benefits in conjunction with construction of the Foothill-South project.

The \$100 million—a sum equal to one-fourth of the annual California State Parks operating budget—is proposed to be used to:

- Fund the extension of the lease at San Onofre State Beach Park and Trestles. The lease expires in 14 years and the current lease arrangement of \$1 for 50 years will not be possible under current Federal law. New leases on Federal property must be negotiated based on fair market value (\$70 million).

- Fund the construction of new or improved camping facilities at San Onofre State Beach Park, restore the historic cottages at Crystal Cove State Park, construct new campgrounds in Crystal Cove State Park, or fund the development of other coastal camping resources as determined by the California State Parks and Recreation Department (\$20 million).
- Provide \$10 million to restore 150 acres of Coastal Sage Scrub habitat in Crystal Cove State Park.

I also met during the month with Representatives Ken Calvert and Gary Miller on the status of the Davis Amendment, as well as with staff for Congressmen John Campbell and Duncan Hunter (R-El Cajon).

Meanwhile, the Senate was set to complete debate on the authorization bill on October 1. A House-Senate conference committee would then begin negotiations to finalize a compromise version of the differing bills. The language impacting the TCA is contained in the House version, but not the Senate, thus setting up a conferenceable issue. Last year's DoD authorization conference continued until December, and there is no way of predicting the length of this year's negotiations.

With the Continuing Resolution now funding Federal programs until November 16, Congress has bought itself an additional six weeks to try to finalize FY 08 spending bills. Likewise, negotiations will begin on the DoD authorization bill.

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

- E-MAIL EXCHANGES AND TELEPHONE CALL WITH K. DEDRICK ABOUT TECHNICAL CORRECTIONS BILL
- REVIEW SAFETEA CORRECTIONS BILL
- TELEPHONE CALLS WITH A. KLEIN AND S. KLINE OF THE SENATE BANKING COMMITTEE ABOUT FY'07 BUS GRANTS
- E-MAIL TO R. BACIGALUPO AND REVIEW OF FEDERAL TRANSIT ADMINISTRATION LETTER ON BUS FUNDING
- MEETING WITH J. O'KEEFE WITH SENATE EPW COMMITTEE ABOUT SAFETEA CORRECTIONS
- LUNCH MEETING WITH J. KOLB FROM THE HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE ABOUT SAFETEA CORRECTIONS AND REAUTHORIZATION
- TELEPHONE CALLS WITH R. BACIGALUPO AND B. BOEHLERT ABOUT SAFETEA TECHNICAL CORRECTIONS
- ATTEND BIWEEKLY NEW STARTS WORKING GROUP MEETINGS AND PREPARE SUMMARY NOTES FOR CLIENT
- READ DAILY PRESS CLIPS
- PARTICIPATED IN BIWEEKLY CONFERENCE CALLS
- PREPARE WEEKLY UPDATE

Subject: OCTA LOBBYING ACTIVITY REPORT for THE MONTH OF AUGUST

1. Objectives

During the month of August the House of Representatives was in recess. During the recess we continued meet with Congressional leaders on behalf of OCTA to discuss the current discretionary funding deficiencies in the T-HUD Appropriations bills. Specifically Mr. Alcalde coordinated an event for Congressman Joe Knollenberg, Ranking Member of the Transportation-HUD Appropriations Sub committee member in Orange County, California. Mr. Alcalde also attended an event with Congressman Don Young in Alaska. The following were the objectives that Potomac Partners DC continue to advance this month:

- Work with Rep. Knollenberg and Lewis for additional opportunities to secure funding for OCTA appropriation requests that were not included in Chairman Olver's Manager's Amendment to the T-HUD Appropriations Bill.
- Monitor the progress of Technical Corrections to SAFETEA LU.
- Cultivate Congressional allies for OCTA outside of the Orange County delegation and facilitate visits to Orange County over the next few months to help position OCTA projects for the reauthorization of the next SAFETEA-LU Bill and for the continuing FY08 and future Appropriations cycles.

2. Discussion

➤ **Appropriations Cycle--**

The House has passed the remaining Appropriation Bills before the August recess. Many of the bills were above the President's budget prompting a veto threat from the White House. The Senate passed Military Construction-VA Appropriations the first week of September followed by the State-Foreign Operations bill and then the Transportation-HUD bill. Transportation-HUD bill is expected to quickly move to conference. We discussed opportunities with Congressman Miller and his staff and we are prepared to take advantage of any opportunity in conference to add language for SR-91 projects. Many Congressional leaders believe the Senate will struggle to pass any of the remaining bills well past the September 30th deadline to enact new spending for the 2008 fiscal year. In such a situation, it is possible that the budget impasses will finally be resolved by an omnibus spending bill (which combines several spending bills into one) or a continuing resolution through middle of November.

In an Omnibus bill scenario the opportunity to add additional language outside of the House or Senate version becomes possible.

➤ **Congressional Outreach--**

Congressman Knollenberg came to Orange County California and had a successful visit that helped him learn first hand about the transportation needs of OCTA. Specifically during Congressman Knollenberg's visit we stressed the importance of the SR-91 projects in addition to several other OCTA priorities.

We are also following up with Congressman Mica, Ranking Member of the House T&I Committee, who will also be coming to Orange County in the Fall. We are continuing to pursue opportunities for the Authority to come to Washington and testify about the innovative nature of the SR-91 toll lane's variable pricing system.



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Preliminary Proposition 1B Trade Corridor Improvement Fund Program of Projects

Transportation 2020 Committee

October 15, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Direct staff to continue to participate in the Trade Corridor Improvement Fund criteria development and return to the Board of Directors in December with a prioritized list of projects.



October 15, 2007

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Preliminary Proposition 1B Trade Corridor Improvement Fund Program of Projects

Overview

On November 7, 2006, California voters passed Proposition 1B, which provided \$19.9 billion for investment in transportation infrastructure. Proposition 1B established the Trade Corridor Improvement Fund, which dedicated \$2 billion for investment in goods movement projects throughout the State. Staff has prepared a candidate list of projects for Board of Directors review.

Recommendation

Direct staff to continue to participate in the Trade Corridor Improvement Fund criteria development and return to the Board of Directors in December with a prioritized list of projects.

Background

In November 2006, voters passed Proposition 1B, a \$19.9 billion transportation bond initiative. Proposition 1B established the Trade Corridor Improvement Fund (TCIF), which specifies that \$2 billion of the \$19.9 billion be used for goods movement projects throughout the state. The TCIF funds are to be distributed through a competitive process as defined by the California Legislature (Legislature). Once the Legislature has approved program guidelines the California Transportation Commission (CTC) will administer the program. The CTC will allocate funds to projects along federally designated "trade corridors of national significance" and other corridors with high volumes of freight movement within the state. The Alameda Corridor East (ACE), which traverses through Orange County, has this federal designation. The other designated corridors are in the Bay Area, San Joaquin Valley, and the border corridor in San Diego.

In anticipation of its role in the TCIF allocation process, the CTC convened statewide meetings to discuss the possible allocation process and try to garner a consensus list of projects. Additionally, the Orange County Transportation Authority (OCTA) has been working as part of the Southern California Consensus TCIF Working Group to gain regional support and consensus on the goods movements needs and priorities for the region. Both of these efforts have helped further define the program goals and develop candidate lists of projects; however, the Legislature has not put forward program guidelines to provide guidance and direction on the CTC allocation process. The Secretary of Business, Transportation & Housing Agency, Dale Bonner, has urged the CTC to adopt a program of projects for TCIF by December 31, 2007 (Attachment A). He further urged both the CTC and regions to reach consensus so that the major priorities are clearly defined and packaged for the Governor to include in his fiscal year 2008-09 budget proposal.

Discussion

Although the program criteria are yet to be defined, it is prudent to develop a prioritized list of projects to ensure that Orange County is ready once the criteria are established. The TCIF is a competitive program, and as such, project selection is likely to be based heavily on project readiness and each project's ability to improve goods movement. Staff has identified a candidate list of projects for consideration for submission to the CTC (Attachment B). Projects have been preliminarily prioritized based on readiness and ability to meet the goods movements goals.

The candidate project list includes grade separations on both ACE and the Los Angeles to San Diego corridor, as well as three key freeway projects with high truck volumes. The freeway projects include two projects on the Riverside Freeway (State Route 91) and one Orange Freeway (State Route 57) project. The estimated cost of all 21 proposed projects is nearly \$1.354 billion.

The TCIF program criteria are also likely to consider local match as a critical factor. OCTA's ability to provide nearly 50 percent local match in the Corridor Mobility Improvement Account project nominations proved to be key in our success. Additionally, the Legislature has indicated that a 50 percent match may be required in the final program guidelines. In remaining consistent with prior strategies, if OCTA were to provide 50 percent match for all projects, that would require a commitment of approximately \$677 million. This may include a mix of Renewed Measure M, federal, state, and local sources. Staff has

presented a project-by-project breakdown of the anticipated match requirement on Attachment B.

As the program guidelines are outlined by the Legislature, some of the candidate projects may need to be withdrawn from this preliminary list. Staff is requesting Board of Directors (Board) direction on the preliminary list. Staff will continue to monitor the TCIF program criteria development.

Summary

Proposition 1B, which was passed by the voters in November 2006, provided for \$19.9 billion for investment in transportation infrastructure. Included in Proposition 1B is the TCIF program, which dedicates \$2 billion for goods movement projects statewide. Staff is requesting Board direction to continue to monitor the program criteria development and return with a prioritized list in December for final approval.

Attachments

- A. Letter from the State of California Business, Transportation and Housing Agency, dated September 19, 2007
- B. Preliminary Trade Corridor Improvement Fund Candidate List

Prepared by:



Jennifer Bergener
Manager, Capital & Local Programs
(714) 560-5462

Approved by:



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

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER
Governor

Department of Alcoholic Beverage Control
Department of Corporations
Department of Financial Institutions
California Highway Patrol
California Housing Finance Agency
Department of Housing & Community Development
Department of Managed Health Care



DALE E. BONNER
Secretary

Department of Motor Vehicles
Office of the Patient Advocate
Department of Real Estate
Office of Military & Aerospace Support
Office of Real Estate Appraisers
Office of Traffic Safety
Department of Transportation

BUSINESS, TRANSPORTATION AND HOUSING AGENCY

September 19, 2007

Mr. James Ghielmetti
Chairman
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Trade Corridors Improvement Fund

Dear Mr. Ghielmetti:

The Business, Transportation and Housing Agency (BTH) is aware and appreciates that the California Transportation Commission (Commission) has been working hard over the past several months developing a framework for allocating the \$2 billion portion of the Trade Corridors Improvement Fund (TCIF), with the intent to call for project nominations by the end of 2007 and programming funds by March 2008.

As you know, years of under-investment and rapidly increasing demand have resulted in a growing backlog of needed investments in infrastructure and environmental mitigation for goods movement, a vitally important component of California's economic engine. We estimate the highest priority needs require an investment of at least \$16-20 billion in the next decade, and unfortunately, the purchasing power of existing TCIF dollars diminishes each day owing to rising construction costs.

The Governor feels strongly that goods movement transportation needs in California should be addressed from a statewide, systemic viewpoint so that bottlenecks are not simply shifted from one area to another. Highest priority should be given to projects that improve the statewide goods movement transportation system and achieve overall positive environmental impacts.

Based on information that surfaced during the Commission's proceedings and BTH's recent stakeholders meetings, it is clear that immediate and bold action is required to resolve regional differences and advance the goods movement agenda for the benefit of the state as a whole to

ensure that systemic improvements are addressed. We have a concern that a funding strategy that relies on pre-determined regional funding targets may omit projects of systemic statewide importance.

The Administration's Goods Movement Action Plan (GMAP) released in January 2007 identifies priority projects and lays out a comprehensive plan to address California's present and future goods movement needs. In addition, the California Marine and Intermodal Transportation Advisory Council (CALMITSAC) report, mandated by the Legislature in 2004 and released in April 2007, endorsed a largely overlapping set of priority projects. Both reports recognize and incorporate material from related studies and place major emphasis on infrastructure improvements, environmental impacts and remedial strategies.

Many of these same priorities have been acknowledged by stakeholders that have participated in the Commission's goods movement workshops and our stakeholder meetings during the months of June and July in each of the four trade corridors identified in the GMAP and CALMITSAC report. The meetings confirmed a general consensus on the State's highest priorities, although there remain some differences among the regions relating to which projects should be funded first and in what amounts. The stakeholder meetings also revealed a growing concern among all parties that the problems caused by the delay in addressing goods movement system needs are getting worse, while progress in addressing obvious priorities is moving much too slowly, even though funding is now available.

In addition, while there is much that California itself can do to address the issues associated with goods movement, it is also a matter of vital *national* interest to help fund infrastructure and transportation systems that will keep pace with the growth in global trade, while protecting the health and quality of life for local communities that host this growing flow of traffic. Therefore, there must be a strong federal commitment to major investments that maintain and upgrade our freight transportation infrastructure.

Swift action by the Commission and regional stakeholders will serve the state well by helping to:

- (1) focus state and national attention on California's highest goods movement priorities;
- (2) maximize leveraging opportunities through encouragement of public-private partnerships and other sources of matching funds;
- (3) ensure that investments with inter-regional and statewide benefits will receive due consideration; and
- (4) accelerate the programming and delivery of vital infrastructure projects.

For these reasons, we are asking the Commission to adjust its current approach and adopt by December 31, 2007, a program of TCIF investments to begin addressing the widely acknowledged backlog of goods movement priorities. This timetable will permit the Administration to include a definitive TCIF proposal in the Governor's FY 2008-09 budget proposal and ensure that the

James Ghielmetti
September 19, 2007
Page 3 of 4

Legislature can be fully engaged in the appropriation process immediately upon receiving the budget proposal in January.

At the Commission's September 20 meeting, I will discuss with Commissioners in greater detail a proposed plan of action for adopting a program that: (1) addresses the state's most urgent needs; (2) balances the demands of large and small ports, as well as between seaports, airports, and land ports of entry; (3) provides reasonable geographic balance; and (4) emphasizes investments that improve trade corridor mobility while reducing diesel particulate and other emissions.

We believe a TCIF program can and should be adopted based on the guidelines and criteria set forth in the Bond Act. Any further guidelines or criteria the Commission or the Legislature may seek to adopt should take into consideration the impact on statewide interests and the delay in the allocation of TCIF dollars.

We appreciate the Commission's willingness to consider this approach and look forward to discussing how the Administration, the Commission and the Legislature can work with all interested parties to make timely and prudent investments that will improve the quality of life for all California residents.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dale E. Bonner', with a long horizontal flourish extending to the right.

DALE E. BONNER
Secretary

James Ghielmetti
September 19, 2007
Page 4 of 4

cc: John Chalker, CTC Vice-Chair
Bob Alvarado, CTC Commissioner
Marian Bergeson, CTC Commissioner
James Earp, CTC Commissioner
Carl Guardino, CTC Commissioner
R. Kirk Lindsey, CTC Commissioner
Joseph Tavaglione, CTC Commissioner
Larry Zarian, CTC Commissioner
John Barna, CTC Executive Director
Will Kempton, Caltrans Director
Metropolitan Planning Organizations
Regional Transportation Planning Agencies
Port of Los Angeles
Port of Long Beach
Port of Oakland
Port of San Diego
Port of Stockton
Union Pacific Railroad
Burlington Northern Santa Fe Railroad
Alameda Corridor Transportation Authority
Senator Don Perata, President pro Tempore
Senator Dick Ackerman, Senate Republican Leader
Assembly Member Fabian Nuñez, Speaker of the Assembly
Assembly Member Michael Villines, Assembly Republican Leader
Senator Alan Lowenthal, Chair, Senate Transportation and Housing Committee
Senator Tom McClintock, Vice-Chair, Senate Transportation and Housing Committee
Assembly Member Pedro Nava, Chair, Assembly Transportation Committee
Assembly Member Mike DuVall, Vice-Chair, Assembly Transportation Committee
Linda Adams, Secretary, California Environmental Protection Agency
Mary Nichols, Chair, Air Resources Board
Mike Chrisman, Secretary, Resources Agency

Preliminary Prioritized Trade Corridor Improvement Fund Candidate Project List

ROUTE / CORRIDOR	MODE	PROJECT DESCRIPTION	Estimated Total Project Cost (millions)	Goods Movement & TCIF Potential*	Project Readiness / Start of Construction	Goods Movement Action Plan (GMAP)	Project Study Report Complete	Project Study Report and Environmental Document in Progress	Project Study Report and Environmental Document Complete	Plans, Specifications & Estimates in Progress	Required Match based on 50%	Match Running Total
ACE	Grade Sep	State College Blvd (Fullerton)	\$ 54.59	High	1/1/2010		X	X	X	X	\$ 27.30	\$ 27.30
ACE	Grade Sep	Placentia Avenue Undercrossing (Placentia & Fullerton)	\$ 29.87	High	5/1/2010	X	X	X	X	X	\$ 14.94	\$ 42.23
91	Hwy	Connecting existing Aux. Lane through interchange on WB SR-91 between SR-57 & I-5 with ITS elements	\$ 72.00	High	6/1/2012		X	X			\$ 36.00	\$ 78.23
ACE	Grade Sep	Kraemer Blvd. Undercrossing (Placentia)	\$ 45.92	Medium	2/1/2010	X	X	X			\$ 22.96	\$ 101.19
ACE	Grade Sep	Tustin Avenue/Rose Drive Overcrossing (Placentia & Anaheim)	\$ 63.40	Medium	4/1/2010	X	X	X			\$ 31.70	\$ 132.89
ACE	Grade Sep	Orangethrope Avenue Overcrossing (Placentia & Anaheim)	\$ 83.96	Medium	11/1/2010	X	X	X			\$ 41.98	\$ 174.87
ACE	Grade Sep	Lakeview Avenue Overcrossing (Placentia & Anaheim)	\$ 54.53	Medium	7/1/2011	X	X	X			\$ 27.27	\$ 202.14
91	Hwy	Add a lane on WB SR-91 between SR-55 connector & Tustin Ave Interchange	\$ 95.00	Medium	9/1/2012		X				\$ 47.50	\$ 249.64
57	Hwy	Add NB truck climb lane from Lambert Rd. to LA County Line	\$ 156.60	Medium	2/1/2013		X				\$ 78.30	\$ 327.94
ACE	Grade Sep	Jefferson Street Overcrossing (Placentia & Anaheim)	\$ 37.13	Medium	2/1/2013	X	X	X			\$ 18.57	\$ 346.50
ACE	Grade Sep	Richfield Road Crossing (Placentia)	\$ 77.60	Medium	10/1/2013	X	X	X			\$ 38.80	\$ 385.30
ACE	Grade Sep	Raymond Avenue (Fullerton)	\$ 64.63	Medium	12/1/2013						\$ 32.32	\$ 417.62
ACE	Grade Sep	Van Buren Avenue Overcrossing (Placentia)	\$ 41.30	Medium	1/1/2014	X	X	X			\$ 20.65	\$ 438.27
ACE	Grade Sep	Kellogg Drive Undercrossing (Anaheim)	\$ 57.62	Medium	7/1/2015	X	X	X			\$ 28.81	\$ 467.08
LOSSAN	Grade Sep	Sand Canyon Ave. (Irvine)	\$ 27.56	Low	12/1/2010		X	X	X		\$ 13.78	\$ 480.86
LOSSAN	Grade Sep	Red Hill Avenue (Tustin)	\$ 88.90	Low	12/1/2013						\$ 44.45	\$ 525.31
LOSSAN	Grade Sep	State College Blvd (Anaheim)	\$ 72.01	Low	12/1/2013						\$ 36.01	\$ 561.31
LOSSAN	Grade Sep	17th Street (Santa Ana)	\$ 65.52	Low	12/1/2013						\$ 32.76	\$ 594.07
LOSSAN	Grade Sep	Grand Avenue (Santa Ana)	\$ 46.01	Low	12/1/2013						\$ 23.01	\$ 617.08
LOSSAN	Grade Sep	Santa Ana Blvd (Santa Ana)	\$ 58.93	Low	12/1/2013						\$ 29.47	\$ 646.54
LOSSAN	Grade Sep	Ball Rd. (Anaheim)	\$ 61.16	Low	12/1/2013						\$ 30.58	\$ 677.12
TOTAL - ALL Projects			\$ 1,354.24									

* Represents each projects potential to provide benefit to goods movement and fit within early TCIF program guidelines



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
WK
From: Wendy Knowles, Clerk of the Board
Subject: Selection of a Consultant for Preparation of Plans, Specifications, and Estimates for the Avenida Vaquero Soundwall

Regional Planning and Highways Committee

October 15, 2007

Present: Directors Amante, Cavecche, Dixon, Glaab, Green, Mansoor, Norby, Pringle, and Rosen
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Directors Cavecche, Pringle, and Norby were not present to vote on this matter.

Committee Recommendations

- A. Select PBS&J as the highest qualified firm to provide design services for the preparation of plans, specifications, and estimates for the Avenida Vaquero soundwall.
- B. Authorize the Chief Executive Officer to request a cost proposal from PBS&J and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement.



October 15, 2007

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, ^{AW} Chief Executive Officer

Subject: Selection of a Consultant for Preparation of Plans, Specifications, and Estimates for the Avenida Vaquero Soundwall

Overview

The Orange County Transportation Authority intends to prepare construction plans for a soundwall along the San Diego Freeway (Interstate 5) near Avenida Vaquero in San Clemente. Statements of qualifications and proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to provide architectural and engineering services. These procedures are in accordance with both federal and state legal requirements.

Recommendations

- A. Select PBS&J as the highest qualified firm to provide design services for the preparation of plans, specifications, and estimates for the Avenida Vaquero soundwall.
- B. Authorize the Chief Executive Officer to request a cost proposal from PBS&J and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement.

Background

The Orange County Freeway Retrofit Soundwall Program was created by the Orange County Transportation Authority (Authority) Board of Directors (Board) to mitigate freeway noise at residential neighborhoods due to overall growth in traffic volume.

The Noise Barrier Scope Summary Report for the northbound San Diego Freeway (Interstate 5) Avenida Vaquero soundwall was approved on December 15, 2004. This soundwall is classified as a Tier One soundwall in

accordance with the Authority's Freeway Retrofit Soundwall Policy and deemed eligible for implementation as soon as State Transportation Improvement Program (STIP) funding become available.

On June 7, 2007, the California Transportation Commission adopted the STIP, which included the funding for the Avenida Vaquero soundwall project. Design and right-of-way costs were programmed for fiscal year (FY) 2007-08 and construction funds have been programmed for FY 2008-09.

Discussion

This procurement was handled in accordance with the Authority's procedures for architectural and engineering requirements, which conform to federal and state laws, and as adopted by the Board. Proposals were evaluated and ranked on the basis of qualifications and the quality of the technical proposals. With Board approval, the selected firm will then be requested to submit a cost proposal for negotiation. Should such negotiations fail to reach an agreement, a cost proposal will be solicited from the second ranked firm.

The project was advertised on August 10 and August 20, 2007, in a newspaper of general circulation, and on CAMM NET. A pre-proposal conference meeting was held on August 23, 2007, and was attended by 21 firms.

On September 29, 2007, five proposals were received. An evaluation committee consisting of staff from the City of San Clemente, the California Department of Transportation, and the Authority's Contracts Administration and Materials Management and Highway Project Delivery departments met to review the proposals and firm qualifications.

The evaluation committee reviewed all five proposals and ranked two firms as most qualified to perform the service and interviewed each firm. The two firms are:

Firm and Location

PBS&J
Orange, California

Washington Group International
Irvine, California

Selection of a Consultant for Preparation of Plans, Specifications, and Estimates for the Avenida Vaquero Soundwall

Page 3

Based on the proposals and the interviews presented by the firms, the evaluation committee recommends the selection of PBS&J as the highest qualified firm for the service. The firm demonstrated a good understanding of the issues related to the preparation of plans, specifications, and estimates and submitted a work plan that effectively responds to the request for proposals. The firm also committed the resources of a very good project team with the ability to deliver the project on time and within budget.

Fiscal Impact

The project was approved in the Authority's FY 2007-08 Budget, Highway Project Delivery, Account 1752-7519-A9215-DYQ, and is funded through the STIP.

Summary

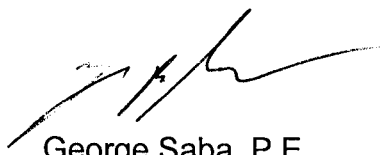
The evaluation committee met and reviewed this item. Based on the material provided, the committee recommends the selection of PBS&J as the highest qualified firm to prepare the plans, specifications, and estimates for the Avenida Vaquero soundwall.

Staff is requesting authorization to request a cost proposal from PBS&J and to negotiate an agreement within the approved budget for this project of \$620,000.

Attachment

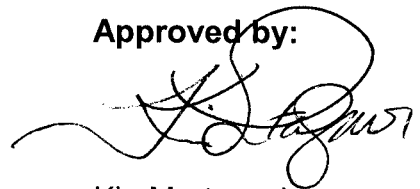
None.

Prepared by:



George Saba, P.E.
Project Manager, Development
(714) 560-5432

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Amendment to Cooperative Agreement with the City of Buena Park for Closeout of Buena Park Metrolink Station Construction Phase

Transit Planning and Operations Committee

October 11, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to execute the Amendment No. 4 to Cooperative Agreement C-0-1150, between the Orange County Transportation Authority and the City of Buena Park, in an amount not to exceed \$1,215,000, and extend the termination date to June 30, 2008.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2007-08 Budget, Account 0010-7831-T3301-3SA, Development Division, by \$1,215,000.
- C. Authorize the use of the additional \$1,215,000 in Commuter and Urban Rail Endowment Funds for the construction phase closeout of the Buena Park Metrolink Station.



October 11, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, ^{ATL} Chief Executive Officer
Subject: Amendment to Cooperative Agreement with the City of Buena Park for Closeout of Buena Park Metrolink Station Construction Phase

Overview

On January 31, 2001, the Board of Directors approved a cooperative agreement with the City of Buena Park to establish the roles, responsibilities, funding, and process for the construction of the Buena Park Metrolink Station. An amendment is requested by the City of Buena Park to close out the project and terminate the cooperative agreement.

Recommendations

- A. Authorize the Chief Executive Officer to execute Amendment No. 4 to Cooperative Agreement C-0-1150 between the Orange County Transportation Authority and the City of Buena Park, in an amount not to exceed \$1,215,000, and to extend the termination date to June 30, 2008.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2007-08 Budget, Account 0010-7831-T3301-3SA, Development Division, by \$1,215,000.
- C. Authorize the use of the additional \$1,215,000 in Commuter and Urban Rail Endowment Funds for the construction phase closeout of the Buena Park Metrolink Station.

Background

The original cooperative agreement, approved on January 31, 2001, in the amount of \$1,942,990, initiated the planning and design of the new Buena Park Metrolink Station. On December 13, 2004, Amendment No. 1 extended the time period to December 31, 2006, and increased the Orange County

Transportation Authority (OCTA) funding to \$6,026,990. Amendment No. 2, approved on September 12, 2005, increased OCTA funding to \$9,526,990 and extended the time period to December 31, 2007, to enable the City of Buena Park (City) to award the project construction to the certified low bidder. Amendment No. 3 was authorized by the Board of Directors (Board) on November 13, 2006, to increase OCTA funding to \$10,672,990 in order to incorporate into the project a bus transfer and layover zone and video surveillance cameras. This staff report requests a proposed Amendment No. 4, which will increase funding required to close out the project.

Discussion

The Buena Park Metrolink Station was opened for commuter rail service on September 4, 2007, with an opening day record-breaking 28 Metrolink train stops. The station's construction includes two 700-foot platforms, a third track for Burlington Northern Santa Fe (BNSF) Railway freight bypass, elevator towers at each platform connected by an enclosed pedestrian overcrossing, "kiss-and-ride" facilities with a gazebo-covered waiting area, bus stop and layover zones serving two OCTA bus routes, and 300 automobile parking spaces. The Buena Park Metrolink Station is the first in Orange County to deploy video surveillance cameras and emergency "blue phones" monitored by city police. Buena Park's security installations will serve as a prototype for the pilot project, which the Board recently authorized, to include similar installations at stations in Fullerton, Orange, Tustin, Santa Ana, and Irvine with the planned capability for centralized monitoring and inter-agency shared communication access.

The physical completion of the station requires parallel efforts to achieve administrative completion in conformance with Federal Transit Administration (FTA) procedures. In its assessment of final project costs, the City has submitted a request to OCTA for \$1.78 million of additional funding to cover extra costs due to schedule extension and various design-related causes.

The City certified the "substantial completion" of the station on August 29, 2007, nearly seven months later than the original early February 2007 completion date. Factors contributing to delayed completion were: (a) delayed authorization to construct the bus layover change due to environmental and administrative clearances required for incorporating the adjoining half-acre redevelopment agency property; (b) a delay in BNSF Railway's completion of its third track in early May 2007; (c) a delay of starting construction until July 2007 for the Americans with Disabilities Act

compliant pathway along Malvern Avenue, due to late issuance of the construction permit by the Orange County Flood Control District; and (d) elevator facility design modifications required by the State of California's elevator inspector. The circumstances causing these delays were largely outside the control of the City, despite the project team's best efforts to achieve timely inter-agency coordination. The cooperative agreement for the project authorizes reimbursement of costs incurred due to schedule delays that are not in the control of the City. Staff has determined that, due to these schedule delays, there is a total cost increase of \$770,000 for extended consultant services during construction, construction management and inspections, and railroad safety and flagging support personnel provided by BNSF Railway.

The remaining costs claimed by the City amount to \$1.01 million and were due to the following issues: (a) design revisions or changed field conditions; (b) additional construction details required by third parties, such as the Southern California Edison, BNSF Railway and Southern California Regional Rail Authority/Metrolink; and (c) modifications to the elevator shafts and machine rooms. Staff has reviewed these claims and negotiated with the City, a reduced amount of \$445,000, for design-related cost increases. The negotiated \$565,000 reduction essentially held the contracting parties jointly accountable for the majority of remaining claims. For example, the contractor will credit the City for reduced scope of construction and for certain increased City costs due to the contractor's performance, such as inspectors' overtime for contractor delays. The contractor will also forego any claim against the City for loss of productivity and extended overhead costs as a result of the seven-month schedule extension. Likewise, the City has conceded that some remaining costs claimed, such as certain Malvern Avenue pathway enhancements, will be borne by the City. The City will also require its design consultant, Boyle Engineering Company, to complete two important items of remaining work on the project related to design certification of the finished construction and preparation of as-built documents and plans, at no additional cost to the City or to OCTA.

Staff recommends approval of the City's request for additional funding of \$770,000 for schedule extension-related costs, plus \$445,000 for design-related costs (totaling \$1,215,000) as the last and final budget adjustment in the cooperative agreement. Amendment No. 4 will include detailed language that assures City performance in closeout and protects OCTA from any future claim. For example, remaining deliverables for project closeout, including releases from claim and contractors' liens, contract compliance documentation and as-built plans will have to be received and certified by OCTA as complete and satisfactory, with a stipulation to require

records audit, if needed, before final payment is released to the City. Staff further recommends that the cooperative agreement be extended from December 31, 2007 to June 30, 2008, to facilitate continued inter-agency cooperation during post-construction activities related to financial administration and audits by OCTA and FTA.

Fiscal Impact

The above-described additional work and increased funding in Amendment No. 4 to Agreement C-0-1150 was not included in OCTA's Fiscal Year 2007-08 Budget and will require a budget amendment of \$1,215,000 to Account 0010-7831-T3301-3SA, Development Division. Funding will be provided by the Commuter and Urban Rail Endowment Fund.

Summary

Staff recommends approval of Amendment No. 4 to close out the cooperative agreement for the construction of the Buena Park Metrolink Station, thus increasing funding by \$1,215,000, and extending the agreement period to June 30, 2008.

Attachment

- A. City of Buena Park, Cooperative Agreement C-0-1150 Fact Sheet

Prepared by:



Anh-Tuan Le, P.E.
Senior Civil Engineer, Development
(714)560-5492

Approved by:



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

**City of Buena Park
Cooperative Agreement C-0-1150 Fact Sheet**

1. January 31, 2001, Agreement C-0-1150 for \$1,942,990, approved by the Board of Directors.
 - For initiating design of the intermodal commuter rail facility with Federal Transit Administration, Section 5309 Capital Grants funds.
2. December 13, 2004, Amendment No. 1 to Agreement C-0-1150, in the amount of \$4,084,000, approved by the Board of Directors.
 - Identified various funding sources for the construction of the intermodal commuter rail facility.
 - Extended the term of the agreement to December 31, 2006.
 - Total committed to the City of Buena Park of Agreement C-0-1150 becomes \$6,026,990.
3. September 12, 2005, Amendment No. 2 to Agreement C-0-1150, for \$3,500,000, approved by the Board of Directors.
 - Covers certified low bid and costs associated with Burlington Northern Santa Fe Railway and the Southern California Regional Rail Authority.
 - Total committed to the City of Buena Park of Agreement C-0-1150 becomes \$9,526,990.
4. November 13, 2006, Amendment No. 3 to Agreement C-0-1150, for \$1,146,000, approved by Board of Directors.
 - Provide additional funding to incorporate bus layover operation on an expanded site.
 - Incorporate homeland security improvements into current construction.
 - Extended the term of the agreement to December 31, 2007.
 - Total committed to the City of Buena Park of Agreement C-0-1150 becomes \$10,672,990.

City of Buena Park
Cooperative Agreement C-0-1150 Fact Sheet (Continued)

5. October 22, 2007, Amendment No. 4 to Agreement C-0-1150, for \$1,215,000, pending approval by Board of Directors.
- Provide additional funding for administrative closeout of the cooperative agreement for the station construction.
 - Extended the term of the agreement to June 30, 2008, to enable administrative closeout of cooperative agreement, including preparation of audit and performance report to the Federal Transit Administration.

Total committed to the City of Buena Park, after approval of Agreement C-0-1150: \$11,887,990.



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Implementation Plan for the Additional Soundwalls Required for the Garden Grove Freeway (State Route 22) Project

Regional Planning and Highways Committee

October 15, 2007

Present: Directors Amante, Cavecche, Dixon, Glaab, Green, Mansoor, Norby, Pringle, and Rosen
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Director Cavecche was not present to vote on this matter.

Committee Recommendations

- A. Approve an implementation plan for the four additional soundwalls on the Garden Grove Freeway (State Route 22) where the Orange County Transportation Authority leads the design effort and the California Department of Transportation leads the construction effort.
- B. Direct staff to add the design of the four additional soundwalls on the Garden Grove Freeway (State Route 22) to the Orange County Transportation Authority's two existing soundwall design contracts to expedite their completion.



October 15, 2007

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Implementation Plan for the Additional Soundwalls Required for the Garden Grove Freeway (State Route 22) Project

Overview

Reconstruction of the Garden Grove Freeway (State Route 22) from Valley View Street to the Costa Mesa Freeway (State Route 55) is nearing completion. During the development of the project, four additional soundwalls were identified for inclusion into the project. The current contractor, Granite-Myers-Rados, has recently declined to add these soundwalls to their contract as a change order. An alternative plan to expedite the design and construction of these soundwalls is required.

Recommendations

- A. Approve an implementation plan for the four additional soundwalls on the Garden Grove Freeway (State Route 22) where the Orange County Transportation Authority leads the design effort and the California Department of Transportation leads the construction effort.
- B. Direct staff to add the design of the four additional soundwalls on the Garden Grove Freeway (State Route 22) to the Orange County Transportation Authority's two existing soundwall design contracts to expedite their completion.

Background

On August 23, 2004, the Orange County Transportation Authority (Authority) awarded a design-build contract to a joint venture of Granite-Meyers-Rados (GMR) to build the Garden Grove Freeway (State Route 22) project. The contract was for improvements to 12 miles of the State Route 22 (SR-22) from Valley View Street to the Costa Mesa Freeway (State Route 55). As a part of this project, GMR was required to construct multiple soundwalls in locations identified in the project environmental document.

On April 10, 2006, the Board of Directors (Board) approved further studies of sound barriers along the SR-22 based on community concerns about existing and future freeway noise. Upon study and review, it was determined that added or extended soundwalls were justified at four different locations. These locations are listed as follows:

- The eastbound Beach Boulevard on-ramp
- A portion of The City Drive eastbound off-ramp
- A portion of the westbound SR-22 between Tustin Avenue and Cambridge Street
- A section along the westbound SR-22 at Devon Road

On September 24, 2007, staff presented an SR-22 project update to the Board, which identified the need to complete these four additional soundwalls. The Board was also informed that GMR had declined to design and construct the additional soundwalls as a change order to their existing contract. The Board requested that staff investigate other alternatives to complete the design and construction of these four additional soundwalls.

Discussion

The Authority is currently developing two similar soundwall projects along the San Diego Freeway (Interstate 5) in San Clemente. For these projects, the Authority is leading the design, and the California Department of Transportation (Caltrans) is leading the construction of the walls. Staff proposes that the four additional soundwalls along the SR-22 be developed in this same way.

The schedule for completing the four additional soundwalls in a traditional manner is shown in the following table. Done in this traditional manner, the soundwalls will be completed in mid-2010, 36 months from now. As noted in the schedule, the procurement timelines for this effort are nearly as long as the time it takes to do the actual work. For example, the procurement of design services would take about seven months, compared to a ten-month design schedule. The advertisement and award for construction would take about nine months, compared to a ten-month construction schedule.

Activities	2007				2008				2009				2010					
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Consultant Procurement																		
Design																		
Right-of-Way																		
Advertise and Award																		
Construction																		

The Board has asked staff to identify alternate approaches to expedite the completion of these soundwalls. A direct way to shorten the traditional schedule for the soundwalls would be to eliminate or shorten the timelines for procurement of design and construction services. For the procurement of design services, the Authority could choose to eliminate the solicitation of new proposals for design services and simply add this work to its existing design contracts for the San Clemente soundwalls. These two procurements were recently completed and were competitive procurements following the Authority's procurement rules for architectural and engineering services. This approach would shorten the timeline for the SR-22 soundwalls by seven months.

Staff recommends that the Board approve adding the work for these four additional soundwalls to the firms recently selected to design the San Clemente soundwalls. Staff proposes to allocate this new work equally between the two firms, depending on their commitment to complete this work on an expedited basis.

Staff will also work with Caltrans to identify ways to shorten the normal construction listing process of nine months. This could be done by using simplified procurement rules intended for smaller construction projects. Staff will work with Caltrans to find ways to complete the construction of the four additional soundwalls by the end of 2009 – nine months earlier than using traditional methods.

The cost of these four soundwalls will be incorporated into the overall budget for the SR-22 project. Staff is currently evaluating the cost of these walls and will incorporate the required amounts in the next budget update for the project. Staff will return to the Board for approval of the design contract amendments and updated budget amounts prior to authorizing the start of work.

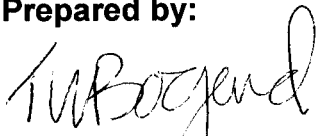
Summary

Recently, the contractor for the SR-22 design-build project declined to add the design and construction of the four additional soundwalls to their contract by change order. Staff is recommending that the Authority and Caltrans take the lead to complete these new soundwalls. To expedite construction by approximately seven months, staff is recommending that the design of the soundwalls be done by the design firms recently selected for the two San Clemente soundwalls.

Attachment

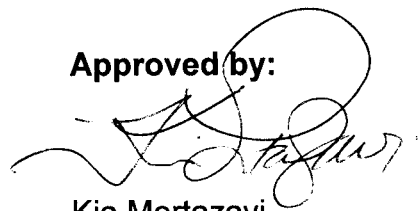
None.

Prepared by:



Tom Bogard, PE
Director, Highway Project Delivery
(714) 560-5918

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Response to Grand Jury Rail Crossings Report

Transit Planning and Operations Committee

September 27, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Directors Nguyen and Pulido were not present to vote on this item.

Committee Recommendation

Review and approve response to Orange County Grand Jury's May 1, 2007, report on Orange County Rail Crossing Safety.

NOTE: Attachment B has been corrected (missing report is now included) and is being brought to this meeting after item was pulled at the October 5 Board meeting. (See attached.)



September 27, 2007

To: Transit Planning and Operations Committee
From: *pk* Arthur T. Leahy, Chief Executive Officer
Subject: Response to Grand Jury Rail Crossings Report

Overview

In May 2007, the Orange County Grand Jury issued a report on rail-highway grade crossing safety throughout Orange County. This report was sent to the Board of Directors upon release. On August 23, 2007, the Board of Directors approved a \$60 million program to help Orange County cities create Quiet Zones and improve safety measures at 53 railroad crossings countywide. With a comprehensive rail crossing program approved, a response to the Grand Jury's report is presented for Board of Directors consideration.

Recommendation

Review and approve response to Orange County Grand Jury's May 1, 2007, report on Orange County Rail Crossing Safety.

Background

In August 2006, the Orange County Grand Jury began meeting with Orange County Transportation Authority (OCTA) staff, Metrolink, and other local jurisdictions to examine at-grade rail-highway crossing safety in Orange County. On May 1, 2007, the Grand Jury released their final report (Attachment A). The Grand Jury report focused broadly on project delivery, safety improvements, cost sharing, liability issues, environmental impacts, and public education. A response (Attachment B) is due to the Grand Jury by November 1, 2007.

Discussion

Grand Jury recommendations, included in their report, suggested improving overall project delivery schedules, creating a comprehensive Quiet Zone program, determining cost sharing with local jurisdictions, and implementing a rail safety public education program. The report's findings and recommendations were helpful in the development of recommendations for the Renewed Measure M Early Action Plan as well as with options for a

countywide rail-highway grade crossings approved by the Board of Directors (Board) on August 23, 2007.

Another source used to develop rail crossing policies was the Quiet Zone Policy Working Group. The working group was formed at the direction of Chairman Carolyn Cavecche and consists of elected officials and staff from affected cities throughout Orange County. The group met twice this year to discuss the development of consistent policies and procedures for the implementation of railroad corridor quiet zones in Orange County. Issues identified in the Grand Jury's report were discussed at these meetings.

Given that OCTA Board direction was only recently secured and to allow for a more thorough response to the findings and recommendations contained in the Grand Jury's report, OCTA sought and was granted an extension from the original August 6, 2007, response deadline. The new response deadline is November 1, 2007.

Summary

Due to planned increases in Metrolink commuter rail service and increasing passenger and freight rail traffic in general, the 2006-2007 Orange County Grand Jury issued a report on rail crossing safety in Orange County in May 2007. OCTA has developed a proposed response to the Grand Jury's report for Board review and approval by November 1, 2007.

Attachments

- A. Orange County Rail Crossing Safety: Snapshot of a Process
- B. Proposed Response to Orange County Grand Jury Report
Orange County Rail Crossing Safety

Prepared by:

*Ellen Burton for
David Simpson*

David G. Simpson
Manager, Local Government
(714) 560-5570

Approved by:

Ellen S. Burton

Ellen S. Burton
Executive Director, External Affairs
(714) 560-5923

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**ORANGE COUNTY RAIL CROSSING SAFETY:
SNAPSHOT OF A PROCESS**

SUMMARY

Metrolink operates the commuter rail system that serves the Southern California region. It was established in 1991 as the Southern California Regional Rail Authority (SCRRA) in the counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura as a joint five-county venture. Today, three and a half million passengers use this service annually in Orange County. A substantial increase in the number of Metrolink trains that run through Orange County (one in each direction every 30 minutes) on the Orange County Line (from Los Angeles to Oceanside) is expected within the next three to five years, in addition to the existing Amtrak service to San Diego, on this corridor. This is expected to significantly impact the number of potential accidents at the 64 highway-rail grade crossings in Orange County.

The Orange County Transportation Authority (OCTA), the entity that partially funds Metrolink and oversees all Metrolink rail corridor services in Orange County, has undertaken a program to upgrade these grade crossings with a goal to reduce potential collisions. The purpose of this study is to examine the steps taken in this process and to summarize the progress of the program.

REASON FOR INVESTIGATION

The proposed increase in Metrolink service presents a challenge to all the organizations involved in this process. The upgrading of the grade crossings in a timely fashion, to knit seamlessly with the upgrade in commuter train service, presents the following questions:

- 1) Does the OCTA have the capacity to complete the construction in a timely fashion?
- 2) Will the proposed grade crossing treatments provide safe interaction between motorists, bicyclists, pedestrians and rail traffic?
- 3) How will the cost be shared between the OCTA and the impacted cities?
- 4) How will the cost of liability insurance be shared or assumed by the various parties?
- 5) What steps will be taken to mitigate the environmental impact of increased train service, and the noise associated with that service, particularly train warning horns at grade crossings?
- 6) How will the OCTA educate the public on the impact of this increase in service?

METHOD OF STUDY

The method of study included a review by the Grand Jury of the original Korve Grade Crossing Study engineering plan prepared for the OCTA in December of 2003. An exploratory meeting was conducted with selected staff members of the OCTA and led to a further series of interviews with the planning/engineering staffs of the following cities:

- Anaheim
- Fullerton
- Dana Point
- Irvine
- Orange

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- San Clemente
- San Juan Capistrano
- Santa Ana
- Tustin

Each of these meetings focused on the problems and viewpoints of individual cities with regard to grade crossing safety and Quiet Zone implementation. Quiet Zones typically include grade crossing treatments that eliminate the need to routinely sound train warning horns when approaching a crossing. Further interviews included members of private engineering and construction firms, Metrolink planning personnel and operating crews, Operation Lifesaver trainers, representatives of the California Public Utilities Commission, the Southern California Regional Rail Safety Team, and elected officials. The Grand Jury reviewed current upgraded diagnostic reports on all at-grade crossings in Orange County generated by teams from these agencies, as well as observing one in the field. A number of relevant websites on the internet were also reviewed.

BACKGROUND

There are three railroad subdivisions or “subs” (a geographic segment of track between two specific points) in Orange County that have Metrolink rail passenger service.

See Appendix 1: OCTA Map

The San Bernardino Subdivision is owned and operated by the BNSF Railway (formerly known as the Burlington Northern Santa Fe Railway). It connects San Bernardino to Los Angeles and in Orange County runs east-west from the Los Angeles County line through Buena Park, Fullerton, Placentia, Anaheim Canyon, and then to the Riverside County line before the city of Corona. Metrolink trains to and from Oceanside and Riverside to Los Angeles operate on this subdivision.

The OCTA is the property owner of the Orange and Olive Subdivisions. The Orange sub runs from Fullerton Junction in east Fullerton, southeastward through Anaheim, Orange, Santa Ana, Tustin, Irvine, San Juan Capistrano, Dana Point, and San Clemente to the San Diego County line. The Olive sub runs from the San Bernardino sub at Atwood in Placentia southward to a connection with the Orange sub in the city of Orange. Metrolink trains running between Riverside and Oceanside and between Oceanside and Los Angeles operate on these subdivisions. There are 64 at-grade rail crossings on these corridors.

The OCTA sponsored a report by the Korve Engineering Co. of Irvine, California, which was completed in December of 2003. The report inventoried the current automatic warning devices and other safety and protection equipment used at each crossing and provided recommendations and enhancements for both motorist and pedestrian safety. Finally, the report provided a ranking of the enhancements based on their impact to safety and a cost-benefit analysis.

The various treatments for upgrading railroad crossings in Orange County can be categorized into three groupings:

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- Tier 1 – the recommendations included in the Korve study,
- Tier 2 – city requested betterment and cosmetic improvements; and
- Tier 3 – Quiet Zone applications.

According to the Korve study there are two grade crossing treatment categories: Bicyclist-Pedestrian and Motorist.

Bicyclist-Pedestrian Treatments include the:

- installation of sidewalks to keep pedestrians out of the roadway;
- delineation of the dynamic envelope to inform pedestrians of the danger area (signs);
- pedestrian automatic gates to provide a physical barrier preventing individuals from encroaching on the tracks; and
- pedestrian channelization to guide individuals to a safe crossing location.

Motorist Treatments are further sub-categorized as:

- Crossing Geometry and Condition Treatments;
- Drive –Around Treatments; and
- Motor Vehicle on Trackway Treatments.

Crossing Geometry and Condition Treatments include:

- increasing sight distance to maximize visibility for crossing users to see warning devices on the approach to the crossing and to see approaching trains (ensuring that trees and other obstructions do not block motorists from seeing warning signs);
- improving crossing surfaces and maintaining paving surfaces consistent with the original application to encourage motorists to drive at safe posted speeds and not slow down for rough crossings;
- reapplying pavement markings at crossings when they have worn out; and
- improving signage to deter motorists from stopping on grade crossings.

Drive-Around Treatments include:

- installing raised medians to deter motorists from driving around lowered crossing gates;
- installing large pavement buttons or flexible bollards where raised medians are not possible due to roadway geometry; and
- installing four-quadrant gates to deter motorists from driving around crossing gates.

Motor Vehicles on Trackway Treatments include:

- installing additional side facing flashing light signals on driveways and parallel streets that are adjacent to the tracks;
- adding additional median flashing light signals or cantilever lights over the highway;
- replacing 8-inch flashing lights with 12-inch lights;
- upgrading signal preemption at crossings where the tracks diagonally cross two streets;
- relocating bus stops to reduce queuing across railroad tracks; and

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- installing pre-signals where clear storage of vehicles is not possible between crossings and the space between the downstream traffic signal and the track is less than the length of the vehicle.

This original study formed a baseline of safety for the motorist, bicyclists-pedestrians, and Metrolink travelers in Orange County. The estimated total cost of all crossing enhancements was \$20,842,500. The results of the study were sent to each of the cities affected along the three corridors for their comments and responses. These were all included in the Korve Study. Part of the understanding of this study was that the OCTA would fund approximately 88% of the costs to implement the enhancements and each affected city would fund the balance. These improvements are identified as Tier 1.

Between April and December 2006, the OCTA, Metrolink, a team of consulting engineers and the individual cities involved held diagnostic meetings at each rail crossing to improve the Tier 1 recommendations and to further identify “betterment” or cosmetic upgrades, not related to crossing safety, to be funded at the city’s expense. These additional upgrades are considered to be Tier 2 modifications by the impacted cities; however, the OCTA refers to them as improved Tier 1. The Grand Jury attended one diagnostic meeting and reported a broad and robust discussion at the grade-crossing site. Each Tier 1 recommendation was reviewed, and the affected city concerns and ideas were incorporated into the final diagnostic. Each diagnostic meeting included an introduction and review of existing conditions. Future problems were discussed and proposed alternatives reported. The Grand Jury noticed that the team remained at the site until all concerns were addressed and consensus was reached. In the case of the above, there was a final report issued by the engineering consultant in December of 2006, which included four alternatives with estimated costs ranging from a \$22.4 million grade-separated proposal to the recommended alternative proposal at \$1.2 million.

These meetings resulted in enhanced safety modifications for each of the at-grade crossings, which by this time had been reduced to 56 because several cities had independently undertaken grade crossing separation projects. A grade crossing separation project is one that includes a bridge over or under the railroad. Other areas not addressed by the original study, but which were included in the Tier 2 modifications, were improved bicycle and pedestrian crossings. The establishment of scope and cost estimates of enhancements, leading to a memorandum of understanding (MOU, a document that sets forth an agreement between two parties) between OCTA/Metrolink and each impacted city, was the final step in this process.

According to the master schedule of the OCTA/SCRRA Orange County Grade Crossing Safety Enhancement Program, all of the affected cities on the three railroad lines in Orange County should have completed MOUs by mid-January 2007. After this, four contract packages will be awarded, covering: (1) design/bidding phase, (2) Public Utilities Commission Application and Approval, and finally, (3) construction phase. The entire program is scheduled to be completed in mid-August 2008, at the same time the rolling stock is begins to arrive from the builders. The locomotives will begin to arrive at the end of 2007 and 150 passenger cars over the next two years. The 30-minute service plan is

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scheduled to begin in 2010. If this deadline is met, it is anticipated that the public will be well protected from grade crossing accidents.

Among the many upgrades proposed for each site at the diagnostic meetings, a foundation for Tier 3 or Quiet Zone was discussed. Tier 3 or Quiet Zone is grade-crossing treatments that eliminate the need for trains to sound their horns in warning on the approach to the crossing. Current Federal Railway Administration (FRA) rules require trains approaching a grade crossing to sound their horns in warning with a designated signal. The standard horn warning is two long honks of the horn, a short honk and a long honk continuing until the lead unit of the train is in the crossing. Despite the nostalgia for the lonely train whistle, with the increased amount of traffic on the affected lines and the expanded hours of operation for Metrolink trains, this cacophony has the potential to seriously degrade the environment for those who live close to any busy grade crossing, particularly in the evening hours.

The FRA's Final Train Home Rule of June 24, 2005 outlines two types of safety improvement options for upgrading a Quiet Zone to meet FRA safety standards: Supplemental Safety Measures (SSMs) and Alternative Safety Measures (ASMs). Supplemental Safety Measures include:

- Four-Quadrant Gate Systems;
- Medians or Channelization Devices;
- One-Way Streets with Gates; and
- Permanent Closure.

Alternative Safety Measures include:

- Modified SSMs (i.e., Non-Complying Medians, Three-Quadrant Gates, etc.);
- Engineered ASMs (i.e., Geometric Improvements); and
- Non-Engineered ASMs (i.e., Programmed Enforcement, Photo Enforcement, Education, etc.).

For example: To install a Quiet Zone treatment in the City of Orange there are two possible solutions: (1) install exit gates in both directions of a four quadrant gate system or (2) install a minimum raised island median at least 60 feet long and provide automatic gates on the approaches of each crossing. The City of Orange has requested that quiet zone applications be implemented for all the 16 grade-crossings in that city. The cost of this work is estimated at slightly more than \$17 million. The upgraded diagnostics have added increased costs to each of the grade crossings. Quiet Zone applications will add further to these costs. The chart below compares the costs with the enhanced Tier 1 diagnostics with Orange opting for Tier 3 Quiet Zone applications. The current OCTA Board has no Quiet Zone funding policy and all Quiet Zone applications are city sponsored. The recent passage of the Measure M extension begins in 2011. It includes an allowable but not required option for Quiet Zone funding.

Orange County Grade Crossing Improvement Program Summary

	Improved Tier 1 Costs	note **	Draft Estimate Quiet Zone Costs*	
			Low End	High End
Anaheim	\$8,207,550		\$34,155	\$296,010
Orange	\$16,592,050		\$637,560	\$3,853,731
Santa Ana	\$11,178,000		\$1,082,030	\$2,504,700
Tustin	\$879,750		\$557,865	\$557,865
Dana Point	\$703,800		\$455,400	\$455,400
Fullerton	\$2,711,700		\$284,625	\$284,625
Irvine	\$1,633,799		\$0	\$1,129,920
San Juan Capistrano	\$3,701,984		\$1,129,920	\$1,129,920
San Clemente	\$99,936		\$1,153,460	\$1,153,460
Total	\$45,708,569		\$5,335,015	\$11,365,631

* Note*: These costs are in addition to tier 1 costs.

* Note **: This figure includes \$4,719,600 in potential pedestrian gate costs

As of this writing, the OCTA Board has not set a Quiet Zone policy.

OBSERVATIONS

The interviews conducted by the Grand Jury included items such as the construction capacity of the potential firms which might be engaged in upgrading the grade crossings. The OCTA documents envision four contract packages with the construction phases beginning during late summer 2007 and completing a year later during the fall of 2008. It is anticipated that the rolling stock would begin arriving at about the same time. In a perfect world this seamless knitting of construction and service upgrade would be the ideal situation; however, evidence indicates that slippage in completion dates has already occurred.

Other interviews have raised questions on the costs of these proposed treatments. The original study estimated slightly over \$20 million for Tier 1 treatments for the original 64 crossings. At this time the improved Tier 1 treatments are indicated to cost over \$45 million, including Orange’s requested Tier 3 treatments. In the original program the OCTA had offered to fund approximately 88% of the costs; with Tier 2 and Tier 3 diagnostics now adding substantially to the cost; the question is whether the OCTA will maintain their commitment to fund the previously allocated amounts or hold at the previously allocated 88% funding commitment.

Other concerns expressed by elected officials include who will pay for the liability insurance of these grade crossings? The SCRRA maintains liability insurance for the Metrolink system. The costs of insurance are borne by all of SCRRA member agencies, including the OCTA, on an “all share basis” and are allocated to each county on a train-mile basis. Therefore, the more service in a county, the more train-miles, and the higher the percentage of cost that is paid by the county. If Quiet Zone applications are adopted by a city and it results in an increase in SCRRA’s insurance premium, the city would have to pay the incremental cost.

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A final concern expressed in interviews questions the role of educating the public about the potential danger that an increase in Metrolink service may incur. Metrolink has a Rail Safety Education program that visits schools and community organizations, and in concert with Operation Lifesaver, an organization supported by the railroads that utilizes volunteers, makes the public aware of the dangers of grade crossings and trespassing on railroad property. The various private (BNSF, Union Pacific, Pacific Harbor Lines) and public railroads (OCTA/Metrolink, Los Angeles Metro) meet monthly to discuss safety concerns and problems and look to mutually agreed solutions. This panel is unique in the industry. With the increase in service by Metrolink, a parallel increase in public education should be examined by the OCTA.

COMMENDATIONS

The staff of the Orange County Transportation Authority and Metrolink is to be commended for their refreshing openness and transparency of process that should serve as a model for other agencies. The OCTA-Metrolink team has a comprehensive program to upgrade 56 railroad crossings in Orange County that will strongly enhance the safety of Metrolink riders, motorists, pedestrians and bicyclists.

FINDINGS

In accordance with California Penal Code sections 933 and 933.05, each finding will be responded to by the government entity to which it is addressed. The responses are to be submitted to the Presiding Judge of the Superior Court. The 2006-2007 Orange County Grand Jury has arrived at the following findings:

F-1. The engineering firms involved in rail crossing safety have a strong record of accomplishment in this process and the capacity to complete this project in a timely fashion does not seem seriously in doubt; however, the OCTA has fallen behind in their schedule.

F-2. Impacted cities are strongly concerned about noise from OCTA/Metrolink train horns at railroad crossings. The cost of totally eliminating train horns county-wide through quiet zone corridor treatments of could be in the range of \$50-\$60 million.

F-3. It is unclear how the burden of cost for upgraded crossings will be shared by the OCTA and impacted cities.

F-4. OCTA/Metrolink has an excellent safety program to inform the public on issues of concern to the public, including first-responder teams.

Responses to Findings F-1 through F-4 are required from the Orange County Transportation Authority Board of Directors.

Responses to Findings F2 and F-3 are required from the city councils of Anaheim, Fullerton, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana and Tustin.

2006-2007 ORANGE COUNTY GRAND JURY

RECOMMENDATIONS

In accordance with California Penal Code sections 933 and 933.05, each finding will be responded to by the government entity to which it is addressed. The responses are to be submitted to the Presiding Judge of the Superior Court. The 2006-2007 Orange County Grand Jury has arrived at the following findings:

R-1. The work proposed by the OCTA has fallen behind schedule. The OCTA should work with the affected entities to complete the construction on schedule by finalizing the various memoranda of understanding with impacted cities and vigorously proceed with the succeeding steps.

R-2. The OCTA should create a comprehensive Quiet Zone program to preserve the quality of the environment and property values adjacent to railroad tracks. If the OCTA can mitigate freeway noise with sound walls to preserve the quality of life adjacent to freeways, alternative public transportation modes that may negatively impact the environment and property values should also receive comparable considerations, such as Quiet Zone applications.

R-3. The burden of construction and inspection costs for these grade crossing treatments needs to be shared by the OCTA and impacted cities according to an agreed formula.

R-4. A timely and robust rail-safety education program in conjunction with Metrolink will have to be mounted by the OCTA, in various languages, to make the public aware of the increased service and potential risk at grade-crossings, and to counteract trespassing on railroad property. The upgrade in Metrolink service is unprecedented in local history and the impacted public should be made aware of the potential problems this may cause.

Responses to Recommendations R-1 through R-4 are required from the Orange County Transportation Authority Board of Directors

A Response to Recommendation R-3 is required from the city councils of Anaheim, Fullerton, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana and Tustin.

REQUIRED RESPONSES

The California Penal Code specifies the required permissible responses to the findings and recommendations contained in this report. The specific sections are quoted below:

- §933.05(a) For purposes of subdivision (b) of Section 933, as to each grand jury finding, the responding person or entity shall indicate one of the following:
- (1) The respondent agrees with the finding.
 - (2) The respondent disagrees wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefore.
- (b) For purposes of subdivision (b) of Section 933, as to each grand jury recommendation, the responding person or entity shall report one of the following actions:

2006-2007 ORANGE COUNTY GRAND JURY

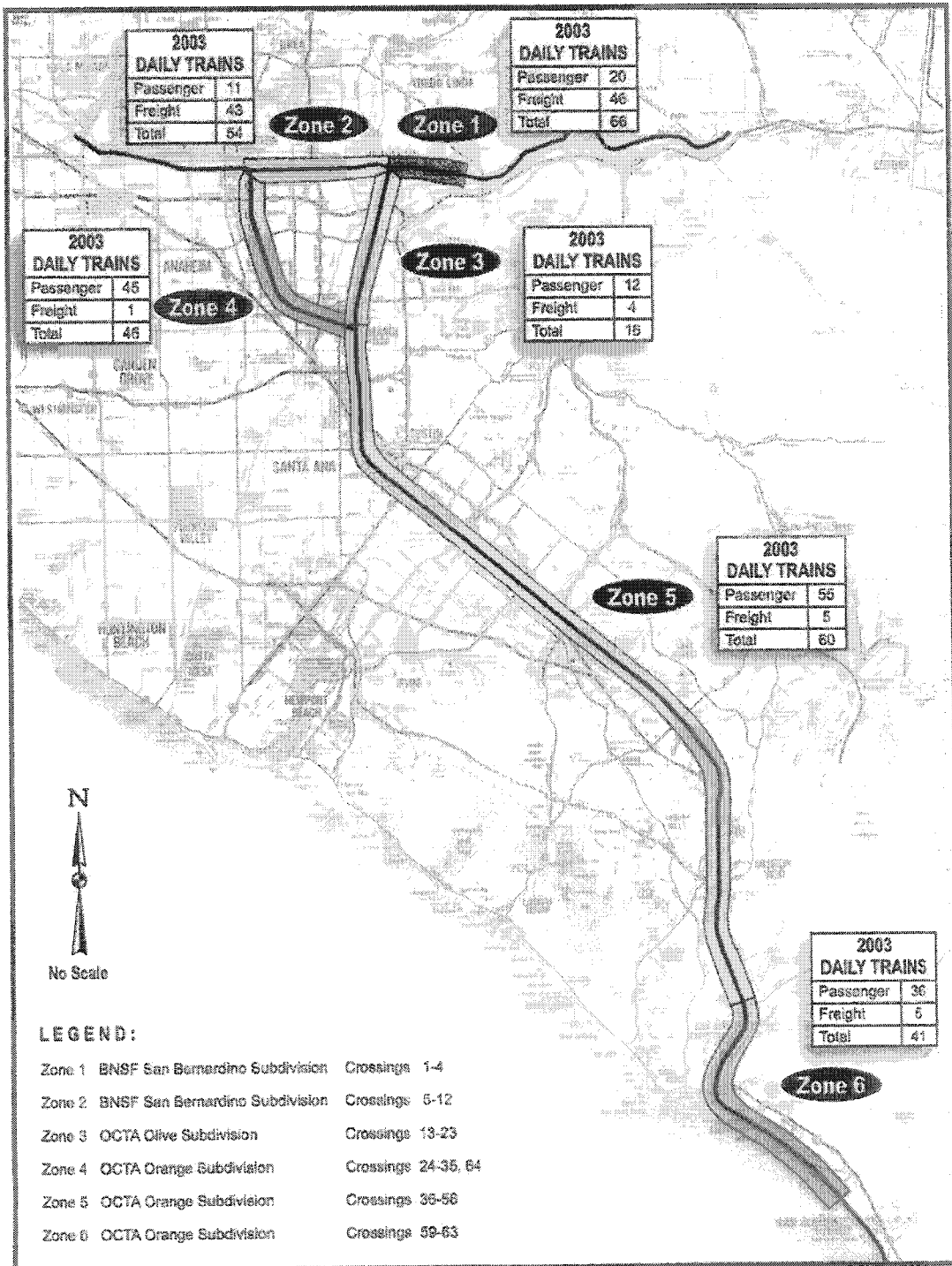
- (1) The recommendation has been implemented, with a summary regarding the implemented action.
- (2) The recommendation has not yet been implemented, but will be implemented in the future, with a timeframe for implementation.
- (3) The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.
- (4) The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation therefore.

GLOSSARY

1. *Quiet Zone*: A corridor of railroad at least one-half mile in length equipped with grade crossing treatments that eliminate the need for the routine sounding train warning horns.
2. *Subdivisions (or "subs")*: A geographic segment of track between two specific points.
3. *Betterment or cosmetic upgrades*: Beautification treatments not related to safety.
4. *Grade-crossing separation projects*: Generally a bridge over or under a railroad that separates the railroad right-of-way from other cross traffic.
5. *Delineation of the dynamic envelope*: Signs and warning signals that inform pedestrians, bicyclists and motorists of the danger of grade crossings.
6. *Channelization*: Fences and other devices that direct individuals to a safe crossing location.
7. *Increasing sight distance*: Clearing obstructions that would hide safety warning devices and signage.
8. *Raised medians*: Curbs or barriers that prevent motorists from changing lanes at grade-crossings.
9. *Flexible bollards*: Rubber or soft plastic vertical "posts" that enhance medians and channelization of motorists.
10. *Four-quadrant grades*: Crossing grades that protect both the upstream and downstream highways and prevents "drive-around" violations.
11. *Signal preemption*: Signals that turn red at intersections adjacent to crossings at the approach of a train.
12. *Federal Railroad Administration's Final Train Home Rule of June 24, 2005*: A series of rules for the applications of Quiet Zones.
13. *Rolling Stock*: Locomotives and passenger cars.

2006-2007 ORANGE COUNTY GRAND JURY

Appendix 1: OCTA Map



ATTACHMENT B

**Proposed Response to Orange County Grand Jury Report
Orange County Rail Crossing Safety**

October 22, 2007

Honorable Nancy Wieben Stock
Presiding Judge of the Superior Court
700 Civic Center Drive
Santa Ana, CA 92701

**SUBJECT: Orange County Grand Jury Report: Orange County Rail
Crossing Safety**

Dear Judge Wieben Stock,

On behalf of the Orange County Transportation Authority (OCTA) Board of Directors, this letter is in response to the Orange County Grand Jury's May 1, 2007, report reviewing Orange County's rail crossings.

The OCTA Board of Directors recently approved several policy issues (see attached staff report) related to this matter that allowed for a more thorough response to the report's findings and recommendations. As provided by state statute, we requested and were granted an extension for our response to the report not to exceed six months from the publication of the Grand Jury report.

With the planned expansion of Metrolink service in Orange County as well as increasing freight rail traffic, the report was very timely. I believe the OCTA Board's action on related policy matters is equally timely in addressing public concerns about rail crossing safety as well as in providing cities the opportunity to establish Quiet Zones throughout the county.

On behalf of the OCTA Board of Directors, I am pleased to share with you our response and thank the Orange County Grand Jury for its report on Orange County's rail crossings.

FINDINGS

F-1 OCTA has fallen behind schedule

OCTA disagrees with this finding. While we understand and appreciate the need to bring transportation solutions to the public as quickly as possible, the scope of the rail-highway improvement program changed drastically from what it was originally envisioned back in June 2005. During the summer and

fall of 2006 when the Grand Jury was provided with the original schedule, the schedule did not include the addition of required improvements to achieve reduced sounding of locomotive horns at rail-highway grade crossings as defined by the Federal Railroad Administration. This additional work was later added into the schedule at the request of Orange County cities as a result of the 53 field diagnostic review meetings. This work is complex in nature and has added time to the schedule as well as increased the program budget.

The following timeline provides an overview of the key milestones in OCTA Grade Crossing Safety Enhancement Program.

On June 13, 2005, the OCTA Board approved an initial allocation of \$10 million to fund the Rail-Highway Grade Crossing Enhancement Program estimated at \$19.5 million. The Program covers 53 at-grade rail-highway crossings on the OCTA-owned right-of-way known as the Orange and Olive subdivisions and on the Burlington Northern Santa Fe Railway San Bernardino subdivision.

On June 24, 2005, the Federal Railroad Administration (FRA) released its Final Rule on the Use of Locomotive Horns at Rail-Highway Grade Crossings (Final Rule). The Final Rule establishes a basic requirement for trains to sound horns at all public rail-highway grade crossings except in quiet zones established under the procedures set forth in the Final Rule. The Final Rule identifies the installation of supplemental safety measures needed for the reduction in the sounding of locomotive horns to establish a Quiet Zone.

On February 15, 2006, OCTA entered into a Memorandum of Understanding with the Southern California Regional Rail Authority (SCRRA) acting as lead agency to implement the Program. The SCRRA is the operator of the Metrolink commuter rail service in Orange, Los Angeles, Riverside, San Bernardino, and Ventura counties.

Beginning in April 2006 and continuing through November 2006, field diagnostic review meetings were completed at all 53 at-grade rail-highway crossings with full participation from OCTA, Southern California Regional Rail Authority (SCRRA), the California Public Utilities Commission (CPUC), and the local cities in which the at-grade rail-highway crossing was located. At the request of the OCTA Board, the team included scope enhancements needed to meet FRA standards for reduced sounding of locomotive horns.

On November 7, 2007, Orange County voters renewed Measure M, the ½-cent sales tax for transportation improvements in Orange County. Project "R" in the Renewed Measure M specifically identified railroad corridor quiet zones as an eligible cost.

On April 9, 2007, revised estimated Program costs were presented to the OCTA Board. The Board directed staff to provide the updated cost estimates to the affected cities for review and approval, and further authorized staff to work with affected cities in the development of policies and procedures for establishment of quiet zones.

As a result of the April 9, 2007 Board direction, a Quiet Zone Working Group was established. The Quiet Zone Working Group first convened on May 9, 2007, and held an informational session with participation from OCTA staff, the Chairman of the Board, city elected officials, and city staff to begin the development of consistent policies and procedures for the establishment of railroad corridor quiet zones in Orange County.

The Quiet Zone Working Group met again on June 27, 2007, and explored two implementation options for program delivery. Option 1 would be a comprehensive approach led by SCRRA, acting as the implementing agency on behalf of OCTA. Option 2 would establish a grant program similar to the way in which OCTA provides grants for streets and roads to local cities.

Under both delivery options, cities will be expected to complete a construction and maintenance agreement with SCRRA to outline roles and responsibilities for the funding, construction, and maintenance of the rail-highway grade crossing improvements.

At their meeting on June 27, 2007, members of the Quiet Zone Working Group selected Option 1 as the preferred method of program delivery.

On August 27, 2007, the OCTA Board of Directors approved a comprehensive, \$60 million, countywide grade crossing safety enhancement program.

F-2 Eliminating train horns county-wide through quiet zone corridor treatments could cost \$50-\$60 million

OCTA agrees with this finding. Conceptual engineering estimates provided by OCTA, SCRRA and the agencies engineering consultants have estimated

that a comprehensive, countywide program that will provide safety and quiet zone treatments at 53 at grade rail-highway crossings, will cost \$60 million. On August 27, 2007, the OCTA Board approved a \$60 million program budget for the program.

F-3 Burden of cost between OCTA and impacted cities for upgraded crossings is unclear

OCTA disagrees with this finding. On August 27, 2007 the OCTA approved the expansion of the program to include improvements to for the reduced sounding of locomotive horns. Furthermore, the Board extended the 88% OCTA and 12% cost sharing arrangement to the entire program. This will result in OCTA providing \$52.8 and local cities providing \$7.2 million for a total program budget of \$60 million.

F-4 OCTA/Metrolink has an excellent safety program to inform the public on issues of concern

OCTA agrees with this finding. Both OCTA and our partners at Southern California Regional Rail Authority (Metrolink) value the importance of a strong public awareness program that educates the public on what to know when in the vicinity of rail tracks and crossings.

RECOMMENDATIONS

R-1 Finalize the various memoranda of understanding with impacted cities and vigorously proceed with the succeeding steps

OCTA agrees with this recommendation. OCTA and SCRAA staff are scheduling a series of project development team (PDT) meetings to begin the formal engineering design phase. As part of the engineering design phase, the program scope for each city will be finalized and the required agreements between OCTA, SCRAA and individual cities will be developed, finalized and executed.

R-2 Create a comprehensive Quiet Zone program

OCTA agrees with this recommendation. With OCTA Board approval on August 27, 2007 of a program that addresses rail-highway safety improvements as well as a structure for cities that choose to pursue a Quiet Zone, Orange County now has a program that meets the recommendation of

the Grand Jury. The program includes \$60 million for the combined rail-highway grade crossing enhancements and quiet zone improvements at 53 at-grade rail-highway crossings in Orange County.

The program currently includes program and project management by SCRRA, and design, construction, and construction management for the entire program. This cost estimate does not include costs for any improvements to city traffic signal systems that may or may not be needed to support this Program. The estimated scope and cost of these improvements will be determined as an early design task by SCRRA. Once the estimated scope and costs are determined, staff will return to the OCTA Board to seek direction on funding and cost sharing with the impacted cities. Additionally, the current cost estimate does not include any improvements to pedestrian-only crossings, nor does it include any additional maintenance that may occur as the result of adding additional equipment to the railroad system such as extra crossing gates.

Lastly, rail-highway grade crossing improvements in support of the Final Rule are still a very new area and there is considerable risk in the scope, schedule, and budget for a program of this size and complexity. For this reason, staff proposes to update the Board on scope, schedule, and budget upon the completion of 35 percent design, which is currently scheduled for completion in the first quarter of 2008.

R-3 Construction and inspection costs should be shared according to an agreed formula

OCTA agrees with this recommendation. On August 27, 2007 the OCTA board adopted a cost sharing formula in which OCTA provides 88% of the funding and participating cities provide 12%.

R-4 Conduct a rail-safety education program

OCTA agrees with this recommendation. Currently OCTA and Southern California Regional Rail Authority (Metrolink) partner on such a program. The program is known as Operation Lifesaver and is aimed at the general public but especially school children. With the expansion of Metrolink as well as general freight traffic on Orange County's rail lines, OCTA has increased budget for an even more robust public education program. The program will

Orange County Grand Jury
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October 22, 2007
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be created this fiscal year and will be implemented along with improvements at crossings throughout Orange County.

Conclusion

On behalf of the OCTA Board of Directors, I want to thank the Orange County Grand Jury for its report on the safety of Orange County's rail crossings. OCTA continually strives to provide outstanding transportation solutions for Orange County. Constructive feedback can only help in this endeavor.

Should you have any questions, or require additional follow up on this matter, please do not hesitate to contact me directly at (714) 560-5584.

Sincerely,

Arthur T. Leahy
Chief Executive Officer

ATL:dgs

Attachment



August 23, 2007

To: Transit Planning and Operations Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Rail-Highway Grade Crossing Enhancement Program Implementation Options

Overview

On June 13, 2005, the Orange County Transportation Authority Board of Directors approved initial funding and implementation of the Rail-Highway Grade Crossing Enhancement Program. On August 13, 2007, the Orange County Transportation Authority Board of Directors approved the Renewed Measure M Early Action Plan, which called for the implementation of rail-highway grade crossing and quiet zone improvements at 53 at-grade rail-highway crossings in Orange County. Staff is providing a progress report and proposing an implementation method for Board of Directors consideration.

Recommendations

- A. Approve the implementation strategy for a comprehensive rail-highway grade crossing enhancement program including additional improvements needed to meet Federal Railroad Administration standards for reduced sounding of locomotive horns.
- B. Authorize the Chief Executive Officer to enter into a cooperative agreement with the Southern California Regional Rail Authority to act as lead agency to deliver design and construction of the rail-highway grade crossing enhancements and improvements needed to meet Federal Railroad Administration standards for reduced sounding of locomotive horns.
- C. Continue with the current cost sharing formula of 88 percent provided by the Orange County Transportation Authority and 12 percent provided by the participating cities.

**Rail-Highway Grade Crossing Enhancement Program
Implementation Options**

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- D. Approve a program budget of \$60 million funded by \$10 million in Commuter Urban Rail Endowment funds, \$42.8 million in Renewed Measure M funds, and \$7.2 million in local city funds.
- E. Direct staff to work with Southern California Regional Rail Authority, the City of San Clemente, the Federal Railroad Administration, and the California Public Utilities Commission to determine the applicability of the final federal rule on the use of locomotive horns at rail-highway grade crossings to pedestrian-only crossings in the City of San Clemente.
- F. Approve the contribution of \$150,000 of Commuter Urban Rail Endowment funds for the development of rail-highway and pedestrian-only grade crossings design criteria and procedures for the Southern California Regional Rail Authority system.

Background

On June 13, 2005, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved an initial allocation of \$10 million to fund the Rail-Highway Grade Crossing Enhancement Program (Program) estimated at \$19.5 million. The Program covers 53 at-grade rail-highway crossings on the OCTA-owned right-of-way known as the Orange and Olive subdivisions and on the Burlington Northern Santa Fe Railway San Bernardino subdivision (Attachment A). The cities of Anaheim, Dana Point, Irvine, Fullerton, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin committed to providing a minimum 12 percent local agency match for crossings located in their respective city. In addition to proving a local financial contribution, city responsibilities included review of plans and issuance of no-fee encroachment permits. There are 13 other crossings with passenger rail operations that are not currently included in this program due to improvements that are either underway or planned in the near future (Attachment A).

On June 24, 2005, the Federal Railroad Administration (FRA) released its Final Rule on the Use of Locomotive Horns at Rail-Highway Grade Crossings (Final Rule). The Final Rule establishes a basic requirement for trains to sound horns at all public rail-highway grade crossings except in quiet zones established under the procedures set forth in the Final Rule. The Final Rule identifies the installation of supplemental safety measures needed for the reduction in the sounding of locomotive horns to establish a quiet zone.

On February 15, 2006, OCTA entered into a Memorandum of Understanding with the Southern California Regional Rail Authority (SCRRA) acting as lead

agency to implement the Program. The SCRRA is the operator of the Metrolink commuter rail service in Orange, Los Angeles, Riverside, San Bernardino, and Ventura counties.

Beginning in April 2006 and continuing through November 2006, field diagnostic review meetings were completed at all 53 at-grade rail-highway crossings with full participation from OCTA, SCRRA, the California Public Utilities Commission (CPUC), and the local cities in which the at-grade rail-highway crossing was located. Foreseeing the eventuality of quiet zone improvements, the team included scope enhancements needed to meet FRA standards for reduced sounding of locomotive horns. Quiet zone improvements were tracked separately and provided as information for cities' use in the event cities pursued future application to qualify for a designated FRA quiet zone. On April 9, 2007, revised estimated Program costs were presented to the OCTA Board (Attachment B). The Board directed staff to provide the updated cost estimates to the affected cities for review and approval, and further authorized staff to work with affected cities in the development of policies and procedures for establishment of quiet zones.

Discussion

Working Group on Quiet Zone Policy Development

As a result of the April 9, 2007, Board direction, the Quiet Zone Working Group was established. The Quiet Zone Working Group first convened on May 9, 2007, and held an informational session with participation from OCTA staff, the Chairman of the Board, city elected officials, and city staff to begin the development of consistent policies and procedures for the establishment of railroad corridor quiet zones in Orange County.

The Quiet Zone Working Group met again on June 27, 2007, and explored two implementation options for program delivery. Option 1 would be a comprehensive approach led by SCRRA, acting as the implementing agency on behalf of OCTA. Option 2 would establish a grant program similar to the way in which OCTA provides grants for streets and roads to local cities. These options are discussed in Attachment C.

Under both delivery options, cities will be expected to complete a construction and maintenance agreement with SCRRA to outline roles and responsibilities for the funding, construction, and maintenance of the rail-highway grade crossing improvements.

**Rail-Highway Grade Crossing Enhancement Program
Implementation Options****Page 4**

At their meeting on June 27, 2007, members of the Quiet Zone Working Group selected Option 1 as the preferred method of program delivery; however, it was suggested that cities be allowed to pursue implementation of rail-highway grade crossing enhancements and quiet zone improvements on their own and be reimbursed by OCTA. OCTA staff recommends that this be reviewed on a case-by-case basis with interested cities to determine scope, schedule, budget, and potential impacts on track and infrastructure projects that are occurring as part of the Metrolink Service Expansion Program, as well as other ongoing railroad capital and rehabilitation projects.

Indemnification

Additionally, in order to establish a quiet zone under the proposed implementation of Option 1, the city must indemnify, defend, and hold harmless SCRRA and its member agencies, including OCTA, as well as their respective board members, member agencies, officers, agents, volunteers, contractors, operating railroads, and employees (SCRRA Indemnities) from any and all liability, loss, expense (including reasonable attorneys' fees and other defense costs), demands, suits, liens, damages, costs, claims, including but not limited to, claims for bodily injury, death, personal injury, or property damage, that are incurred by or asserted against the SCRRA Indemnities arising out of or connected with any negligent acts or omissions on the part of the city, its council, officers, agents, contractors, or employees under or in connection with any work, authority or jurisdiction delegated to the city related to establishment and operation of a quiet zone at a rail-highway grade crossing.

Pedestrian-Only Crossings

The City of San Clemente has four pedestrian-only at-grade rail crossings. Two were recently installed as part of the OCTA-funded pedestrian beach trail. The other two have been in place for many years, and at the completion of phase II of the beach trail project there will be a total of seven pedestrian-only at-grade rail crossings. Current CPUC regulations require the sounding of locomotive horns at pedestrian-only crossings. The current OCTA-approved Program has only focused on the improvement of the 53 at-grade rail-highway crossings. The existing Program cost does not include any cost estimates for improvements or changes to the pedestrian-only crossings in San Clemente. City of San Clemente staff has requested that OCTA consider the inclusion of the seven pedestrian-only crossings in the Program, specifically to include improvements that would result in the reduction of locomotive horn noise at pedestrian-only crossings. OCTA and SCRRA staff have discussed the issue of pedestrian-only crossing quiet zones with CPUC and FRA staff. At this time,

**Rail-Highway Grade Crossing Enhancement Program
Implementation Options****Page 5**

a definitive conclusion has not been reached about the applicability of the Final Rule to pedestrian-only crossings. OCTA staff recommends that the Board direct staff to work with SCRRA, the City of San Clemente, FRA, and CPUC to determine the applicability of the Final Rule on pedestrian-only crossings in the City of San Clemente. Once a definitive conclusion has been reached, staff will return to the Board for further direction.

Development of System-Wide Grade Crossing Design Criteria

The SCRRA currently has responsibility for maintaining 255 at-grade rail-highway crossings in the Metrolink system. Due to the OCTA Program and other related SCRRA initiatives, SCRRA staff is proposing to develop system-wide grade crossing design criteria, including design of pedestrian safety requirements, to ensure consistent approaches to rail-highway grade crossing enhancements. The total cost for this development effort is \$342,245. Given the size, complexity, and accelerated schedule of the OCTA program, OCTA staff concurs with this approach as it will facilitate the final design of the grade crossing improvements and will serve as a standard for all improvements with in Orange County and the Metrolink system. OCTA staff requests the use of \$150,000 in Commuter Urban Rail Endowment (CURE) funds to contribute to this effort.

Program Budget

Staff is recommending a program budget of \$60 million for the combined rail-highway grade crossing enhancements and quiet zone improvements at 53 at-grade rail-highway crossings in Orange County. This cost estimate has been developed by SCRRA staff as a result of the 53 on-site diagnostic meetings held between April and November 2006. An updated program cost sharing between OCTA and the cities is shown in Attachment D.

This cost estimate includes program and project management by SCRRA, and design, construction, and construction management for the entire Program. This cost estimate does not include costs for any improvements to city traffic signal systems that may or may not be needed to support this Program. The estimated scope and cost of these improvements will be determined as an early design task by SCRRA. Once the estimated scope and costs are determined, staff will return to the Board to seek direction on funding and cost sharing with the impacted cities. Additionally, the current cost estimate does not include any improvements to pedestrian-only crossings, nor does it include any additional maintenance that may occur as the result of adding additional equipment to the railroad system such as extra crossing gates.

**Rail-Highway Grade Crossing Enhancement Program
Implementation Options**

Page 6

Rail-highway grade crossing improvements in support of the Final Rule are still a very new area and there is considerable risk in the scope, schedule, and budget for a program of this size and complexity. For this reason, staff proposes to update the Board on scope, schedule, and budget upon the completion of 35 percent design, which is currently scheduled for completion in the first quarter of 2008.

Renewed Measure M Early Action Plan

On August 13, 2007, the Board adopted the Final Renewed Measure M Early Action Plan, which included rail-highway grade crossing enhancements and quiet zones improvements as part of Project R, High Frequency Metrolink Service. The Board further adopted the Renewed Measure M Budget Amendment for fiscal year 2007-08, which provides the required resources in fiscal year 2007-08 to begin implementation of the plan.

Fiscal Impact

Approve a program budget of \$60 million comprised of \$52.8 million in OCTA funds and \$7.2 million in local city funds. The OCTA funds are comprised of the previously approved \$10 million of CURE funds, plus \$42.8 million in Renewed Measure M funds.

Summary

OCTA staff is in the process of implementing the Program approved by the Board on June 13, 2005, and is requesting Board approval for additional improvements needed to meet FRA standards for reduced sounding of locomotive horns. Staff proposes that SCRRA act as the lead agency to deliver a comprehensive grade crossing improvement program.

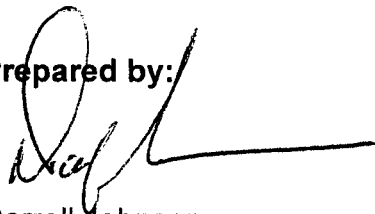
**Rail-Highway Grade Crossing Enhancement Program
Implementation Options**

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Attachments

- A. Passenger At-Grade Rail-Highway Crossings in Orange County
- B. Rail-Highway Grade Crossing Program Staff Report, dated April 9, 2007
- C. Rail-Highway Grade Crossing Enhancement Program Implementation Options
- D. Program Budget and Cost Sharing

Prepared by:



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

Approved by:



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

Passenger At-Grade Rail-Highway Crossings in Orange County

At-Grade Rail-Highway Crossings Included in Program*

	City	Street Name	Railroad Subdivision	Status
1	Anaheim	State College Blvd.	Orange	Included in Program
2	Anaheim	Ball Rd.	Orange	Included in Program
3	Anaheim	La Palma Ave.	Orange	Included in Program
4	Anaheim	E. Sycamore St.	Orange	Included in Program
5	Anaheim	Cerritos Ave.	Orange	Included in Program
6	Anaheim	Orangethorpe Ave.	Orange	Included in Program
7	Anaheim	E. South St.	Orange	Included in Program
8	Anaheim	La Palma Ave.	Olive	Included in Program
9	Anaheim	Broadway	Orange	Included in Program
10	Anaheim	Jefferson St.	Olive	Included in Program
11	Anaheim	Miraloma Ave.	Olive	Included in Program
12	Anaheim	E. Vermont Ave.	Orange	Included in Program
13	Anaheim	Tustin Ave.	Olive	Included in Program
14	Anaheim	E. Santa Ana St.	Orange	Included in Program
15	Dana Point	Palisades/ Beach Rd.	Orange	Included in Program
16	Fullerton	Raymond Ave.	BNSF** - San Bernardino	Included in Program
17	Fullerton	Acacia Ave.	BNSF - San Bernardino	Included in Program
18	Irvine	Sand Canyon Ave.	Orange	Included in Program
19	Irvine	Harvard Ave.	Orange	Included in Program
20	Orange	Chapman Ave.	Orange	Included in Program
21	Orange	Glassell St.	Olive	Included in Program
22	Orange	Batavia St.	Orange	Included in Program
23	Orange	Riverdale Ave.	Olive	Included in Program
24	Orange	Meats Ave.	Olive	Included in Program
25	Orange	Lincoln Ave.	Olive	Included in Program
26	Orange	Main St.	Orange	Included in Program
27	Orange	Taft St.	Olive	Included in Program
28	Orange	Collins Ave.	Olive	Included in Program
29	Orange	Walnut St.	Orange	Included in Program
30	Orange	Palmyra Ave.	Orange	Included in Program
31	Orange	Katella Ave.	Olive	Included in Program
32	Orange	La Veta Ave.	Orange	Included in Program
33	Orange	Palm Ave.	Orange	Included in Program
34	Orange	Almond Ave.	Orange	Included in Program
35	Orange	Eckhoff St.	Orange	Included in Program

* Program - Rail-Highway Grade Crossing Enhancement Program

** BNSF - Burlington Northern Santa Fe Railway

At-Grade Rail-Highway Crossings Included in Program

	City	Street Name	Railroad Subdivision	Status
36	San Clemente	Avenida Estacion	Orange	Included in Program
37	San Clemente	Pier Service Rd.	Orange	Included in Program
38	San Juan Capistrano	Oso Rd.	Orange	Included in Program
39	San Juan Capistrano	Del Obispo St.	Orange	Included in Program
40	San Juan Capistrano	La Zanja St.	Orange	Included in Program
41	San Juan Capistrano	Avenida Aeropuerto	Orange	Included in Program
42	San Juan Capistrano	Rancho Capistrano Pvt Cr.	Orange	Included in Program
43	Santa Ana	McFadden St.	Orange	Included in Program
44	Santa Ana	Lyon St.	Orange	Included in Program
45	Santa Ana	17th Street	Orange	Included in Program
46	Santa Ana	Santa Ana Blvd.	Orange	Included in Program
47	Santa Ana	Ritchey St.	Orange	Included in Program
48	Santa Ana	Grand Ave.	Orange	Included in Program
49	Santa Ana	Fourth St.	Orange	Included in Program
50	Santa Ana	Chestnut St.	Orange	Included in Program
51	Santa Ana	Santa Clara Ave.	Orange	Included in Program
52	Santa Ana	Fairhaven Ave.	Orange	Included in Program
53	Tustin	Red Hill Ave.	Orange	Included in Program

Other At-Grade Rail-Highway Crossings

	City	Street Name	Railroad Subdivision	Status
1	Placentia	Kellogg Dr.	BNSF - San Bernardino	Improved under City Program
2	Placentia	Lakeview Ave.	BNSF - San Bernardino	Improved under City Program
3	Placentia	Richfield Rd.	BNSF - San Bernardino	Improved under City Program
4	Placentia	Van Buren St.	BNSF - San Bernardino	Improved under City Program
5	Placentia	Jefferson St.	BNSF - San Bernardino	Improved under City Program
6	Placentia	Tustin Ave.	BNSF - San Bernardino	Improved under City Program
7	Placentia	Orangethorpe Ave.	BNSF - San Bernardino	Improved under City Program
8	Placentia	Kraemer Blvd.	BNSF - San Bernardino	Improved under City Program
9	Placentia	Bradford Ave.	BNSF - San Bernardino	Closed
10	Placentia	Placentia Ave.	BNSF - San Bernardino	State environmental approval completed
11	Fullerton	State College Blvd.	BNSF - San Bernardino	In final design for separation
12	Yorba Linda / Anaheim / County	Imperial Highway	BNSF - San Bernardino	Grade separation underway
13	Irvine	Jeffery Rd.	Orange	Grade separation underway

* Program - Rail-Highway Grade Crossing Enhancement Program

** BNSF - Burlington Northern Santa Fe Railway



BOARD COMMITTEE TRANSMITTAL

April 9, 2007

To: Members of the Board of Directors
From: ^{WLC} Wendy Knowles, Clerk of the Board
Subject: Rail-Highway Grade Crossing Program

Transit Planning and Operations Committee

March 22, 2007

Present: Directors Brown, Dixon, Moorlach, Norby, Pulido, and Winterbottom
Absent: Director Green

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Direct staff to provide updated cost estimates of the Rail-Highway Grade Crossing Enhancement Program to the cities for review and approval.
- B. Continue with the current implementation strategy limited to grade crossing enhancements.
- C. Authorize staff to work with affected cities in the development of consistent policies and procedures for the establishment of quiet zones by cities, which include the indemnification of the Orange County Transportation Authority and the Southern California Regional Rail Authority and which adhere to a higher standard of safety in the design of grade crossings that make grade crossings safer than they were before.
- D. Direct staff to develop a process for the funding and implementation priorities of a Rail-Highway Grade Separation Program in Orange County, beginning with identifying potential candidate projects to compete for funding under the Trade Corridor Investment Fund made available with the passage of Proposition 1B.



March 22, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Rail-Highway Grade Crossing Program

Overview

On June 13, 2005, the Orange County Transportation Authority Board of Directors approved an implementation strategy, allocation of \$10 million of Commuter and Urban Rail Endowment funds, and authorization to enter into a Memorandum of Understanding with affected jurisdictions and the Southern California Regional Rail Authority for funding and implementation of the Rail-Highway Grade Crossing Enhancement Program. Staff is providing a progress report on the program, as well as providing information on the establishment of railroad quiet zones and the development of a countywide Rail-Highway Grade Separation Program.

Recommendations

- A. Direct staff to provide updated cost estimates of the Rail-Highway Grade Crossing Enhancement Program to the cities for review and approval.
- B. Continue with the current implementation strategy limited to grade crossing enhancements.
- C. Authorize staff to work with affected cities in the development of consistent policies and procedures for the establishment of quiet zones by cities, which include the indemnification of the Orange County Transportation Authority and the Southern California Regional Rail Authority and which adhere to a higher standard of safety in the design of grade crossings that make grade crossings safer than they were before.
- D. Direct staff to develop a process for the funding and implementation priorities of a Rail-Highway Grade Separation Program in Orange County, beginning with identifying potential candidate projects to

compete for funding under the Trade Corridor Investment Fund made available with the passage of Proposition 1B.

Background

There are three main railroad lines providing passenger and freight railroad service in Orange County. There are a total of 64 at-grade rail-highway crossings on these three rail lines.

The Orange County Transportation Authority (OCTA) is the owner of the Orange and Olive subdivisions. The Orange subdivision stretches from the San Diego County line to the junction with the Burlington Northern Santa Fe (BNSF) in the City of Fullerton. Rail traffic on the Orange subdivision consists of Metrolink Orange County (OC) line and Inland Empire-Orange County (IEOC) line service, Amtrak Pacific Surfliner trains, and a minimal number of freight trains. There are 41 at-grade rail-highway crossings on the Orange subdivision. The Olive subdivision stretches from just north of the City of Orange Metrolink station to the junction with the BNSF in the City of Placentia. Rail traffic on the Olive subdivision consists of Metrolink IEOC line trains and a minimal number of freight trains. There are 11 at-grade rail-highway crossings on the Olive subdivision.

The BNSF is the owner of the San Bernardino subdivision in Orange County. The San Bernardino subdivision in Orange County stretches from the Orange County/Riverside County line near the City of Yorba Linda to the Orange County/Los Angeles County line in the City of Buena Park. The BNSF San Bernardino subdivision runs through the cities of Yorba Linda, Anaheim, Placentia, Fullerton, and Buena Park and is frequently referred to as the Orangethorpe Corridor or the Alameda Corridor East. Rail traffic on the BNSF San Bernardino subdivision consists largely of BNSF freight trains and a minimal number of Metrolink 91 line, IEOC line (over a portion of the line), and Amtrak trains. There are 12 at-grade rail-highway crossings on the San Bernardino subdivision in Orange County.

As a result of planned increases in passenger and freight rail traffic on the three rail lines described above, a renewed focus should be placed on grade crossing improvements. Improvements to at-grade rail-highway crossings can cover a wide spectrum, beginning with basic safety improvements (improving crossing surfaces, re-applying of pavement markings, and enhancing signing), to the installation of supplemental safety measures that allow for the discontinuance of locomotive horn blowing (quiet zones), to grade crossing closures and rail-highway grade separations that completely separate rail traffic from vehicular and pedestrian traffic.

OCTA, the City of Placentia, the Riverside County Transportation Commission, the San Bernardino Associated Governments, and the Alameda Corridor East Construction Authority have conducted a number of studies over recent years addressing grade crossing enhancements, quiet zones, and grade separations covering all three rail lines described above. These studies have provided significant amounts of data that has allowed each individual crossing to be examined for enhancements as well as the potential for separation. This existing data provides the ability to examine and prioritize grade crossing improvements on a countywide level.

Rail-Highway Grade Crossing Enhancement Program

Completed in 2003, the Orange County Grade Crossing Study provided an inventory of automatic warning devices and safety equipment, in addition to assessment of rail-highway grade crossings located in Orange County and made recommendations for enhanced motorist and pedestrian safety consistent with current California Public Utilities Commission (CPUC) standards. The study further ranked the crossings based on their impact to safety and a cost-benefit analysis.

On June 13, 2005, the OCTA Board of Directors (Board) approved an initial allocation of \$10 million to fund the Grade Crossing Enhancement Program (Program) estimated at \$19.5 million. Secondly, the Board authorized the Chief Executive Officer to enter into Memorandums of Understanding (MOUs) with the affected jurisdictions and the Southern California Regional Rail Authority (SCRRA) for funding and implementation of the Program. The Program covers 52 crossings on the OCTA-owned right-of-way known as the Orange subdivision, as well as three crossings on the BNSF San Bernardino subdivision. The Program does not include eight crossings located in the City of Placentia, as they have been improved through a separate city led program.

The Board-approved Program laid out a specific application process calling for Letters of Intent from affected jurisdictions (cities of Anaheim, Irvine, Fullerton, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin). During the process it was determined that one of the crossings identified in the City of San Clemente was in fact in Dana Point. All cities including Dana Point submitted Letters of Intent to participate in the Program and committed to providing a minimum 12 percent local agency match. In addition, the City of Irvine, with State Transportation Improvement Program (STIP) funding provided by OCTA, is in the final construction procurement stages to grade separate (completely separate the local street from the railroad tracks by going under or over the tracks) Jeffrey Road; therefore, this crossing was

eliminated from the Program. The parameters of the enhancements were intended to follow the OCTA 2003 Grade Crossing Study as closely as possible and any expenditures not directly associated with the goals and/or requirements of the Program (e.g. improvements beyond what is required) were not to be funded.

On February 15, 2006, OCTA entered into a MOU with Metrolink to define roles and responsibilities of the Program. OCTA oversees the funding program, participates in all project scoping meetings with regulatory agencies including CPUC, and assists in building consensus among parties in regard to the grade crossing enhancements. Metrolink implements the Program based on available funding provided by OCTA and required local match provided by the local jurisdiction. Metrolink performs day-to-day management functions utilizing a contracted project manager. Metrolink oversees the design, construction management, and construction of all enhancements. OCTA subsequently issued draft MOUs to the cities for their review and comment. The cities responsibilities include a 12 percent local match, review of plans, and issuance of no fee encroachment permits. Any potential quiet zone improvements, if implemented, were to be addressed under a separate MOU. The Program MOU included a draft sample of a Metrolink construction and maintenance agreement that the cities would enter directly into with Metrolink for on going maintenance of the crossing.

Federal Railroad Administration Final Rule on the Use of Locomotive Horns at Rail-Highway Grade Crossings

On June 24, 2005, two weeks after the Board approved the grade crossing enhancement program, the Federal Railroad Administration (FRA) released its Final Rule on the Use of Locomotive Horns at Rail-Highway Grade Crossings (Final Rule). The Final Rule establishes a basic requirement for trains to sound horns at all public at-grade rail-highway crossings except in quiet zones established under the procedures set forth in the Final Rule.

This issuance of the Final Rule in such close proximity to the adoption of the OCTA Program has led to significant interest by affected cities within Orange County to pursue the development of FRA quiet zones while OCTA and Metrolink have been working with the cities to implement the OCTA Program.

Rail-Highway Grade Separations

In June 2005, OCTA completed the Orange/Olive Grade Crossing Study (Study), which identified the top 10 candidate locations for permanent

separation of rail and vehicular traffic by placing the roadway either over or under the rail tracks. The Study ranked the top 10 candidate locations based upon forecasted future (year 2025) daily and peak hour delay anticipated to be experienced by motorists. This delay calculation was based upon forecasted future vehicular traffic and rail traffic volumes.

The Orangethorpe Corridor, which is owned by the BNSF and stretches from Buena Park to the Riverside County line has been studied extensively as part of the Alameda Corridor East Trade Corridor Plan (Plan), completed in 2001. This Plan has been the basis for annual federal appropriations requests and resulted in a \$125 million federal earmark under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. This Plan identified 14 rail-highway grade crossings as candidates for separation. Of these 14, one crossing has been closed (Bradford Avenue, City of Placentia), one crossing has been separated (Melrose Avenue, City of Placentia), and one separation project is currently underway (Imperial Highway [State Route 90], cities of Placentia and Anaheim, County of Orange). Orange County's portion of the \$125 million federal earmark is \$31.25 million. Current plans call for this funding to be used on the Kraemer Boulevard separation project (City of Placentia).

In mid 2006, OCTA staff updated the conceptual cost estimates for the eight crossings on the OCTA-owned corridor and the 11 crossings on the Orangethorpe Corridor. The current estimated conceptual cost estimates exceed \$900 million in 2006 dollars. These costs are likely to increase in the future as the cost of right-of-way acquisition and construction costs rise.

Discussion

Rail-Highway Grade Crossing Enhancement Program

To date, all 53 field diagnostic review meetings have been completed with full participation from OCTA, Metrolink, the CPUC, and the local cities in which the grade crossing is located. During the diagnostic reviews the team met in the field at the individual railroad grade crossing and finalized the safety enhancement scope of work. A revised cost estimate was prepared and will be scheduled for individual city council approval following OCTA review and overall Transit Planning and Operations Committee (Committee) direction of the Program. The initial program was approved by the Board at a cost of \$19.5 million. Due to escalation, changes in implementation costs, scope modifications and the addition of an appropriate contingency, the current estimated cost for the Program is \$24.5 million; however, as part of the 53 field diagnostic reviews held, consultation with the Metrolink staff, CPUC, and

representatives from local cities, staff has identified two other areas of improvement that should be considered for funding and implementation by OCTA. First, a new type of interconnection between the railroad signal system and the local streets traffic signal system has become available and offers significant safety and traffic improvements over the conventional interconnection. The estimated cost of this new Institute of Electrical and Electronics Engineers (IEEE) 1570 signal pre-emption technology is estimated at \$4.5 million for the railroad technology component. It should be noted that there will be an additional cost on the city portion of the traffic signal system that will vary by local jurisdiction and the type of existing city traffic signal systems. Metrolink and OCTA are offering a seminar to the cities on March 20, 2007, to introduce this new pre-emption technology. Secondly, Metrolink and the CPUC are in the process of formally developing a pedestrian safety policy. This policy is likely to include the addition of pedestrian crossing gates at several rail-highway grade crossings. Metrolink staff is in the process of developing cost estimates for pedestrian crossing gates. Once Metrolink finalizes a pedestrian gate policy and develops cost estimates for implementation staff will return to the Committee and Board for a recommendation for pedestrian crossing gates. The table below summarizes the current program costs and proposed additions:

Program Element	2003 Estimated Cost	2007 Estimated Cost	Change
Existing Enhancement Program	\$19.5 million	\$24.5 million	\$ 5.0 million
IEEE 1570 Signal Interconnect	\$0	\$ 4.5 million*	\$ 4.5 million
Program Total	\$19.5 million	\$29.0 million	\$9.5 million

* Does not include costs for upgrade and modification of city traffic signal system.

In addition to the program elements discussed above, the diagnostic team also identified a number of improvements at each crossing that would likely be needed should a local city pursue the implementation of railroad quiet zone under the Final Rule.

The estimates for quiet zones are very subjective and have been the subject of much discussion amongst Metrolink staff, CPUC staff, OCTA staff, and city staff. The Final Rule identifies the installation of Supplemental Safety Measures (SSMs) and assigns a numerical safety risk reduction value for each

type of SSM. The numerical value is meant to identify the effectiveness of a particular SSM. For example, the Final Rule assigns a numerical value of .77 to the installation of a four quadrant gate system (all four rail crossing quadrants have a gate lowered as opposed to the traditional two quadrants), while the Final Rule assigns a numerical value of .80 to a raised center median 100 feet long. The effectiveness of either SSM is virtually identical. The capital cost of a four quadrant gate system could be as much as \$750,000, while a center median could be as low as \$100,000. In addition, the four quadrant gate system requires on-going annual maintenance costs of approximately \$5,000 - \$10,000 per year. From a capital and maintenance cost perspective, the center median is a more cost-effective SSM from OCTA's perspective; however, the installation of a 100 foot center median often times restricts or fully closes off access to driveways of businesses and / or residences adjacent to the railroad right-of-way or rail-highway grade crossing. For this reason, staff has developed a range of capital cost estimates for quiet zone implementation within Orange County. The estimated range of capital cost for quiet zones within Orange County is \$5,100,000 to \$11,300,000.

OCTA Quiet Zone Policy

OCTA currently does not have a policy on assisting cities with the implementation, funding, or ongoing operating costs related to quiet zones. Staff has been working to identify potential policy options for the Board to consider as it reviews the impact that the Final Rule has on Orange County cities and OCTA.

One of the most significant issues associated with the establishment of quiet zones by a city is potential liability for damages caused in accidents that will occur in the absence of an audible warning. A railroad which follows procedures to blow whistles at a grade crossing, where all warning devices are functioning properly, will generally not be held liable for damages associated with grade crossing accidents.

At this time there is no case law regarding accidents that occurred within a quiet zone, so questions remain as to the circumstances under which liability might arise. The essential question is this: If a city directs a railroad to silence its horns within a quiet zone and an accident occurs, who, if anyone, may be liable if an injured party alleges that the accident was caused in whole or in part by the railroad's failure to sound its horn?

While the industry awaits case law on questions such as this, the FRA expects that, consistent with existing, longstanding precedent findings that federal

regulation of railroads preempts state law and tort causes of action in other areas, federal preemption will be upheld in this area as well.

The SCRRA, of which OCTA is a member agency, has striven to achieve supplemental liability protection during periods of construction, but to date no insurance policy exists in the marketplace that is commercially available to cities to cover the potentially increased exposure to the city, OCTA, and SCRRA caused by the silencing of train horns on an on-going basis after implementation of a quiet zone.

Consequently, on April 21, 2006, the Metrolink Board of Directors adopted the Southern California Regional Rail Authority Quiet Zone Implementation Guidelines and Procedures (Implementation Guidelines and Procedures). The Implementation Guidelines and Procedures requires adherence to a higher standard of safety in the design of grade crossings than simple risk reduction to a level commensurate with the use of locomotive horns, or other safety measures. The SCRRA's goal is to make grade crossings not simply "as safe" as before the cessation of horn blowing, but actually safer than before.

Additionally, in order to establish a quiet zone, a city must indemnify, defend, and hold harmless SCRRA and its member agencies, including OCTA, as well as their respective board members, member agencies, officers, agents, volunteers, contractors, operating railroads, and employees (SCRRA Indemnities) from any and all liability, loss, expense (including reasonable attorneys' fees and other defense costs), demands, suits, liens, damages, costs, claims, including but not limited to, claims for bodily injury, death, personal injury, or property damage, that are incurred by or asserted against the SCRRA Indemnities arising out of or connected with any negligent acts or omissions on the part of the city, its council, officers, agents, contractors, or employees under or in connection with any work, authority or jurisdiction delegated to the city related to establishment and operation of a quiet zone at a rail-highway grade crossing.

From a risk management perspective, staff and counsel will recommend the OCTA Board adopt a quiet zone policy that is consistent with the policies of SCRRA and its member agencies, irrespective of OCTA providing funding for grade crossing improvements.

It is recommended that the Transit Planning and Operations Committee authorize staff to work with affected cities in the development of consistent policies and procedures to consider in city establishment of quiet zones that indemnify the SCRRA Indemnities, including OCTA, and adhere to a higher

standard of safety in the design of grade crossings that make grade crossings safer than they were before.

The policies will establish procedures for the cities to follow that will include proper diagnostic reviews, evaluation and selections of SSMs and other improvements, funding agreements with OCTA, and the execution of a construction and maintenance agreement between the city and the railroad. Additionally, the policy will require that the city engineer or designee approve and stamp all plans for improvements to their street and traffic signal improvements.

Finally, if OCTA approves a quiet zone policy, staff will recommend that the Program be modified to include quiet zone improvements in accordance with the adopted policy.

Rail-Highway Grade Separations

Due to the extremely high cost of individual rail-highway grade separations, it is important that the limited funding available for these types of projects be used where the most benefit will occur. OCTA staff proposes to use the Alameda Corridor East Trade Corridor Plan, completed in 2001, and the Orange/Olive Grade Crossing Study, completed in 2005, as a starting point for developing a countywide grade separation program that will result in a prioritized list of projects to compete for the limited funds that are anticipated to be available for these type of projects. Current and future funding sources include, but are not limited to, Proposition 1B Trade Corridor Investment Fund, Proposition 1B Railroad Crossing Safety Program, STIP, Section 190 Grade Separation Program, Federal Congestion Mitigation and Air Quality Program, Federal Surface Transportation Improvement Program, and Measure M Renewal.

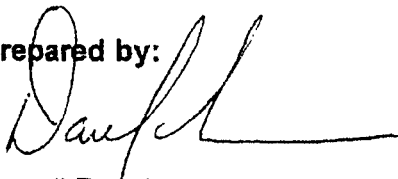
Summary

OCTA staff is in the process of implementing the Rail-Highway Grade Crossing Program approved by the Board on June 13, 2005. Staff is providing a progress report on the program, as well as providing information on the establishment of railroad quiet zones and the development of a countywide Rail-Highway Grade Separation Program.

Attachment

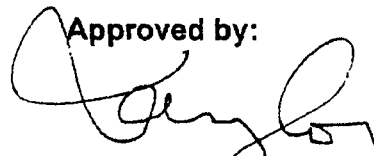
None.

Prepared by:



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

Approved by:



Paul C. Taylor, P.E.
Executive Director, Development
(714) 560-5431

Rail-Highway Grade Crossing Enhancement Program

Implementation Options

Option 1

Under Option 1, the Southern California Regional Rail Authority (SCRRA) would act as the implementing agency on behalf of the Orange County Transportation Authority (OCTA) for the implementation of combined rail-highway grade crossing enhancements and quiet zone improvements. The SCRRA has agreed to act as the agent for OCTA, wherein the city reviews and approves the design of improvements, and files the Notice of Intent and Notice of Establishment with the Federal Railroad Administration (FRA) as required by the Final Rule on the Use of Locomotive Horns at Rail-Highway Grade Crossings. Under this implementation option, SCRRA would design and construct both rail-highway grade crossing enhancements and quiet zone improvements that are within the railroad right-of-way and some improvements outside of the railroad right-of-way. The city would be required to construct some improvements outside of the right-of-way. A key advantage to this approach is overall program coordination by SCRRA, which would allow rail-highway grade crossing improvements to be scheduled in coordination with the track and infrastructure projects that are occurring as part of the Metrolink Service Expansion Program, as well as other ongoing railroad capital and rehabilitation projects.

Option 2

Under Option 2, the city would act as lead for implementation of combined rail-highway grade crossing enhancements and quiet zone improvements. The city would design all improvements and SCRRA would construct all improvements within the railroad right-of-way. The city would be responsible for constructing improvements outside of the railroad right-of-way. A key challenge in this approach is that overall program coordination would not be performed by OCTA or SCRRA. Each individual city would have the responsibility to coordinate directly with SCRRA. OCTA staff believes that this option would likely result in some rail-highway grade crossing enhancements and quiet zone improvements being completed prior to the completion of the track and infrastructure projects that are occurring as part of the Metrolink Service Expansion Program; however, the vast majority would likely occur subsequent to the Metrolink Service Expansion Program.

Program Budget and Cost Sharing

	CURE	Renewed Measure M Project R	Total
OCTA	\$10 million	\$42.8 million	\$52.80 million
Local City Funds	\$ 2.09 million	\$ 5.11 million	\$ 7.20 million
			\$60.00 million



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: 91 Express Lanes Management Consulting and Project Management Support

Finance and Administration Committee

October 10, 2007

Present: Directors Amante, Bates, Buffa, Campbell, Moorlach, and Nguyen
Absent: Director Brown

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0678 between the Orange County Transportation Authority and the e-Trans Group, Inc., in an amount not to exceed \$525,000, for management consulting services for the 91 Express Lanes. The agreement is for a period of three years.



BOARD COMMITTEE TRANSMITTAL

October 10, 2007

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: 91 Express Lanes Management Consulting and Project Management Support

Finance and Administration Committee

August 22, 2007

Present: Directors Amante, Brown, Buffa, Chairman Cavecche, and Moorlach

Absent: Directors Campbell and Bates

Director Nguyen was not present to vote.

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0678 between the Orange County Transportation Authority and the e-Trans Group, Inc., in an amount not to exceed \$525,000, for management consulting services for the 91 Express Lanes. The agreement is for a period of three years.



Board of Directors Meeting

September 10, 2007

Present: Chairman Cavecche, Vice Chair Norby, Directors Amante, Bates, Brown, Buffa, Campbell, Green, Mansoor, Moorlach, Nguyen, Pringle, Pulido, Rosen, and Winterbottom

Absent: Directors Dixon and Glaab

Board of Directors Comments

Director Moorlach pulled this item and stated he wished to move to return this item to the Finance and Administration Committee due to concerns regarding the scoring. Additionally, he would like to consider bifurcating the award. Director Campbell seconded the motion to return it to Committee, which was subsequently declared as having passed.

NOTE:

Attached is the original staff report of August 22, 2007.



August 22, 2007

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: 91 Express Lanes Management Consulting and Project Management Support

Overview

The Orange County Transportation Authority requires consultant services to provide management and project support for the 91 Express Lanes. 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-7-0678 between the Orange County Transportation Authority and the e-Trans Group, Inc., in an amount not to exceed \$525,000, for management consulting services for the 91 Express Lanes. The agreement is for a period of three years.

Background

Since January 2003, the Orange County Transportation Authority (OCTA) has operated the 91 Express Lanes toll facility. Most day-to-day activities are outsourced to Cofiroute USA (Cofiroute) and managed internally by OCTA's 91 Express Lanes management. Consultant support has been used to augment this team.

Over the past several years, OCTA has utilized consultant support to implement a new electronic toll and traffic management system. This system is responsible for the identification of vehicles in the lanes and building a billable or violation transaction. Consultant support also provided the general oversight of the recent upgrade to the camera system and new Traffic Operations Center. The Traffic Operations Center monitors the traffic flow on the 91 Express Lanes and the general purpose lanes.

Several management consulting projects are being proposed for the 91 Express Lanes in the coming year that are beyond the normal scope of day-to-day management of the operation. These efforts include:

- Oversee the expansion of the datacenter at the Anaheim office,
- Redesign the previous area dedicated to the Traffic Operations Center to include new office space and potential storage facilities,
- Develop systemized approaches for calculating and reporting performance measures for the 91 Express Lanes' operating contract and other systems as necessary,
- Assist in the development of major program initiatives, such as working with car dealerships to address issues concerning paper plates and dealer plates,
- Provide assistance with the analysis and potential implementation of the performance monitoring and pricing pilot project, and
- Evaluate the justification, approach, and costs of major capital projects such as the replacement of the variable message signs and air conditioning/fire suppression systems.

In addition to management consulting services, project management support is needed to assist in the implementation of the lane cutter prevention project. Lane cutting, which occurs when a driver illegally crosses over from the general purpose lanes to the toll lanes, poses a serious danger to the 91 Express Lanes' customers and the driving public. This project involves placing additional vehicle identification technology at the ingress and egress points to verify actual entrance to the 91 Express Lanes. With the additional equipment, a vehicle traveling through the toll lanes will register three transponder reads per trip. If a trip does not have the registered three reads and it is determined the vehicle entered the lanes illegally, a violation notice will be issued or other potential enforcement action will be taken. The lane cutter prevention project will deter potential violators from entering the lanes other than at the entrances to the road and mitigate the toll evasion issue.

Project management support is also needed for the electronic toll system technology upgrade project. The electronic toll and traffic management system, which was put into production in 2003, is responsible for the identification of vehicles in the lanes and building a billable or violation transaction. This system is comprised of multiple subsystems, such as computers, commercial and custom developed software, communications gear, and vehicle detection systems. Some of these subsystems are approaching the end of their useful life and an upgrade is needed to ensure continuation of the system's reliability and performance.

Discussion

The procurement of the 91 Express Lanes management consulting and project management support services was conducted in accordance with OCTA's procurement procedures for professional and technical services. On March 26, 2007, OCTA issued Request for Proposals (RFP) 7-0678 for Management Consulting and Project Management Support Services for the 91 Express Lanes. A pre-proposal conference was conducted and was attended by nine firms. Three firms submitted proposals before the deadline on April 16, 2007. They were the e-Trans Group, Inc., HNTB, and LMS Consulting.

An evaluation committee composed of staff from the Contracts Administration and Materials Management, Highway Project Delivery, 91 Express Lanes, Internal Audit, and Information Systems departments was established to review and evaluate the proposals. The offers were evaluated on the basis of qualifications and related experience of the firm, staffing, work plan, and cost.

The evaluation committee interviewed all three firms in May 2007. As a result of the interviews, the committee short-listed two firms (e-Trans Group, Inc. and LMS Consulting) and requested the best and final offers from the short-listed bidders. Based on the evaluation committee's findings, the following firm is recommended for consideration of an award:

e-Trans Group, Inc.,
San Pedro, California

The evaluation committee found that the e-Trans Group, Inc. demonstrated a thorough understanding of the requirements specified in the scope of work, submitted a work plan that effectively responded to the RFP, and is able to fulfill the obligations of the scope of work within OCTA's budget.

The e-Trans Group has experience in management consulting, financial accounting and auditing of electronic toll collection programs and has provided operational advisory services to a number of toll authorities, including OCTA, Delaware River Joint Toll Bridge, and Georgia 400 Extension. e-Trans was part of the due diligence team during the purchase of the 91 Express Lanes.

Fiscal Impact

Funds for these services have been included in the fiscal year 2008 91 Express Lanes professional services budget. Funding for each ensuing year of the agreements will be requested on an annual basis as a normal course of fiscal year budget activity. The funds will be used on an as-needed basis, up to the maximum amount of \$525,000.

Summary

Authorize the Chief Executive Officer to execute Agreement C-7-0678 with the e-Trans Group, Inc., in an amount not to exceed \$525,000, for management consulting services and project management support for the 91 Express Lanes. The agreement is for a period of three years.

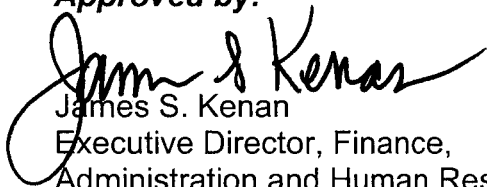
Attachment

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

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Third Quarter 2007 Debt and Investment Report

Finance and Administration Committee

October 10, 2007

Present: Directors Amante, Bates, Buffa, Campbell, Moorlach, and
Nguyen
Absent: Director Brown

No action was taken on this item.



October 10, 2007

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Third Quarter 2007 Debt and Investment Report

Overview

The California Government Code requires that the Orange County Transportation Authority Treasurer submit a quarterly investment report detailing the Orange County Transportation Authority's investment activity for the period. This investment report covers the third quarter of 2007, July through September, and includes a discussion on the Orange County Transportation Authority's debt portfolio.

Recommendation

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

Background

The Treasurer is currently managing the Orange County Transportation Authority's (Authority) investment portfolio totaling \$981.5 million as of September 30, 2007. The portfolio is divided into two managed portfolios: the Liquid Portfolio for immediate cash needs, and the Short-term Portfolio for future budgeted expenditures. In addition to these portfolios, the Authority has funds invested in debt service reserve funds for the various outstanding debt obligations.

The Authority's debt portfolio had an outstanding principal balance of \$509.7 million as of September 30, 2007. Approximately 60 percent of the outstanding balance is comprised of Measure M fixed rate debt, 5 percent is comprised of Measure M variable rate debt, and 35 percent is associated with the 91 Express Lanes.

Discussion

Economic Summary: A slowing housing market and indications that a lack of consumer spending could pull the economy into a recession led to swift action by the Federal Open Market Committee (Fed) to reduce key interest rates. The Fed voted unanimously to reduce the Federal Funds Rate by 50 basis points to 4.75 percent at its policy meeting in September. The move, which was larger than many expected, marked the first reduction in the Fed's benchmark interest rate since June 2003. The interest rate reduction was "to forestall some of the adverse affects on the broader economy that might otherwise arise from the disruptions in financial markets." The Fed also held the spread between the Federal Funds Rate and the Discount Rate constant by reducing the Discount Rate a total of 100 basis points during the quarter.

The Fed Funds Rate is the interest rate charged by banks with excess reserves at a Federal Reserve District Bank, to banks needing overnight loans to meet reserve requirements. The Discount Rate is the interest rate charged by a central bank on loans to its member banks. A change in the Discount Rate is usually followed by similar changes in the interest rates charged by banks and money markets.

Nationally, employment accelerated in September and revised figures for August showed an unexpected gain, easing recession concerns and making the Fed somewhat less likely to cut interest rates again in 2007. Jobs were added in the service industries which includes banks, insurance companies, restaurants, and retailers. Jobs were lost in the manufacturing, home building, and mortgage sectors.

Debt Portfolio Activity: On July 2, 2007, the Authority remitted the final debt service payment to Series 1993 Certificates of Participation (COPs) investors in the amount of \$1.3 million. The Series 1993 COPs have matured.

On August 15, 2007, the Authority remitted a debt service payment to Measure M investors in the amount of \$8.5 million. The total amount remitted represented interest on the Measure M debt. Principal payments for the Measure M program are paid in February of each year. The Authority also retired \$6.5 million in principal from the Tax-Exempt Commercial Paper (TECP) program during the month of August.

Also occurring on August 15, 2007, was the Authority's debt service payment for the 91 Express Lanes in the amount of \$8.3 million. Of this amount, \$4.2 million was used to retire principal. Currently, there remains \$179.3 million outstanding on the 91 Express Lanes Tax-Exempt Bonds. In

addition to the amounts due on the Bonds, the Authority has subordinated debt outstanding related to the acquisition of the 91 Express Lanes. The remaining outstanding principal balance (which will be repaid with 91 Express Lanes net revenues) totals approximately \$34.4 million. The outstanding balances for each of the Authority's debt securities are presented in Attachment A.

During the refinancing of the 91 Express Lanes Bonds, the Authority entered into an interest rate swap agreement with two counterparties to synthetically fix the variable portion of the outstanding bonds. The swap agreement outlines the monthly payments the Authority will receive from the counterparties to offset the variable portion of the Authority's debt. Through September 30, 2007, the Authority has received approximately \$161,732, more from the counterparties than the Authority has paid as part of the variable rate bonds. This is referred to as "positive basis." The Authority will accumulate these funds, whenever there is positive basis, in a trust account to offset those periods when there is negative basis.

Investment Portfolio Compliance: As of September 30, 2007, the Authority's portfolio is in compliance with its Investment Policy. The Authority continues its policy of reviewing the contents of the investment portfolio on a daily basis to ensure compliance. Attachment B provides a comparison of the portfolio holdings as of September 30, 2007, to the diversification guidelines of the investment policy.

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

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

The returns for the Authority's short-term operating monies are compared to the Merrill Lynch 1-3 year Treasury Index benchmark. The Merrill Lynch 1-3 year Treasury Index is one of the most commonly used short-term fixed income benchmarks. Each of the four managers invests in a combination of securities that all conform to the Authority's 2007 Annual Investment Policy. For the quarter ending September 30, 2007, the weighted average total return for the Authority's Short-term Portfolio was 2.35 percent, 32 basis points below the benchmark return of 2.67 percent. For the 12-month period ending September 30, 2007, the portfolio's return totaled 5.67 percent, 13 basis points below the benchmark return of 5.8 percent for the same period.

Investor concerns about sub-prime loan exposure directed unprecedented sums of money into the treasury security market. The Merrill Lynch 1-3 year Treasury Index experienced its highest return since the first quarter of 2001, due to a flight to quality primarily during the months of July and August. By September, the investment manager returns were more in line with the benchmark and the portfolio is well positioned to add value in the coming months. The largest asset class in the Short-term Portfolio is treasury securities comprising 35.8 percent, followed by Agencies at 26.6 percent, Medium-Term Notes at 18.3 and mortgage and asset backed securities at 13.2 percent.

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

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

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

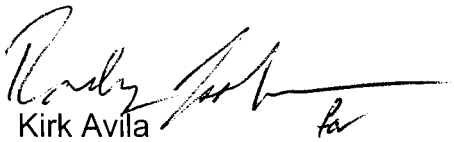
Summary

As required under the California Government Code, the Orange County Transportation Authority is submitting its quarterly investment report to the Board of Directors. The investment report summarizes the Orange County Transportation Authority's Treasury activities for the period July 2007 through September 2007.


Attachments

- A. Orange County Transportation Authority Outstanding Debt September 30, 2007.
- B. Orange County Transportation Authority Investment Policy Compliance September 30, 2007.
- C. Orange County Transportation Authority Short-term Portfolio Performance Review Quarter Ending September 30, 2007.
- D. Orange County Transportation Authority Short-term Portfolio Performance as of 09/30/07.
- E. Orange County Transportation Authority Comparative Yield Performance as of 09/30/07.
- F. Investment Manager Diversification and Maturity Schedules September 30, 2007.
- G. Orange County Transportation Authority Portfolio Listing as of September 30, 2007.

Prepared by:


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

Approved by:

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

**Orange County Transportation Authority
Outstanding Debt
September 30, 2007**

Orange County Local Transportation Authority (OCLTA)

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2001 Second Senior Sales Tax Revenue Bonds	\$ 48,430,000	\$ 48,430,000	2011
1998 Second Senior Sales Tax Revenue Bonds	213,985,000	86,190,000	2011
1997 Second Senior Sales Tax Revenue Refunding Bonds	57,730,000	57,315,000	2011
1995 Tax-Exempt Commercial Paper	74,200,000	22,600,000	2011
1994 Second Senior Sales Tax Revenue Bonds	200,000,000	14,585,000	2011
1992 First Senior Sales Tax Revenue Bonds	350,000,000	101,325,000	2011
Sub-total	\$ 944,345,000	\$ 330,445,000	

91 Express Lanes *

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2003 Toll Road Revenue Refunding Bonds	\$ 195,265,000	\$ 179,285,000	2030

* Not reflected is the Intra-agency borrowing (subordinated debt) for the purchase of the 91 Express Lanes in the amount of \$34,396,537.

TOTAL ISSUED	\$ 1,139,610,000
TOTAL OUTSTANDING BALANCE	\$ 509,730,000

ORANGE COUNTY TRANSPORTATION AUTHORITY
Investment Policy Compliance
September 30, 2007

<u>Investment Instruments</u>	<u>Dollar Amount Invested</u>	<u>Percent Of Portfolio</u>	<u>Investment Policy Maximum Percentages</u>
U.S. Treasuries	\$281,769,343	28.7%	100%
Federal Agencies & U.S. Government Sponsored	252,170,547	25.7%	100%
State of California & Local Agencies *	0	0.0%	25%
Money Market Funds & Mutual Funds	83,123,907	8.5%	20%
Bankers Acceptances	0	0.0%	30%
Negotiable Certificates of Deposit	8,881,128	0.9%	30%
Commercial Paper	18,962,222	1.9%	25%
Medium Term Maturity Corporate Securities	144,165,717	14.7%	30%
Mortgage and Asset-backed Securities	103,995,062	10.6%	20%
Repurchase Agreements	8,722,087	0.9%	75%
Investment Agreements Pursuant To Indenture	0	0.0%	100%
Local Agency Investment Fund	11,654,384	1.2%	\$ 40 Million
Orange County Investment Pool	1,668,221	0.2%	\$ 40 Million
CAMP	0	0.0%	10%
Variable & Floating Rate Securities	2,000,000	0.2%	30%
Debt Service Reserve Funds - Investment Agreements	64,431,165	6.6%	Not Applicable
Derivatives (hedging transactions only)	0	0.0%	5%
TOTAL	<u>\$981,543,781</u>	100.0%	

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

**Orange County Transportation Authority
Short-term Portfolio Performance Review*
Quarter Ending September 30, 2007**

Month Ending	Merrill Lynch Treasury 1-3 Year Index Benchmark		Bear Stearns		Payden & Rygel		Western Asset Mgmt		State Street Global Advisors	
	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration	Monthly Return	Duration
7/31/2007	0.91%	1.69 years	0.75%	1.57 years	0.79%	1.59 years	0.93%	1.70 years	0.74%	1.68 years
8/31/2007	1.03%	1.71 years	0.83%	1.47 years	0.77%	1.64 years	0.87%	1.53 years	0.85%	1.74 years
9/30/2007	0.71%	1.69 years	0.67%	1.39 years	0.72%	1.66 years	0.67%	1.61 years	0.71%	1.66 years
Jul 07 - Sep 07 Total Return	2.67%		2.27%		2.30%		2.49%		2.32%	

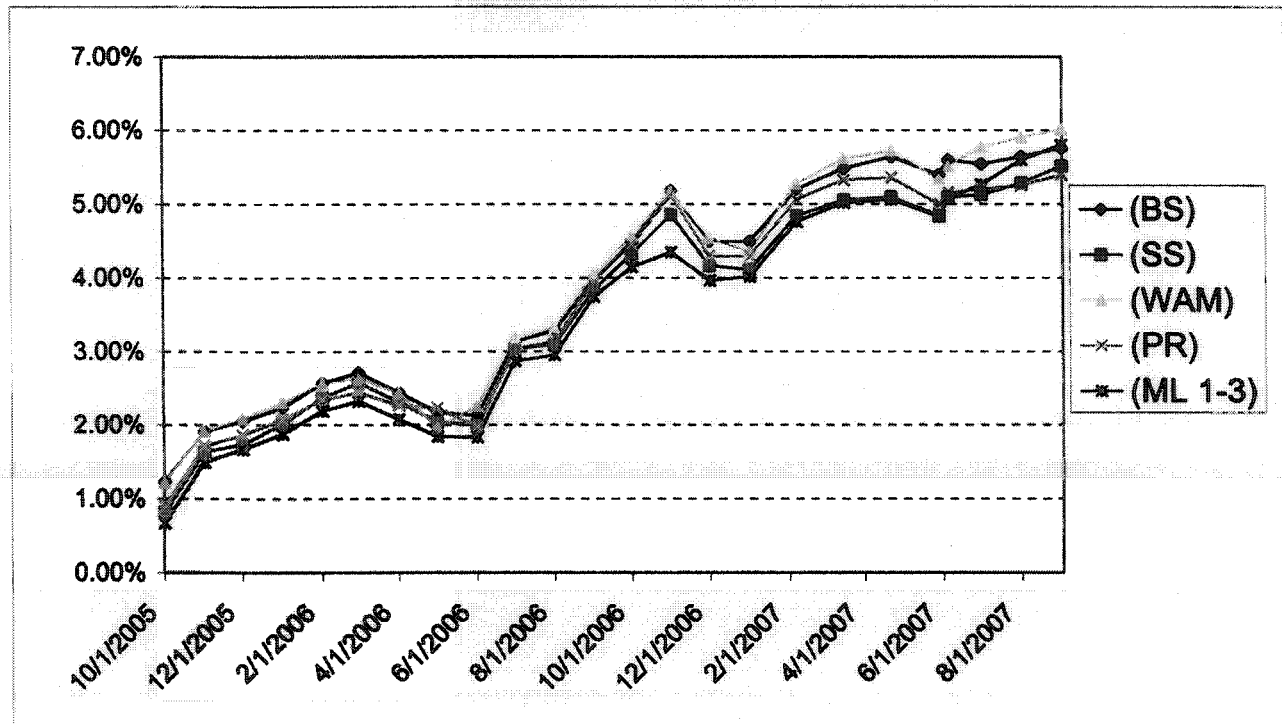
HISTORICAL QUARTERLY RETURNS

Oct 06 - Dec 06 Total Return	0.91%	1.15%	0.99%	1.17%	0.97%
Jan 07 - Mar 07 Total Return	1.40%	1.47%	1.46%	1.53%	1.42%
Apr 07 - Jun 07 Total Return	0.70%	0.76%	0.55%	0.70%	0.70%
Jul 07 - Sep 07 Total Return	2.67%	2.27%	2.30%	2.49%	2.32%
12-Month Total Return	5.80%	5.78%	5.38%	6.01%	5.51%

* - Month End Rates of Return are Gross of Fees

Orange County Transportation Authority Short-Term Portfolio Performance As of 9/30/07

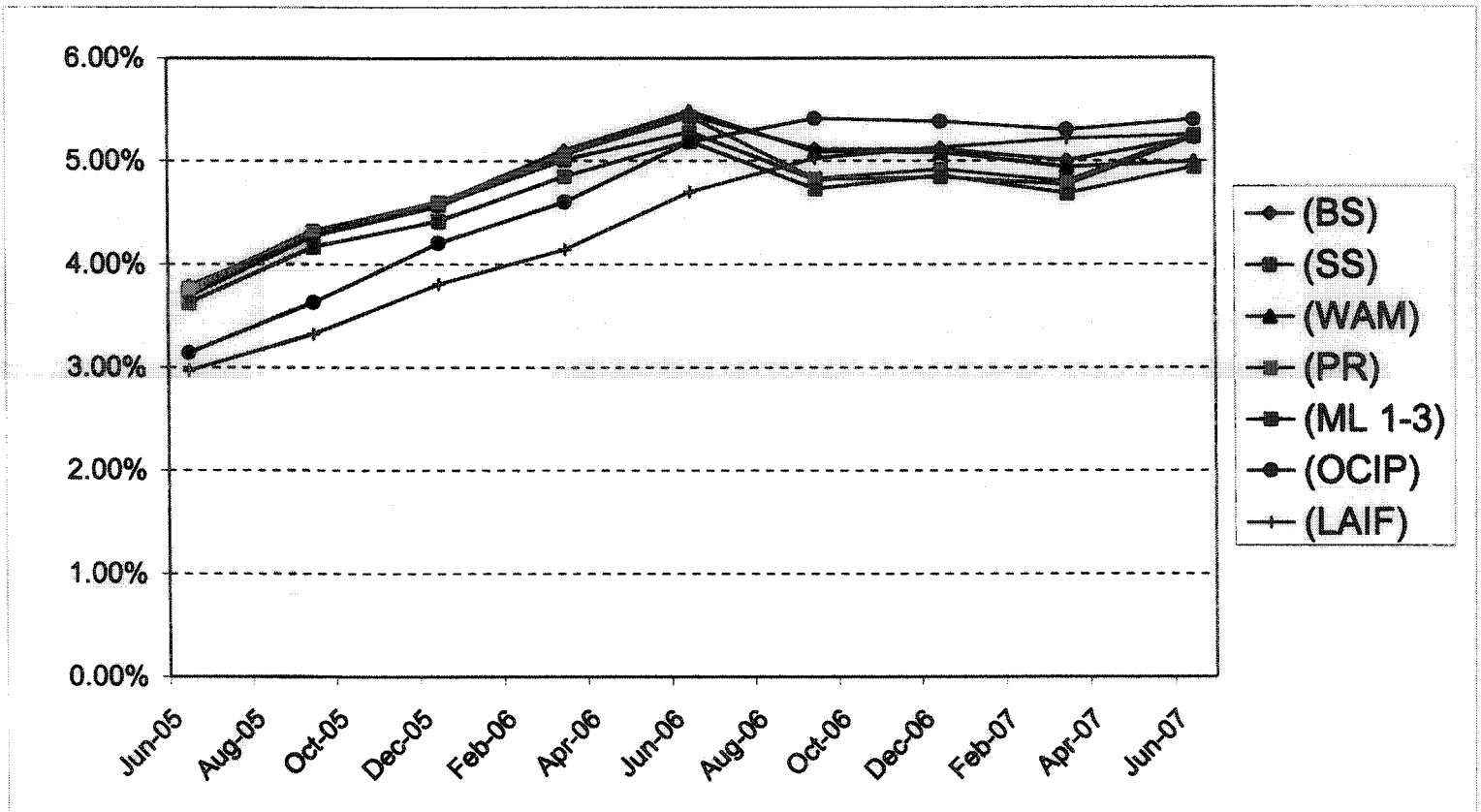
Trailing 1-Year Total Return Vs. The Merrill Lynch 1-3 Treasury Benchmark



	Bear Stearns (BS)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	Merrill Lynch 1-3 Yr (ML 1-3)
Oct-05	1.23%	0.82%	1.22%	0.90%	0.67%
Nov-05	1.91%	1.63%	1.91%	1.71%	1.49%
Dec-05	2.05%	1.73%	2.08%	1.86%	1.67%
Jan-06	2.23%	2.01%	2.30%	2.07%	1.87%
Feb-06	2.57%	2.37%	2.57%	2.34%	2.19%
Mar-06	2.71%	2.57%	2.63%	2.44%	2.32%
Apr-06	2.44%	2.31%	2.44%	2.26%	2.07%
May-06	2.17%	2.04%	1.96%	2.23%	1.84%
Jun-06	2.12%	1.99%	2.25%	1.97%	1.83%
Jul-06	3.13%	3.03%	3.19%	3.03%	2.87%
Aug-06	3.28%	3.09%	3.32%	3.13%	2.95%
Sep-06	3.98%	3.84%	4.04%	3.95%	3.74%
Oct-06	4.48%	4.32%	4.56%	4.45%	4.15%
Nov-06	5.18%	4.85%	5.17%	5.12%	4.34%
Dec-06	4.49%	4.16%	4.53%	4.29%	3.96%
Jan-07	4.49%	4.11%	4.36%	4.29%	4.01%
Feb-07	5.20%	4.84%	5.27%	5.06%	4.76%
Mar-07	5.48%	5.05%	5.62%	5.33%	5.02%
Apr-07	5.64%	5.09%	5.72%	5.36%	5.06%
May-07	5.39%	4.84%	5.35%	5.00%	4.83%
Jun-07	5.60%	5.09%	5.52%	5.15%	5.07%
Jul-07	5.54%	5.12%	5.77%	5.20%	5.26%
Aug-07	5.64%	5.28%	5.90%	5.25%	5.60%
Sep-07	5.76%	5.51%	6.01%	5.39%	5.80%

Orange County Transportation Authority Comparative Yield Performance As of 9/30/07

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



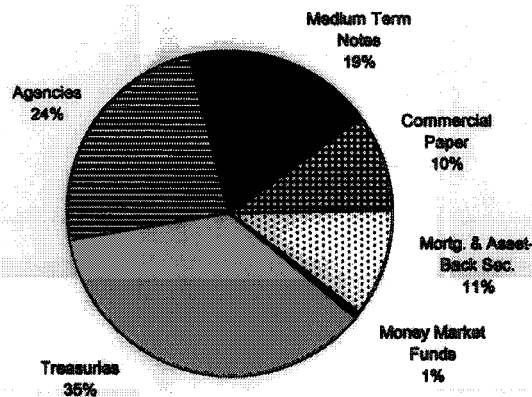
	Bear Stearns <u>(BS)</u>	State Street <u>(SS)</u>	Western Asset Mgmt <u>(WAM)</u>	Payden Rygel <u>(PR)</u>	Merrill Lynch 1-3 Yr <u>(ML 1-3)</u>	<u>(OCIP)</u>	<u>(LAIF)</u>
Jun-05	3.69%	3.73%	3.79%	3.77%	3.63%	3.14%	2.97%
Sep-05	4.27%	4.27%	4.27%	4.32%	4.17%	3.63%	3.32%
Dec-05	4.56%	4.57%	4.59%	4.60%	4.41%	4.20%	3.81%
Mar-06	5.06%	5.01%	5.10%	5.06%	4.85%	4.60%	4.14%
Jun-06	5.44%	5.28%	5.48%	5.43%	5.19%	5.18%	4.70%
Sep-06	5.11%	4.82%	5.09%	4.83%	4.73%	5.41%	5.02%
Dec-06	5.11%	4.84%	5.08%	4.92%	4.86%	5.38%	5.13%
Mar-07	5.00%	4.77%	4.94%	4.80%	4.68%	5.30%	5.21%
Jun-07	5.22%	5.23%	4.99%	5.25%	4.94%	5.40%	5.25%
Sep-07	4.74%	4.39%	4.70%	5.25%	3.99%	N/A*	N/A*

* Yield information from September not yet available.

Investment Manager Diversification and Maturity Schedules

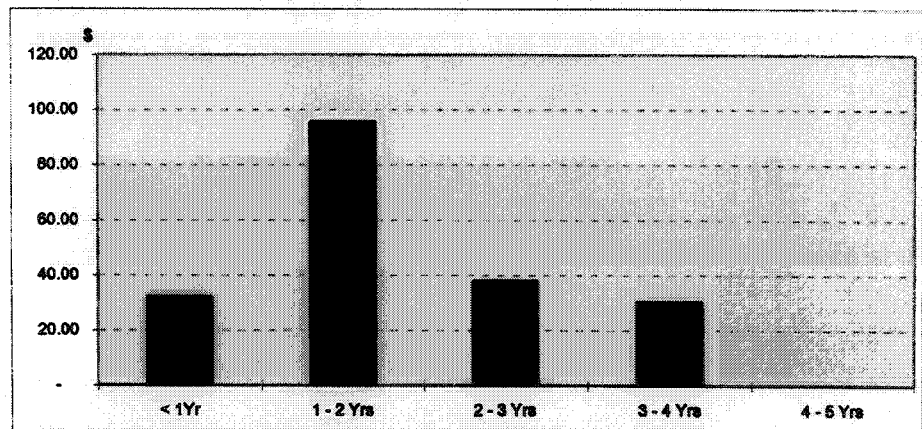
**Bear Stearns
September 30, 2007**

SHORT-TERM PORTFOLIO (\$195.7 M)



	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$70,918,909	\$71,576,179
Agencies	46,429,787	46,944,156
Medium Term Notes	37,083,650	37,212,093
Commercial Paper	18,962,222	18,951,472
Mortg. & Asset-Back Sec.	21,034,398	21,022,141
Money Market Funds	<u>1,233,188</u>	<u>1,233,188</u>
	<u>\$195,662,151</u>	<u>\$196,939,230</u>

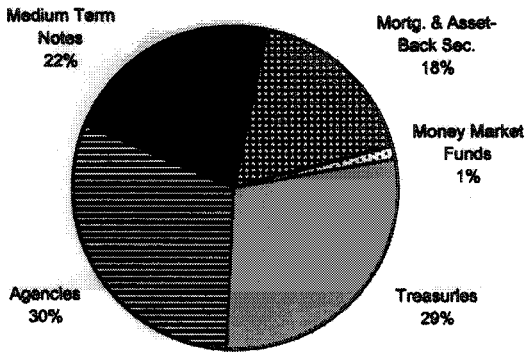
Wtd Avg Maturity	1.77 Yrs
Duration	1.39 Yrs
Quarter-end Yield	4.74%
Benchmark Comparison	3.99%
Quarter Return	2.27%
Benchmark Comparison	2.67%
12 Month Return	5.76%
Benchmark Comparison	5.80%



Investment Manager Diversification and Maturity Schedules

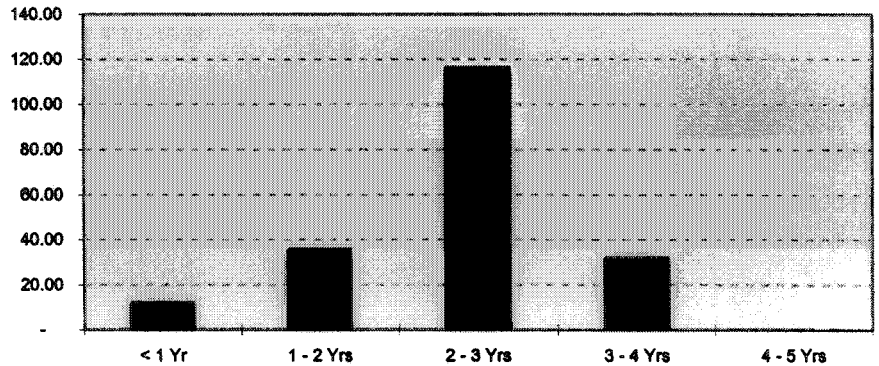
Payden & Rygel
September 30, 2007

SHORT-TERM PORTFOLIO (\$195.3 M)



	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$55,708,371	\$56,632,529
Agencies	59,994,335	60,255,824
Medium Term Notes	42,613,204	42,919,800
Mortg. & Asset-Back Sec.	34,428,595	34,490,160
Money Market Funds	<u>2,579,962</u>	<u>2,579,962</u>
	<u>\$195,324,467</u>	<u>\$196,878,275</u>

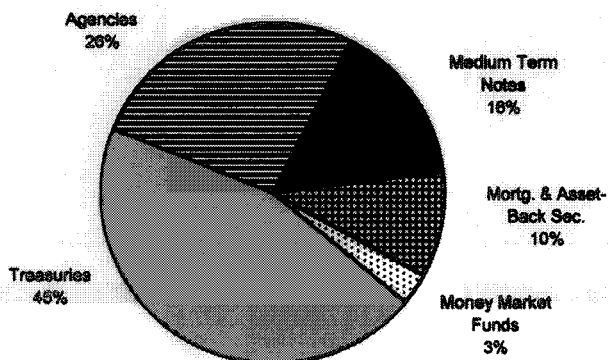
Wtd Avg Maturity	2.51 Yrs
Duration	1.72 Yrs
Quarter-end Yield	5.25%
Benchmark Comparison	3.99%
Quarter Return	2.30%
Benchmark Comparison	2.67%
12 Month Return	5.39%
Benchmark Comparison	5.80%



Investment Manager Diversification and Maturity Schedules

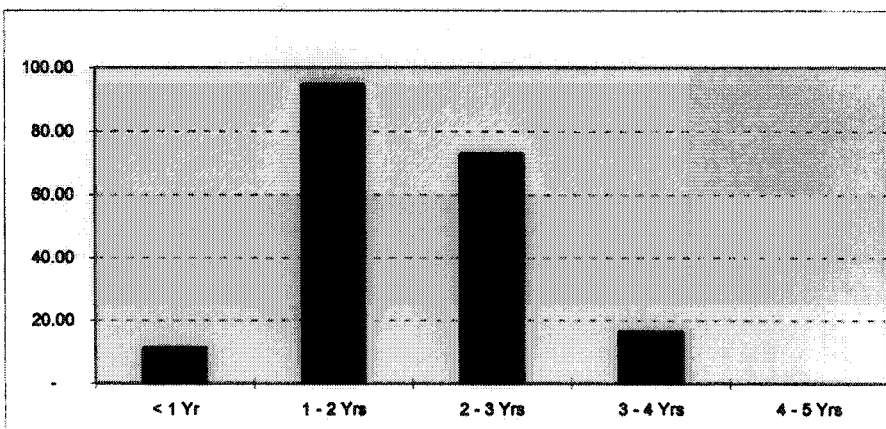
State Street
September 30, 2007

SHORT-TERM PORTFOLIO (\$195.0 M)



	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$87,671,366	\$88,864,949
Agencies	51,436,574	51,830,944
Medium Term Notes	30,386,213	30,499,657
Mortg. & Asset-Back Sec.	19,381,981	19,357,386
Money Market Funds	<u>6,109,214</u>	<u>6,109,214</u>
	\$194,985,347	\$196,662,150

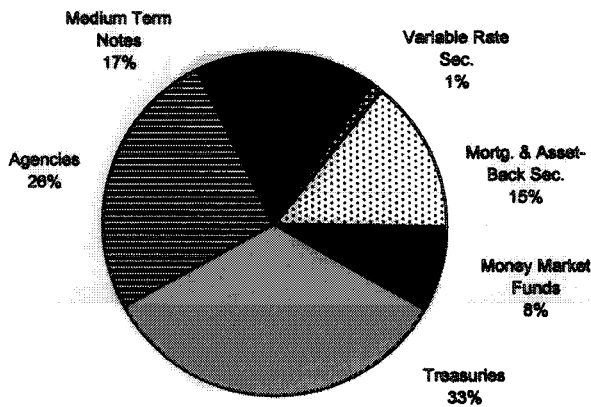
Wtd Avg Maturity	1.94 Yrs
Duration	1.66 Yrs
Quarter-end Yield	4.39%
Benchmark Comparison	3.99%
Quarter Return	2.32%
Benchmark Comparison	2.67%
12 Month Return	5.51%
Benchmark Comparison	5.80%



Investment Manager Diversification and Maturity Schedules

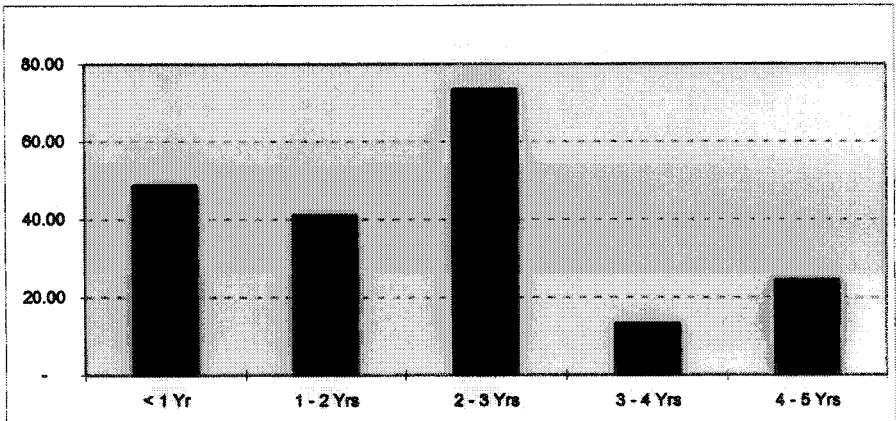
Western Asset Management September 30, 2007

SHORT-TERM PORTFOLIO (\$200.3 M)



	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$67,470,697	\$68,777,446
Agencies	51,563,097	51,083,453
Medium Term Notes	34,082,650	33,366,190
Variable Rate Sec.	2,000,000	2,000,000
Mortg. & Asset-Back Sec.	29,150,091	29,106,910
Money Market Funds	<u>16,077,350</u>	<u>16,077,350</u>
	<u>\$200,343,885</u>	<u>\$200,411,349</u>

Wtd Avg Maturity	2.06 Yrs
Duration	1.61 Yrs
Quarter-end Yield	4.64%
Benchmark Comparison	3.99%
Quarter Return	2.49%
Benchmark Comparison	2.67%
12 Month Return	6.01%
Benchmark Comparison	5.80%



**Orange County Transportation Authority
Portfolio Listing
As of September 30, 2007**

LIQUID PORTFOLIO

<u>Description</u>	<u>Maturity Date</u>	<u>Book Value</u>	<u>Market Value</u>	<u>Yield</u>
<u>Cash Equivalents</u>				
FNMA Discount Note	2/13/2007	7,356,951.00	7,365,426.75	4.80%
FNMA Discount Note	2/15/2007	17,816,465.18	17,854,354.79	5.08%
FNMA STRIPS	2/15/2008	17,573,338.46	18,081,327.00	5.15%
Repurchase Agreement	10/1/2007	8,722,086.59	8,725,175.66	4.25%
Fidelity Funds Treasury I	N/A	9,949,584.94	9,949,584.94	5.03%
First American Treasury Obligations	N/A	161,732.45	161,732.45	4.77%
Milestone Funds Treasury Obligations	N/A	29,276,642.67	29,276,642.67	5.04%
<i>Sub-total</i>		<u>90,856,801.29</u>	<u>91,414,244.26</u>	
<u>Local Agency Investment Fund (LAIF)</u>	N/A	11,654,383.73	11,654,383.73	5.23%
<u>Orange County Investment Pool (OCIP)</u>	N/A	1,668,220.51	1,668,220.51	5.43%
Liquid Portfolio - Total		<u>\$ 104,179,405.53</u>	<u>\$ 104,736,848.50</u>	

SHORT-TERM PORTFOLIO

<u>Description</u>	<u>Maturity Date</u>	<u>Book Value</u>	<u>Market Value</u>	<u>Yield</u>
<u>Cash Equivalents</u>				
BNP Paribas Financial Discount CP	10/12/2007	9,480,287.50	9,475,038.43	4.99%
Societe Generale NA Discount CP	10/11/2007	9,481,934.16	9,476,433.98	4.90%
Milestone Funds Treasury Obligations	N/A	25,999,714.60	25,999,714.60	5.04%
<i>Sub-total</i>		<u>44,961,936.26</u>	<u>44,951,187.01</u>	
<u>U.S. Government & Agency Obligations</u>				
FHLB	6/13/2008	4,250,000.00	4,230,078.13	4.11%
FHLB	3/13/2009	9,888,000.00	10,040,625.00	4.73%
FHLB	9/18/2009	10,316,037.10	10,419,093.75	4.94%
FHLB	11/20/2009	5,900,000.00	5,907,375.00	5.36%
FHLB	5/14/2010	4,309,269.98	4,370,953.13	4.82%
FHLB	9/10/2010	5,524,145.00	5,601,406.25	5.03%
FHLMC	5/23/2008	5,508,580.00	5,480,750.00	4.26%
FHLMC	6/11/2009	15,654,878.20	15,842,281.25	4.95%
FHLMC	11/3/2009	11,378,129.80	11,528,718.75	4.71%
FHLMC	11/20/2009	6,000,000.00	6,002,640.00	5.24%
FHLMC	1/11/2010	4,994,500.00	5,009,850.00	5.23%
FHLMC	2/8/2010	5,500,000.00	5,515,840.00	5.35%
FHLMC	11/1/2010	4,910,750.00	5,002,200.00	4.99%
FHLMC	2/24/2011	2,987,550.00	3,031,050.00	5.19%
FNMA	5/15/2008	12,706,474.90	11,985,531.25	5.95%
FNMA	7/28/2008	4,998,750.00	4,985,937.50	4.41%
FNMA	8/15/2009	5,055,585.00	5,085,937.50	5.28%
FNMA	12/15/2009	27,387,190.00	27,620,312.50	4.60%
FNMA	12/18/2009	5,726,770.00	5,757,187.50	5.11%
FNMA	1/29/2010	5,772,276.00	5,834,437.50	5.29%
FNMA	3/26/2010	5,488,395.00	5,520,625.00	5.18%
FNMA	7/9/2010	5,696,694.00	5,755,218.75	5.44%
FNMA	8/15/2010	4,909,510.00	4,975,000.00	4.27%
FNMA	9/13/2010	19,910,200.00	19,962,500.00	4.38%
FNMA	11/15/2010	6,503,814.00	6,376,875.00	6.23%
FNMA	2/15/2011	1,970,106.00	2,004,375.00	4.49%

Orange County Transportation Authority
Portfolio Listing
As of September 30, 2007

FNMA	2/22/2011	6,176,187.50	6,267,578.13	5.28%
US Treasury Note	4/30/2008	5,341,640.62	5,371,734.38	4.85%
US Treasury Note	9/15/2008	2,103,724.61	2,131,359.50	3.15%
US Treasury Note	11/15/2008	22,649,084.21	22,889,062.50	4.35%
US Treasury Note	12/15/2008	25,736,523.43	25,562,797.50	3.39%
US Treasury Note	1/15/2009	7,986,671.92	8,128,906.00	3.27%
US Treasury Note	2/15/2009	5,939,893.46	6,040,800.00	4.46%
US Treasury Note	5/15/2009	38,113,622.50	38,543,400.00	4.80%
US Treasury Note	7/31/2009	1,251,605.99	1,264,350.00	4.57%
US Treasury Note	8/15/2009	20,289,630.17	20,525,093.76	4.79%
US Treasury Note	9/15/2009	19,370,690.11	19,786,000.00	3.41%
US Treasury Note	10/15/2009	13,003,458.00	13,346,015.63	3.41%
US Treasury Note	12/15/2009	13,784,507.82	14,055,781.25	3.53%
US Treasury Note	2/15/2010	5,591,774.84	5,709,128.91	3.54%
US Treasury Note	4/15/2010	22,721,019.34	23,101,848.00	3.99%
US Treasury Note	5/15/2010	33,688,811.90	34,280,895.90	4.44%
US Treasury Note	9/15/2010	19,895,829.42	20,287,441.41	3.89%
US Treasury Note	12/31/2011	18,294,670.35	18,559,200.00	4.54%
US Treasury Note	4/15/2012	6,006,184.16	6,267,288.08	2.01%
<i>Sub-total</i>		491,193,135.33	495,965,479.71	

Medium Term Notes

3M Company	11/6/2009	1,999,120.00	2,023,540.00	5.06%
Allstate Life Global	9/10/2008	982,660.00	992,820.00	4.28%
Atlantic Richfield Company	4/15/2009	1,977,562.75	1,857,831.75	5.79%
Bank America Corp	2/17/2009	8,088,330.80	8,208,966.80	3.45%
Bank Boston NA	4/15/2008	2,202,315.00	2,060,721.50	6.34%
Bank New York Inc	1/15/2009	1,957,952.25	1,987,618.50	3.69%
Banque Paribas	3/1/2009	2,134,576.50	2,013,574.22	6.74%
Bear Stearns Inc	6/23/2010	2,373,920.85	2,352,379.05	4.67%
BellSouth Corp	9/15/2009	4,698,620.00	4,726,752.00	4.26%
Berkshire Hathaway Financial Corp	10/15/2008	2,225,452.50	2,212,965.00	3.43%
Berkshire Hathaway Financial Corp	1/15/2010	3,067,940.00	3,048,757.00	4.19%
Caterpillar Financial Services	6/15/2009	1,489,282.80	1,497,467.00	4.53%
Caterpillar Financial Services	12/1/2010	2,790,788.00	2,809,240.00	5.03%
Cisco Systems Inc	2/22/2011	2,513,050.00	2,523,250.00	5.20%
Citigroup Inc	2/9/2009	3,722,525.50	3,792,064.00	3.68%
Citigroup Inc	2/22/2010	4,873,150.00	4,910,850.00	4.19%
Coca Cola Enterprises Inc	9/15/2009	3,750,600.00	3,765,952.00	4.41%
Credit Suisse First Boston USA	1/15/2009	1,940,500.00	1,974,600.00	3.92%
Genentech Inc	7/15/2010	1,474,155.00	1,480,995.00	4.45%
General Electric Capital Corp	9/1/2009	3,023,780.00	3,056,476.00	4.18%
General Electric Capital Corp	9/13/2010	2,803,749.00	2,845,625.00	4.33%
Gillette Company	9/15/2009	1,937,000.00	1,977,380.00	3.84%
Goldman Sachs Group	1/15/2009	1,462,545.00	1,479,015.00	3.92%
Goldman Sachs Group	10/1/2009	5,266,250.00	5,221,400.00	7.03%
Goldman Sachs Group	6/15/2010	488,545.00	492,812.50	4.56%
Heller Financial Inc	11/1/2009	2,081,240.00	2,094,260.00	7.04%
Honeywell International Inc	3/1/2010	2,973,796.00	2,967,720.00	7.07%
Household Financial Corp	5/15/2009	1,961,780.00	1,987,300.00	4.78%
International Lease Finance Corp	9/15/2008	2,926,020.00	2,965,260.00	4.40%
International Lease Finance Corp	4/15/2010	2,492,150.00	2,489,350.00	5.02%
JP Morgan Chase & Co	5/1/2008	1,739,502.90	1,753,114.20	3.65%
JP Morgan Chase & Co	6/22/2010	1,750,000.00	1,757,315.00	5.47%
LASMO USA Inc	12/15/2007	2,096,482.50	2,032,998.75	6.72%
Lehman Brothers Holdings	7/26/2010	1,951,500.00	1,946,380.00	4.62%
McDonalds Corp	4/15/2011	2,051,200.00	2,046,180.00	5.86%
Merrill Lynch & Co Inc	10/27/2008	3,092,002.00	3,062,703.13	4.88%
Morgan Stanley Co	4/1/2008	2,908,020.00	2,979,990.00	3.64%

Orange County Transportation Authority
Portfolio Listing
As of September 30, 2007

Nation Rural Utilities Financial	8/28/2009	4,873,112.00	4,854,912.00	5.68%
National City Bank	8/24/2009	1,124,150.43	1,088,811.84	2.84%
Pepsi Bottling	2/17/2009	2,021,940.00	2,012,480.00	5.59%
Pfizer Inc	3/2/2009	4,852,450.00	4,894,700.00	3.37%
Prcoa Global	6/15/2008	1,984,060.00	1,979,540.00	4.39%
Principal Life Income Fundings	6/26/2008	1,898,929.50	1,909,420.50	2.85%
Principal Life Income Fundings	4/1/2009	2,145,825.00	2,197,912.50	3.27%
Protective Life	11/24/2008	3,790,585.00	3,772,461.00	3.77%
Sunamerica Inc.	10/1/2007	2,209,234.50	2,025,000.00	6.75%
Suntrust Bank Atlanta	5/25/2009	2,123,250.00	2,113,440.00	4.57%
Target Corp	8/15/2010	2,135,280.00	2,128,860.00	7.04%
TIAA Global Markets Inc	1/22/2008	1,987,000.00	1,990,260.00	3.89%
Verizon Global Corp	12/1/2010	2,990,512.00	2,974,440.00	6.82%
Wal Mart Stores	8/10/2009	2,137,505.78	1,995,021.70	6.65%
Wal Mart Stores	1/15/2010	4,859,050.00	4,911,000.00	4.07%
Wells Fargo	4/4/2008	1,729,675.20	1,742,241.60	3.53%
Wells Fargo	8/9/2010	2,064,493.50	2,028,516.00	4.67%
World Savings Bank	12/15/2009	1,970,600.00	1,983,100.00	4.16%
<i>Sub-total</i>		144,165,717.26	143,997,740.54	

Variable Rate Notes

UBS AG Stamford Medium Term Note	7/23/2009	2,000,000.00	2,000,000.00	5.35%
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Mortgage And Asset-Back Securities

American Honda Auto Lease Trust	7/15/2009	1,723,175.02	1,695,519.92	4.62%
Americredit Auto Receivable Trust	10/6/2010	1,842,837.73	1,840,357.66	5.11%
ARG FDG Corporate Trust	4/20/2009	4,999,569.00	4,975,397.00	4.03%
ARMAX Auto Trust	11/15/2010	767,310.01	778,183.18	3.43%
Caterpillar Financial Trust	5/25/2010	3,299,694.06	3,311,174.46	5.55%
Citibank Credit Card Issuance	8/16/2010	4,896,875.00	4,936,271.50	3.54%
Citibank Credit Card Issuance	2/10/2011	4,979,275.00	4,998,587.00	4.85%
CNH Equipment Trust	8/16/2010	4,499,783.55	4,502,429.10	5.19%
FHLB Mortgage Pool	7/25/2008	1,124,049.46	1,124,999.26	3.20%
FHLB Mortgage Pool	8/25/2009	1,088,753.85	1,094,417.32	4.13%
FHLB Mortgage Pool	11/25/2009	3,295,040.72	3,348,839.37	3.92%
FHLB Mortgage Pool	10/25/2010	6,482,870.05	6,471,113.44	4.80%
FHLB Mortgage Pool	7/20/2011	4,906,150.91	4,832,086.72	5.58%
FHLMC Mortgage Pool	11/15/2008	679,781.13	671,263.10	6.00%
FHLMC Mortgage Pool	2/1/2009	1,458,062.45	1,434,381.13	4.54%
FHLMC Mortgage Pool	3/1/2009	725,932.73	710,707.01	4.54%
FHLMC Mortgage Pool	4/1/2009	1,568,007.14	1,568,818.38	4.05%
FHLMC Mortgage Pool	4/1/2009	2,257,225.56	2,201,338.92	4.05%
FHLMC Mortgage Pool	1/1/2010	1,819,408.34	1,832,186.50	4.08%
FHLMC Mortgage Pool	12/1/2010	1,799,976.23	1,791,187.43	4.56%
FHLMC Mortgage Pool	12/1/2010	1,639,297.16	1,626,885.50	5.02%
FHLMC Mortgage Pool	3/15/2011	2,976,251.89	2,990,352.16	4.51%
FHLMC Mortgage Pool	4/1/2011	2,076,039.67	2,080,318.63	5.47%
FHLMC Mortgage Pool	8/15/2011	4,767,577.63	4,786,616.20	5.23%
FHLMC Mortgage Pool	9/15/2011	3,595,842.30	3,605,091.07	5.37%
FNMA Mortgage Pool	1/1/2009	81,954.77	78,512.33	5.50%
FNMA Mortgage Pool	1/1/2009	33,444.63	32,039.82	5.50%
FNMA Mortgage Pool	6/25/2009	1,299,355.31	1,271,798.84	5.97%
FNMA Mortgage Pool	5/1/2010	2,023,363.43	2,061,477.00	4.55%
GS Auto Loan Trust	5/17/2010	3,512,150.85	3,485,423.84	4.47%
HSBC Automotive Trust	6/17/2011	5,503,204.78	5,497,639.16	5.42%
John Deere Owner Trust	7/15/2011	4,699,934.01	4,693,412.95	5.05%
MBNA Credit Card Master Trust	9/15/2010	4,941,796.88	4,976,984.00	4.21%
MBNA Credit Card Master Trust	7/15/2011	5,404,774.22	5,415,122.99	4.89%
Wachovia Auto Owner Trust	4/20/2011	5,644,078.12	5,675,673.45	4.85%

**Orange County Transportation Authority
Portfolio Listing
As of September 30, 2007**

World Omni Auto Trust	10/15/2010	1,582,218.40	1,579,990.59	5.01%
<i>Sub-total</i>		<u>103,995,061.99</u>	<u>103,976,596.93</u>	
Short-Term Portfolio - Total		<u>\$ 786,315,850.84</u>	<u>\$ 790,891,004.19</u>	

DEBT SERVICE RESERVE FUNDS

<u>Description</u>	<u>Maturity Date</u>	<u>Book Value</u>	<u>Required Amount</u>	<u>Yield</u>
<u>91 Express Lanes 2003 Refunding Bonds</u>	2030		21,909,421.18	
AIG GIC - Supplemental Reserve Fund	8/15/2015	6,000,000.00		4.51%
First American Treasury Obligations	N/A	3,274,127.93		4.77%
MBIA GIC - Debt Service Reserve Fund	12/15/2030	12,635,293.25		5.13%
<u>91 Express Lanes 2003 Refunding Bonds - Operating & Maintenance Reserves</u>			8,881,127.86	
Operating Reserve - Bank of the West CD		3,086,495.61		5.23%
Maintenance Reserve - Bank of the West CD		5,794,632.25		5.23%
<u>Measure M Second Senior Sales Tax Bonds</u>			56,910,357.63	
<u>1992 Sales Tax Bonds -</u>	2011			
AIG GIC	2/15/2011	5,466,511.66		5.75%
FSA GIC	2/15/2011	8,998,875.61		3.88%
Fidelity Funds Treasury II	N/A	358,381.62		5.03%
<u>1994 Sales Tax Bonds -</u>	2011			
CSFP Agmt - Various Treasury Securities		6,754,663.73		5.98%
Fidelity Funds Treasury II	N/A	5,686,986.14		5.03%
<u>1997 Sales Tax Bonds -</u>	2011			
AIG GIC	2/15/2011	759,054.88		5.75%
FSA GIC	2/15/2011	1,249,542.82		3.88%
Fidelity Funds Treasury II	N/A	415,930.18		5.03%
<u>1998 Sales Tax Bonds -</u>	2011			
AIG GIC	2/15/2011	22,567,222.63		5.79%
Fidelity Funds Treasury II		1,339,174.21		5.03%
<u>2001 Sales Tax Bonds -</u>	2011			
Fidelity Funds Treasury II	2/15/2011	6,661,630.77		5.03%
Debt Service Reserve Funds - Total		<u>\$ 91,048,523.29</u>		

	<u>Book Value</u>	<u>Market Value</u>
TOTAL PORTFOLIO	<u>\$ 981,543,779.66</u>	<u>\$ 986,676,375.98</u>

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



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
WV

From: Wendy Knowles, Clerk of the Board

Subject: Request for Authorization to Increase Designation in the Local Transportation Authority Fund for the Fare Stabilization Program

Finance and Administration Committee

October 10, 2007

Present: Directors Amante, Bates, Buffa, Campbell, Moorlach, and Nguyen

Absent: Director Brown

Committee Vote

This item was passed by all Committee Members present.

Director Bates was not present to vote on this item.

Committee Recommendations

- A. Authorize an increase in the fare stabilization cash reserve in the amount of \$1,000,000.
- B. Authorize the transfer of previously designated fare stabilization cash reserves to the Orange County Transit District to provide sufficient funding for the fare stabilization program for seniors and persons with disabilities through the end of the Measure M program.



October 10, 2007

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Request for Authorization to Increase Designation in the Local Transportation Authority Fund for the Fare Stabilization Program

Overview

Measure M, the Traffic Improvement and Growth Management Plan, includes a program to stabilize fares for senior citizens and persons with disabilities on public transit through fiscal year 2010-11. In order to provide better management and control over funds for the fare stabilization program, staff requests authorization to increase the reserve by \$1,000,000.

Recommendations

- A. Authorize an increase in the fare stabilization cash reserve in the amount of \$1,000,000.
- B. Authorize the transfer of previously designated fare stabilization cash reserves to the Orange County Transit District to provide sufficient funding for the fare stabilization program for seniors and persons with disabilities through the end of the Measure M program.

Background

On November 6, 1990, Orange County voters approved Measure M, the Traffic Improvement and Growth Management Plan, which increased the sales tax by ½ cent and became effective April 1, 1991. Measure M transit allocations include \$20 million over 20 years to provide reduced fares for senior citizens and persons with disabilities riding public transit.

**Request for Authorization to Increase Designation
in the Local Transportation Authority Fund for the
Fare Stabilization Program**

Page 2

On August 22, 1994, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the recommendation of the Measure M Fare Stabilization Task Force to set aside \$1,000,000 each year in Measure M funds to stabilize fares for seniors and persons with disabilities.

The Board has previously approved the establishment of cash reserves in the amount of \$16,000,000, \$1,000,000, each year from fiscal year (FY) 1991-92 through FY 2006-07 in the Local Transportation Authority Fund, the fund created to account for Measure M revenues and expenditures.

Discussion

On March 8, 1999, the OCTA Board approved an expansion in the fare subsidy program to increase the use of Measure M funds for seniors and persons with disabilities riding on public transit. This larger fare assistance program required a subsidy of \$1,145,272 in Measure M funds during FY 2006-07.

The Measure M fare stabilization program has provided fare assistance for seniors and persons with disabilities as follows:

- \$0.25 of the ACCESS regular fare of \$2.50, with riders paying \$2.25
- \$0.75 of the senior and disabled peak cash fare of \$1.25 with the riders paying \$0.50
- \$0.10 of the senior and disabled off-peak cash fare of \$0.60 with the riders paying \$0.50
- \$0.50 of the senior and disabled day pass fare of \$1.50 with riders paying \$1.00

The Measure M fare assistance for ACCESS fares and ACCESS premium service has been in effect since January 1, 1995 and July 1, 1997, respectively. The remaining cash fare and day pass subsidies for fixed route services became effective with the bus fare policy restructuring on July 11, 1999. All fares and fare subsidies were adjusted, effective January 2, 2005. The Measure M fare stabilization was lowered in part to conserve remaining Measure M fare stabilization funds before the expiration of the Measure M program in FY 2010-11.

**Request for Authorization to Increase Designation
in the Local Transportation Authority Fund for the
Fare Stabilization Program**

During FY 2006-07 Measure M provided \$185,855 in fare assistance for the ACCESS program and \$959,417 for fixed route service. A summary of the Measure M fare stabilization for FY 2006-07 is provided in the following table:

Service	Subsidy
Fixed route – day passes	\$782,076
Fixed route – cash fares	177,341
ACCESS	185,855
Total	\$1,145,272

Measure M fare stabilization transfers in FY 2006-07 have increased \$8,924, 0.8 percent over the previous fiscal year.

One of the goals of the fare policy change, implemented by the Board on January 2, 2005, was to ensure that the fare stabilization funds continue to provide a fare subsidy through the entire Measure M period. The fare policy change reduced the per rider subsidy for some fare media to assist in this goal. Another strategy recommended by staff, and endorsed by the Measure M Citizens Oversight Committee, is to transfer all previously designated fare stabilization cash reserves and all future annual designations to the Orange County Transit District (OCTD) at the time they are designated, rather than on a reimbursement of expense basis. This action will allow the cash reserves to earn interest within the OCTD, thus providing additional funds for fare stabilization. Based on the revised subsidy structure and ridership and interest projections, it is anticipated that this policy change will provide sufficient funds to continue the fare stabilization program through FY 2010-11.

Summary

Measure M provides revenues from sales tax receipts to fund the fare stabilization program for all senior citizens and persons with disabilities who are using public transit services in Orange County. Staff is requesting authorization to increase the reserve for this program by an additional \$1,000,000 to provide fare assistance. Staff is also proposing that previously designated cash reserves and future annual designations be transferred to the Orange County Transit District at the beginning of each fiscal year to ensure that fare stabilization funds remain available for seniors and persons with disabilities through the end of the Measure M program in FY 2010-11.

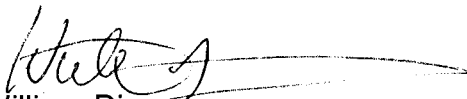
**Request for Authorization to Increase Designation
in the Local Transportation Authority Fund for the
Fare Stabilization Program**

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Attachment

None.

Prepared by:



William Dineen
Manager,
Financial Planning and Analysis
(714) 560-5917

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement for Project Management Consulting Services

Transit Planning and Operations Committee

October 11, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, Pulido, and Winterbottom
Absent: Director Nguyen

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 8 to Agreement C-5-2585 between the Orange County Transportation Authority and Carter & Burgess, Inc., to exercise the first option term, in an amount of \$9,170,009, bringing the total commitment to \$14,655,009, to provide project management consulting services for rapid transit projects.



October 11, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Agreement for Project Management Consulting Services

Overview

On October 14, 2005, the Board of Directors approved a two-year agreement with Carter & Burgess, Inc., in the amount of \$5,000,000, to provide project management consulting services for rapid transit projects. The initial term of this agreement will expire on December 31, 2007, requiring an amendment to continue providing support to rapid transit projects, primarily the bus rapid transit, Go Local, and Anaheim Regional Transportation Intermodal Center projects. Carter & Burgess, Inc. was retained in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform project management consultant services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 8 to Agreement C-5-2585 between the Orange County Transportation Authority and Carter & Burgess, Inc., to exercise the first option term, in an amount of \$9,170,009, bringing the total commitment to \$14,655,009, to provide project management consulting services for rapid transit projects.

Background

On October 14, 2005, the Board of Directors (Board) awarded a contract for project management consultant (PMC) services for rapid transit projects to Carter & Burgess, Inc. (Carter & Burgess). The Scope of Work included a general description of the work that would be required under the PMC contract including:

- project management
- technical oversight and support
- planning

- contract management
- project controls
- administrative support

This allowed Carter & Burgess staff to work on a number of different projects during the initial two-year term. These projects and the expenses associated with them through December 2007 are estimated as follows:

Chart One

Bus Rapid Transit (BRT)	\$3,873,119	66%
Highway Projects	89,223	2%
Go Local	259,747	4%
Anaheim Regional Transportation Intermodal Center (ARTIC)	435,491	7%
ARTIC Project Concept Report (PCR)/Interest Conference	485,000	8%
Other Planning projects	46,650	1%
Metrolink Station Security	673,770	12%
Total	\$5,863,000	100%

The original maximum obligation for the contract was \$5,000,000. Recognizing that the Carter & Burgess maximum contract authorization was approaching the \$5,000,000 threshold and that activity on the BRT project was picking up along with work on the ARTIC project, in May 2007, the Board authorized an additional \$485,000 to this contract for Carter & Burgess to assist the Orange County Transportation Authority (Authority) staff with preparation of the ARTIC PCR and the development of an Interest Conference to be held in October 2007.

With additional work planned for the Go Local and ARTIC projects prior to the end of December 2007, plus the need to continue work on the BRT project through this period of time, it is necessary to amend the current agreement, in the amount of \$378,000, for planned expenses through the initial term of the contract, or through December 31, 2007, for a revised maximum obligation of \$5,863,000. This is detailed below in Chart Two.

Chart Two

Initial maximum obligation for agreement	\$5,000,000
Amendment No. 7, increased maximum obligation, approved May 29, 2007, to support ARTIC	485,000
Proposed additional funding through December 31, 2007	378,000
Total	\$5,863,000

Going forward, the contract allows for two additional two-year options. Assistance with the ARTIC project is only needed through June 2008, but Go Local and BRT activities are necessary during the entire two-year option term. Both the Go Local and BRT projects are multi-year efforts requiring ongoing assistance. The Go Local program was created and funded through the reauthorization of Measure M, and already 26 cities have begun planning efforts to develop conceptual plans for consideration as a Go Local project.

The BRT project was approved by the Board in October 2005 as part of a five-year rapid transit program, and plays a major role in satisfying commitments made to achieve air quality conformity by 2010 in the South Coast Air Basin. To meet that obligation, the Authority plans to have three BRT lines implemented by December 2010. During the initial term of their agreement, Carter & Burgess has completed a number of planning activities necessary to work toward that milestone. Work during the first option term will continue that multi-year effort. The consultant's efforts will concentrate on project elements designed to improve BRT travel times on the corridors (i.e., signal synchronization and transit signal priority) and enhance the passenger experience (i.e., real time passenger information system and bus stop modifications).

Using a much more defined outline of the tasks required to continue work on the BRT, ARTIC, and Go Local projects, Carter & Burgess has developed an estimated cost proposal for the first two-year option term in the amount of \$8,792,009. The breakdown on proposed expenses is as follows:

Chart Three

Bus Rapid Transit	\$7,521,149	85%
Go Local	1,016,508	12%
ARTIC	254,352	3%
Total	\$8,792,009	100%

Although this request for an amendment to the Carter & Burgess contract covers all of the activities and tasks associated with implementation of the BRT program, there are some opportunities for the Authority to contract out individual tasks to other firms, in particular, the traffic engineering and signal synchronization work required to support the traffic signal priority system. Work under the Carter & Burgess contract will be conducted on a contract task order basis effective January 1, 2008. If procurements are conducted to contract with other firms for these or other tasks, the funds authorized for expenditure on this contract will be moved to cover the work of other firms. Any procurements associated with this project will be conducted according to the appropriate Authority policies and procedures.

Discussion

This procurement was originally handled in accordance with the Authority's procedures for architectural and engineering services. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement to exercise the first option term and increase the maximum obligation.

Staff requested a cost estimate from Carter & Burgess to perform the work required to continue implementation of BRT, Go Local, and the ARTIC. Internal Audit conducted a pre-award price review in November 2005 and found the contractor and subcontractor rates fair and reasonable with the exception of a few rates for which Internal Audit recommended adjustment. Internal Audit has subsequently reviewed proposed rates incorporated into the contract amendments and letter approvals up to, and including, Amendment No. 6, providing recommended adjustments where appropriate.

The original agreement was awarded by the Board on October 23, 2005, for the not-to-exceed amount of \$5,000,000 to provide project management consulting services for rapid transit projects. This agreement has been amended previously (Attachment A). Chart One on page two of this report details the amounts that were expended on various projects during the initial term of the contract including an estimate for work to be completed through

December 31, 2007. Attachment B provides even more detail, listing individual tasks, the timeline associated with these tasks, and expenditures to date by task from January 1, 2006 through December 31, 2007.

Similarly, Chart Three above summarizes the proposed costs associated with work to be completed during the first option term, from January 1, 2008 through December 31, 2009. Attachment C provides the detail, listing individual tasks, the timeline for each task, and proposed expenditures by task for the entire two-year period.

Attachment D, which describes a proposed work program and estimated costs to continue work on the implementation of BRT through the final available option term of this agreement, the period January 1, 2010 through December 31, 2011, is provided for information only at this time. A subsequent amendment to the agreement would be subject to Board approval prior to the end of the first option term (2008-2009) to proceed with work through the full implementation of BRT and its support systems.

The total amount after approval of Amendment No. 8 will be \$14,655,009, which includes \$378,000 to cover costs through December 31, 2007, and \$8,792,009 to exercise the first option term. Attachment E is provided as a glossary for the acronyms found in Attachments B, C and D.

Fiscal Impact

The proposed option term begins in fiscal year 2007-08 and continues through the next two additional fiscal years. Because this is a time and materials agreement, funds are not encumbered beyond the fiscal year and must be budgeted each year. Funds to begin the additional work described in Amendment No. 8 to Agreement C-5-2585 were approved in the Authority's Fiscal Year 2007-08 Budget, Transit Division, in Accounts 1545-7519, and 0010-7519, and will be funded through the Local Transportation Fund, State Transportation Improvement Program funds, and federal funds.

Summary

Staff recommends approval of Amendment No. 8, in the amount of \$9,170,009, to Agreement C-5-2585 with Carter & Burgess, Inc., which allows work to continue through the completion of the initial term and exercises the first two-year option term of the agreement.

Attachments

- A. Carter & Burgess, Inc. Agreement C-5-2585 Fact Sheet
- B. OCTA – Project Management Consultant Services
Project Management/Construction Management Services for Base
Term; Years 2006-2007 (Completed by 12/31/07)
- C. OCTA – Project Management Consultant Services
Project Management/Construction Management Services for Option
Term 1; Years 2008-2009 (Staff Recommendation)
- D. OCTA – Project Management Consultant Services
Project Management/Construction Management Services for Option
Term 2; Years 2010-2011 (For Information Only)
- E. Glossary of Acronyms for Attachments B, C, and D OCTA – Project
Management Consultant Services Project Management/Construction
Management Services for Base Year

Prepared by:



Beth McCormick
General Manager, Transit
(714) 560-5964

Approved by:



Paul C. Taylor
Deputy Chief Executive Officer
(714) 560-5431

ATTACHMENT A

Carter & Burgess, Inc. Agreement C-5-2585 Fact Sheet

1. October 14, 2005, Agreement C-5-2585, \$5,000,000, approved by Board of Directors.
 - Provide project management consulting services for rapid transit projects.
 - Initial term is two years, January 1, 2006 through December 31, 2007.
2. April 25, 2006, Amendment No. 1 to Agreement C-5-2585, \$0, approved by purchasing agent.
 - Administrative change only.
3. October 19, 2006, Amendment No. 2 to Agreement C-5-2585, \$0, approved by purchasing agent.
 - Administrative change only.
4. February 19, 2007, Amendment No. 3 to Agreement C-5-2585, \$0, approved by purchasing agent.
 - Administrative change only.
5. March 7, 2007, Amendment No. 4 to Agreement C-5-2585, \$0, approved by purchasing agent.
 - Administrative change only.
6. May 29, 2007, Amendment No. 5 to Agreement C-5-2585, \$0, approved by purchasing agent.
 - Administrative change only.
7. June 5, 2007, Amendment No. 6 to Agreement C-5-2585, \$0, approved by purchasing agent.
 - Administrative change only.
8. May 29, 2007, Amendment No. 7 to Agreement C-5-2585, \$485,000, approved by Board of Directors, bringing the total commitment to \$5,485,000.
 - Amend scope of services to include support for ARTIC project.

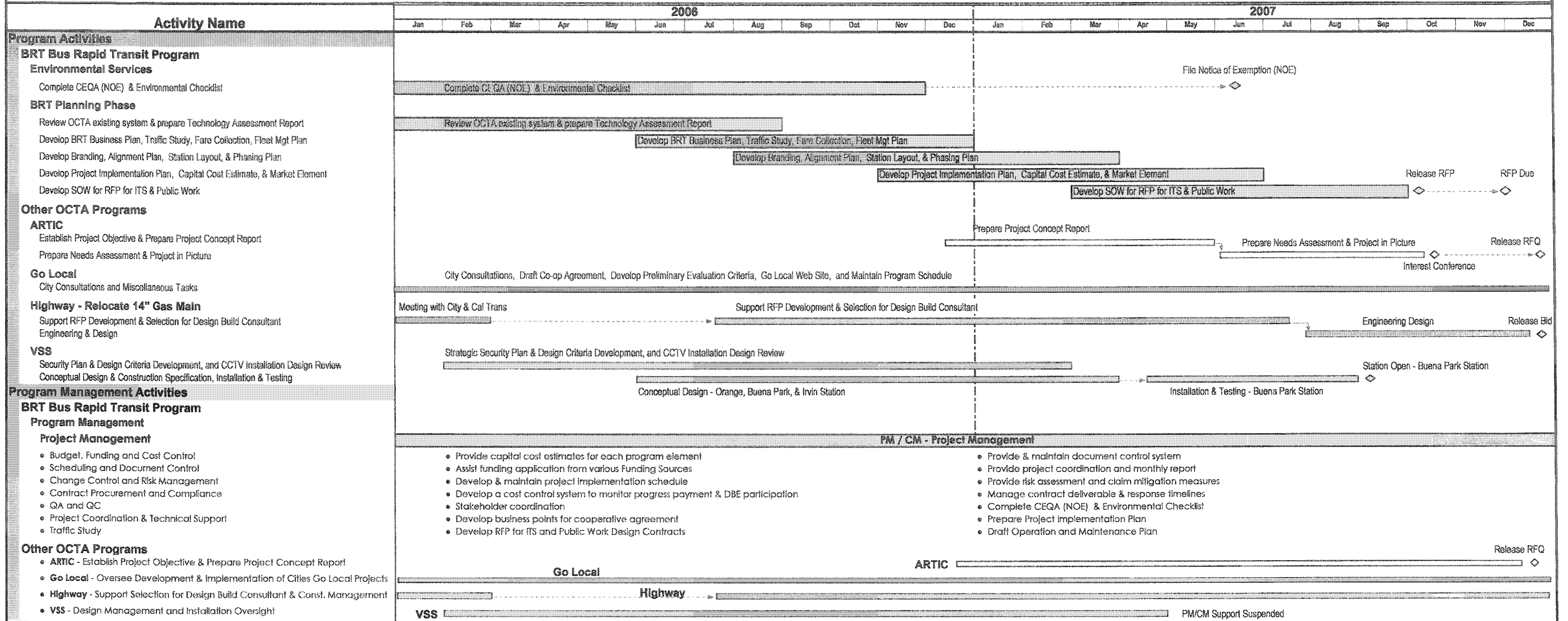
- Increase maximum obligation by \$485,000 in support of this additional work to be performed during the initial term.
9. October 22, 2007, Amendment No. 8 to Agreement C-5-2585, \$9,170,009, pending approval by Board of Directors, bringing the total commitment to \$14,655,009.
- Exercise first option term, January 1, 2008 through December 31, 2009.
 - Increase maximum obligation for initial term by \$378,000.
 - Increase maximum obligation for the first option term \$8,792,009.

Total committed to Carter & Burgess, Inc., Agreement C-5-2585: \$14,655,009, pending approval by the Board of Directors.

OCTA - Project Management Consultant Services

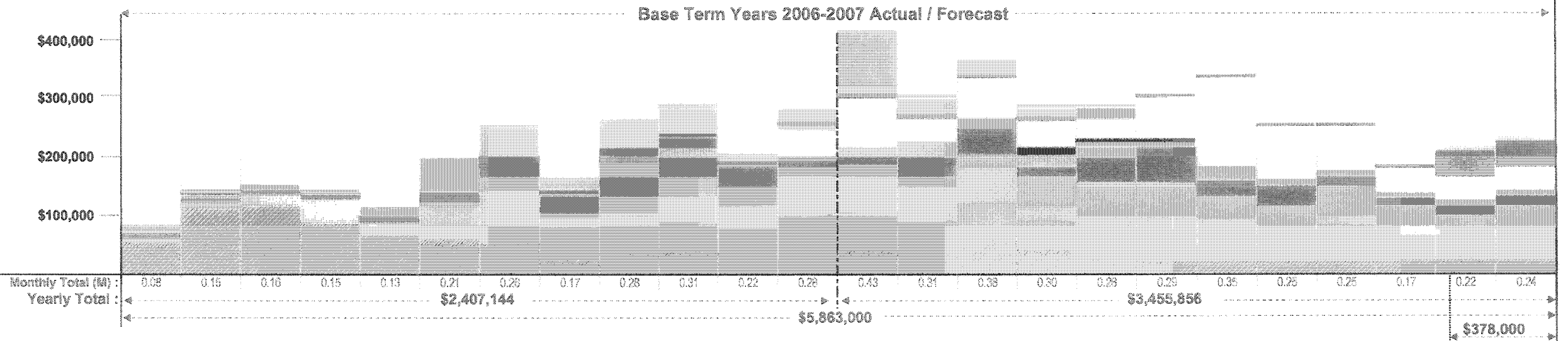
Date: 10/02/07

Project Management / Construction Management Services for Base Term - Years 2006 - 2007 (Completed by 12/31/07)



Forecast Monthly Cost

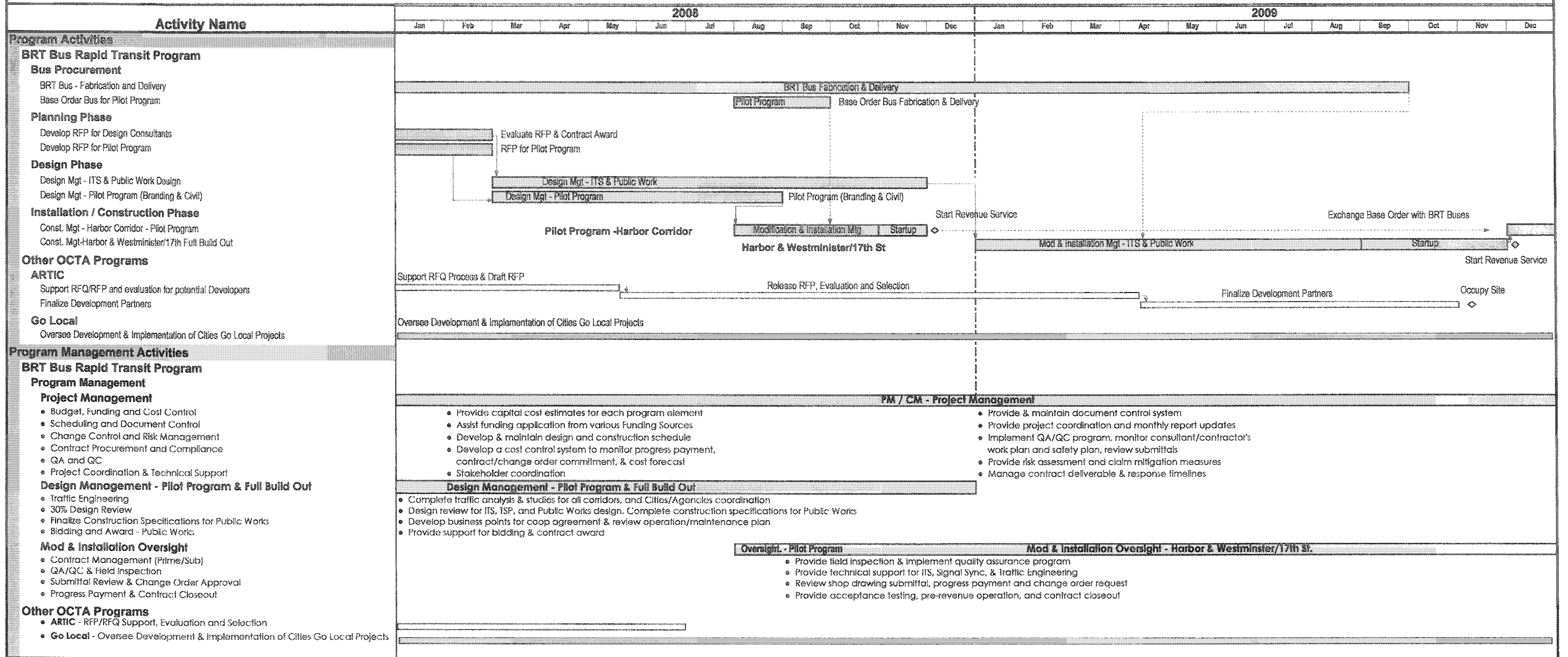
- Other OCTA Programs**
 - VSS
 - Highway
 - Go Local
 - ARTIC
- BRT Program**
 - Modification & Installation Management
 - City Coordination & Special Services
 - Public Work Design - Tech Oversight & CM Support
 - ITS Design - Tech Oversight & CM Support
 - Traffic Engineering / Signal Sync Oversight
 - BRT Project Management
- Program Management**
 - Program / Contract Management



OCTA - Project Management Consultant Services

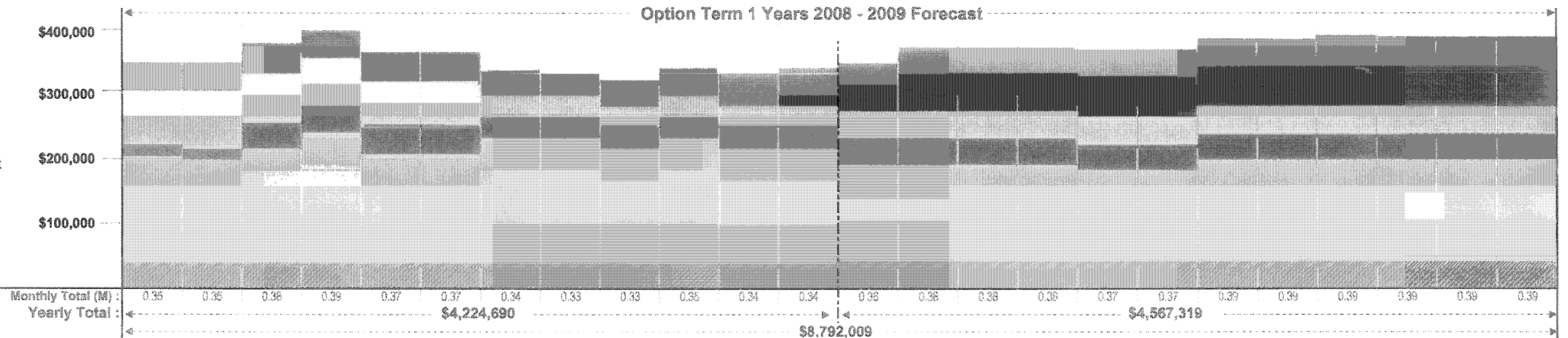
Date: 10/02/07

Project Management / Construction Management Services for Option Term 1 - Years 2008 - 2009 (Staff Recommendation)



Forecast Monthly Cost

- Other OCTA Programs**
- Go Local
- ARTIC
- BRT Program**
- Modification & Installation Management
- City Coordination & Special Services
- Public Work Design - Tech Oversight & CM Support
- ITS Design - Tech Oversight & CM Support
- Traffic Engineering / Signal Sync Oversight
- BRT Project Management
- Program Management**
- Program / Contract Management



OCTA - Project Management Consultant Services

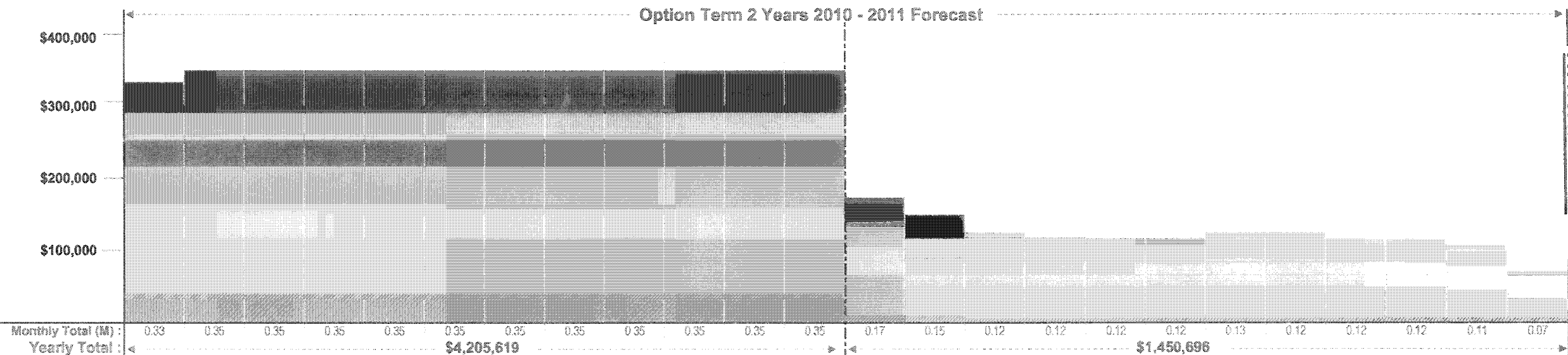
Date: 10/02/07

Project Management / Construction Management Services for Option Term 2 - Years 2010 - 2011 (For Information Only)

Activity Name	2010												2011											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Program Activities																								
BRT Bus Rapid Transit Program																								
Installation / Construction Phase																								
Const. Mgt - 28 Mile Corridor - Public Works	[Bar from Jan to Sep]																							
Const. Mgt - 28 Mile Corridor - Technology	[Bar from Jan to Oct]												System Integration / Startup											
Contract Closeout																								
Contract Closeout - Harbor Boulevard Corridor	[Bar from Jan to Jun]																							
Contract Closeout - Westminster Corridor	[Bar from Jan to Jun]																							
Contract Closeout - 28 Mile Corridor													[Bar from Jan to Jun]											
Design Mgt - Pilot Program (Branding & Civil)																								
Traffic Engineering																								
Tech Support during Construction & TSP Planning	Tech Support during Construction												Conceptual analysis / study for TSP											
Program Management Activities																								
BRT Bus Rapid Transit Program																								
Program Management																								
Project Management												PM / CM - Project Management												
<ul style="list-style-type: none"> Budget, Funding and Cost Control Scheduling and Document Control Change Control and Risk Management Contract Procurement and Compliance QA and QC Project Coordination & Technical Support 												<ul style="list-style-type: none"> Provide & maintain document control system Monitor & maintain construction schedule Maintain the cost control system to monitor progress payment, contract/change order commitment, & cost forecast. Stakeholder coordination Contract Closeout Provide project coordination and monthly report Oversee the Conceptual Analysis and Study for TSP 												
Mod & Installation Oversight												Modification and Installation Oversight - 28-Mile Corridor												
<ul style="list-style-type: none"> Contract Management (Prime/Sub) QA/QC & Field Inspection Submittal Review & Change Order Approval Progress Payment & Contract Closeout 												<ul style="list-style-type: none"> Provide field inspection & implement quality assurance program Review shop drawing submittal and process "Request for Information" (RFI) from contractor Provide acceptance testing and pre-revenue operation Review progress payment and change order request 												
Traffic Engineering and Study												Traffic Engineering and Study												
<ul style="list-style-type: none"> Technical Support during Construction & Conceptual Analysis for TSP 												<ul style="list-style-type: none"> Technical Support during Construction Conceptual Analysis and Study for TSP 												

Forecast Monthly Cost

- BRT Program**
- Modification & Installation Management
 - City Coordination & Special Services
 - Public Work Design - Tech Oversight & CM Support
 - ITS Tech Oversight & CM Support
 - Traffic Engineering / Signal Sync Oversight
 - BRT Project Management
- Program Management**
- Program / Contract Management



ATTACHMENT D

**Glossary of Acronyms for Attachments B, C, and D
 OCTA - Project Management Consultant Services
 Project Management / Construction Management Services for Base Year**

Activity Name

Program Activities

BRT Bus Rapid Transit Program

BRT - Bus Rapid Transit

Environmental Services

Complete CEQA (NOE) & Environmental Checklist

{ CEQA - California Environmental Quality Act
 NOE - Notice of Exemption

BRT Planning Phase

Review OCTA existing system & prepare Technology Assessment Report
 Develop BRT Business Plan, Traffic Study, Fare Collection, Fleet Mgt Plan
 Develop Branding, Alignment Plan, Station Layout, & Phasing Plan
 Develop Project Implementation Plan, Capital Cost Estimate, & Market Element
 Develop SOW for RFP for ITS & Public Work

Mgt - Management

{ SOW - Scope of Work
 RFP - Request for Proposal
 ITS - Intelligent Transportation Systems

Other OCTA Programs

ARTIC

Establish Project Objective & Prepare Project Concept Report
 Prepare Needs Assessment & Project in Picture

ARTIC - Anaheim Regional Transportations Intermodal Center

Go Local

City Consultations and Miscellaneous Tasks

Highway - Relocate 14" Gas Main

Support RFP Development & Selection for Design Build Consultant
 Engineering & Design

RFP - Request for Proposal

VSS

Security Plan & Design Criteria Development, and CCTV Installation Design Review
 Conceptual Design & Construction Specification, Installation & Testing

VSS - Video Surveillance System
 CCTV - Closed Circuit television

Program Management Activities

BRT Bus Rapid Transit Program

BRT - Bus Rapid Transit

Program Management

Project Management

- Budget, Funding and Cost Control
- Scheduling and Document Control
- Change Control and Risk Management
- Contract Procurement and Compliance
- QA and QC
- Project Coordination & Technical Support
- Traffic Study

{ QA - Quality Assurance
 QC - Quality Control

Other OCTA Programs

- **ARTIC** - Establish Project Objective & Prepare Project Concept Report
- **Go Local** - Oversee Development & Implementation of Cities Go Local Projects
- **Highway** - Support Selection for Design Build Consultant & Const. Management
- **VSS** - Design Management and Installation Oversight

ARTIC - Anaheim Regional Transportations Intermodal Center

Const. - Construction

VSS - Video Surveillance System

Forecast Monthly Cost

Other OCTA Programs

- VSS
- Highway
- Go Local
- ARTIC

VSS - Video Surveillance System

ARTIC - Anaheim Regional Transportations Intermodal Center

BRT Program

- Modification & Installation Management
- City Coordination & Special Services
- Public Work Design - Tech Oversight & CM Support
- ITS Design - Tech Oversight & CM Support
- Traffic Engineering / Signal Sync Oversight
- BRT Project Management

CM - Construction Management

Sync - Synchronization

Program Management

- Program / Contract Management

**OCTA - Project Management Consultant Services
Project Management / Construction Management Services for Option 1 Year**

Activity Name

Program Activities

BRT Bus Rapid Transit Program

Bus Procurement

- BRT Bus - Fabrication and Delivery
- Base Order Bus for Pilot Program

Planning Phase

- Develop RFP for Design Consultants
- Develop RFP for Pilot Program

Design Phase

- Design Mgt - ITS & Public Work Design
- Design Mgt - Pilot Program (Branding & Civil)

Installation / Construction Phase

- Const. Mgt - Harbor Corridor - Pilot Program
- Const. Mgt-Harbor & Westminster/17th Full Build Out

Other OCTA Programs

ARTIC

- Support RFQ/RFP and evaluation for potential Developers
- Finalize Development Partners

Go Local

- Oversee Development & Implementation of Cities Go Local Projects

Acronym

- BRT - Bus Rapid Transit
- BRT - Bus Rapid Transit
- RFP - Request for Proposal
- Mgt - Management
- ITS - Intelligent Transportation Systems
- Const. - Construction
- Mgt - Management

- { RFQ - Request for Qualifications
- { RFP - Request for Proposal

Program Management Activities

BRT Bus Rapid Transit Program

BRT - Bus Rapid Transit

Program Management

Project Management

- Budget, Funding and Cost Control
- Scheduling and Document Control
- Change Control and Risk Management
- Contract Procurement and Compliance
- QA and QC
- Project Coordination & Technical Support

- { QA - Quality Assurance
- { QC - Quality Control

Design Management - Pilot Program & Full Build Out

- Traffic Engineering
- 30% Design Review
- Finalize Construction Specifications for Public Works
- Bidding and Award - Public Works

Mod & Installation Oversight

- Contract Management (Prime/Sub)
- QA/QC & Field Inspection
- Submittal Review & Change Order Approval
- Progress Payment & Contract Closeout

- { QA - Quality Assurance
- { QC - Quality Control

Other OCTA Programs

- **ARTIC** - RFP/RFQ Support, Evaluation and Selection
- **Go Local** - Oversee Development & Implementation of Cities Go Local Projects

- { ARTIC - Anaheim Regional Transportations Intermodal Center
- { RFQ - Request for Qualifications
- { RFP - Request for Proposal

Forecast Monthly Cost

Other OCTA Programs

- █ Go Local
- █ ARTIC

ARTIC - Anaheim Regional Transportations Intermodal Center

BRT Program

- █ Modification & Installation Management
- ▨ City Coordination & Special Services
- █ Public Work Design - Tech Oversight & CM Support
- █ ITS Design - Tech Oversight & CM Support
- █ Traffic Engineering / Signal Sync Oversight
- █ BRT Project Management

- CM - Construction Management
- ITS - Intelligent Transportation Systems
- Sync - Synchronization

Program Management

- ▨ Program / Contract Management

OCTA - Project Management Consultant Services Project Management / Construction Management Services for Option 2 Year

Activity Name

Program Activities

BRT Bus Rapid Transit Program

Acronym

BRT - Bus Rapid Transit

Installation / Construction Phase

- Const. Mgt - 28 Mile Corridor - Public Works
- Const. Mgt - 28 Mile Corridor - Technology

Const. - Construction
Mgt - Management

Contract Closeout

- Contract Closeout - Harbor Boulevard Corridor
- Contract Closeout - Westminster Corridor
- Contract Closeout - 28 Mile Corridor
- Design Mgt - Pilot Program (Branding & Civil)

Mgt - Management

Traffic Engineering

- Tech Support during Construction & TSP Planning

TSP - Transit Signal Priority

Program Management Activities

BRT Bus Rapid Transit Program

BRT - Bus Rapid Transit

Program Management Project Management

- Budget, Funding and Cost Control
- Scheduling and Document Control
- Change Control and Risk Management
- Contract Procurement and Compliance
- QA and QC
- Project Coordination & Technical Support

{ QA - Quality Assurance
QC - Quality Control

Mod & Installation Oversight

- Contract Management (Prime/Sub)
- QA/QC & Field Inspection
- Submittal Review & Change Order Approval
- Progress Payment & Contract Closeout

{ QA - Quality Assurance
QC - Quality Control

Traffic Engineering and Study

- Technical Support during Construction & Conceptual Analysis for TSP

TSP - Transit Signal Priority

Forecast Monthly Cost

BRT Program

BRT - Bus Rapid Transit

-  Modification & Installation Management
-  City Coordination & Special Services
-  Public Work Design - Tech Oversight & CM Support
-  ITS Tech Oversight & CM Support
-  Traffic Engineering / Signal Sync Oversight
-  BRT Project Management

CM - Construction Management
Sync - Synchronization
ITS - Intelligent Transportation Systems
BRT - Bus Rapid Transit

Program Management

-  Program / Contract Management



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement for Underground Storage Tank Testing and Repair Services

Transit Planning and Operations Committee

October 11, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-6-0178 between the Orange County Transportation Authority and Inland Petroleum Equipment and Repair, Inc., in an amount not to exceed \$68,000.



October 11, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Agreement for Underground Storage Tank Testing and Repair Services

Overview

On June 12, 2006, the Board of Directors approved an agreement with Inland Petroleum Equipment and Repair, Inc., to provide underground storage tank testing and repair service for a one-year period with two option years. Due to excessive repairs required recently, there is not enough money remaining in the contract to make another necessary repair. Amending this contract now for additional funds is the most expeditious way to make this repair and meet all California State codes and the Orange County Health Care Agency's requirements.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-6-0178 between the Orange County Transportation Authority and Inland Petroleum Equipment and Repair, Inc., in an amount not to exceed \$68,000.

Background

The Orange County Transportation Authority (Authority) operates five bus bases. In support of the operations at these bases, the Authority has various underground storage tanks (UST) to store required fluids such as gasoline, diesel, engine oil, and transmission fluid. The Authority is responsible for assuring that the UST are in good working order, tested, and certified to be in compliance with local and state regulating agencies. The Orange County Health Care Agency (OCHCA) administers all UST requirements per the California Code of Regulations.

Agreement C-6-0178 between the Authority and Inland Petroleum Equipment and Repair, Inc. (IPER) was procured in accordance with the Authority's

procedures for professional and technical services. IPER provides the Authority with testing and repair of the UST system at all of the Authority's operating bases. The original agreement with IPER was awarded on a competitive basis.

Discussion

The OCHCA requires annual testing of the UST. In July 2007, testing was performed at the Garden Grove Base, and a leak was found in a primary pipe connecting one diesel UST to the fuel dispensers at the fuel island. That leak was repaired, but subsequent testing identified leaks in two secondary containment pipes. Some repairs were made, however, more are necessary in areas where it is harder to identify the extent of the problem. IPER recommends replacing the two pipes at a cost of \$68,015.

Due to several other repairs already performed under this contract, sufficient funds are not available to perform this work without increasing the maximum obligation of the contract. The recommended amendment amount of \$68,000 is to cover the cost of the pipe replacements described above, which should be expedited to ensure the Authority complies with state regulations regarding UST. Alternative solutions are to abandon the pipes and tanks discussed or to remove them. Removing the tanks will cost a minimum \$300,000. That cost will be repeated in about five years when the Authority no longer has diesel buses and the remaining tanks and piping will be replaced. The Authority could also abandon the tanks in place, which would cost about \$150,000. The tanks would be filled with 30 tons of concrete and could never be moved again, making that area unusable for anything but parking in future years

The original agreement awarded on June 12, 2006, was in the amount of \$100,000. A previous amendment was approved by the Board to exercise the first option year. Amendment No. 2, in the amount of \$68,000, will increase the total agreement amount to \$268,000 (Attachment A). Staff will return to the Board next year to seek approval to exercise the final option year in the contract.

Fiscal Impact

The work described in Amendment No. 2 to Agreement C-6-0176 was approved in the Authority's Fiscal Year 2007-2008 Budget, Transit Division, Maintenance Department, Account 2166-7611-D3107-2X3, and is funded through the Local Transportation Fund.

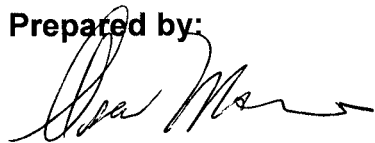
Summary

Staff recommends approval of Amendment No. 2 to Agreement C-6-0178, in the amount of \$68,000, with Inland Petroleum Equipment and Repair, Inc.

Attachment

- A. Inland Petroleum Equipment and Repair, Inc., Agreement C-6-0178 Fact Sheet

Prepared by:



Lloyd R. Banta
Acting Manager, Maintenance
(714) 560-5975

Approved by:



Beth McCormick
General Manager, Transit
(714) 560-5964

**Inland Petroleum Equipment and Repair, Inc.
Agreement C-6-0178 Fact Sheet**

1. June 12, 2006 Agreement C-6-0178, \$100,000, approved by Board of Directors.
 - Procurement of underground storage tank testing and repair services.
2. March 26, 2007, Amendment No. 1 to Agreement C-6-0178, \$100,000, approved by Board of Directors, bringing the total commitment to \$200,000.
 - Exercise the first option year.
3. October 22, 2007, Amendment No. 2 to Agreement C-6-0178, \$68,000 pending approval by Board of Directors
 - Increase maximum obligation to repair leaking fuel lines at the Garden Grove Base.

Total committed to Inland Petroleum Equipment and Repair, Inc., Agreement C-6-0178: \$268,000, pending approval by the Board of Directors.



MEMO

October 16, 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.



October 18, 2007

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Contract(s) for Federal Legislative Consulting Services

Overview

An evaluation team comprised of Orange County Transportation Authority Board Members, staff, and an Orange County Business Council representative interviewed all firms proposing to provide federal legislative consulting services and selected six firms for further evaluation. These firms were interviewed by the Legislative and Government Affairs/Public Communications Committee on September 26, 2007.

Recommendation

Committee to recommend to the Orange County Transportation Authority Board of Directors the selection of one or more firms to provide federal legislative consulting services.

Background

In December 2006, the Board of Directors (Board) authorized the extension of all contracts for federal legislative consulting services until December 2007 and directed the re-procurement of these services in 2007. On April 19, 2007, the Legislative and Government Affairs/Public Communications Committee (Committee) recommended approval of a draft schedule for this procurement and established a task force to provide further input into the process. The draft schedule was approved by the Board on April 23, 2007. In May 2007, the Committee and Board approved a scope of work and evaluation criteria for the procurement.

Request for Proposals (RFP) 7-0949 for these services was released on June 15, 2007. Pursuant to the RFP, a pre-proposal conference was held in Washington, DC on June 27, 2007. Thirteen proposals were received on August 3, 2007.

An evaluation team, consisting of Board Chair Cavecche, Director Buffa, the Chief Executive Officer, the Federal Relations Department Manager, and the Vice President of Government Affairs and Community Relations from the Orange County Business Council, evaluated the proposals and conducted interviews of all proposing firms on September 5, 6, and 7, 2007, in Washington, DC.

Discussion

The proposals were evaluated on the basis of the Board approved criteria of firm qualifications and staffing (50 percent), work plan (30 percent) and cost and price (20 percent). Each member of the team prepared an evaluation of the proposals providing a weighted score for each of the above mentioned criteria. Based upon the evaluation team's findings, the following six firms were interviewed by the Committee at a special committee meeting held on September 26, 2007. Those firms are (in alphabetical order):

Firm and Location

Ackerman Senterfitt, Washington, DC
Blank Rome, LLP, Washington, DC
Carpi, Clay and Smith, Washington, DC
McConnell/The Ferguson Group, Washington, DC
Potomac Partners, Washington, DC
Smith, Dawson and Andrews, Washington, DC

At the conclusion of these interviews, the Committee requested that this matter be placed on the Committee's agenda at this meeting for further consideration.

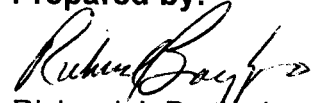
Summary

An evaluation team has interviewed all firms proposing to provide federal legislative consulting services and the Committee has interviewed six short-listed firms as recommended by the evaluation team.

Attachment

None.

Prepared by:



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



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: City of Irvine Guideway Demonstration Project Funding

Transit Planning and Operations Committee

October 11, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, Pulido, and Winterbottom
Absent: Director Nguyen

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute a cooperative agreement with the City of Irvine for alternatives analysis, preliminary design, and environmental work for the Irvine Guideway Demonstration Project, subject to a maximum Orange County Transportation Authority obligation of \$5.2 million.
- B. Authorize the use of up to \$5.2 million of Congestion Mitigation and Air Quality funds for the City of Irvine Guideway Demonstration Project.
- C. Approve an amendment to the Orange County Transportation Authority Fiscal Year 2007-08 Budget for \$1.7 million of Congestion Mitigation and Air Quality funds, to be matched by \$1.3 million of local funds provided by the City of Irvine.
- D. Authorize staff to amend the Federal Regional Transportation Improvement Program and State Transportation Improvement Program as well as execute any necessary agreements to facilitate the above actions.



October 11, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, ^{PL} Chief Executive Officer
Subject: City of Irvine Guideway Demonstration Project Funding Request

Overview

The Orange County Transportation Authority has received a request from the City of Irvine for financial assistance and support of the Irvine Guideway Demonstration Project. The City of Irvine is pursuing \$121.3 million of Proposition 116 funds for this system. These funds require a minimum dollar for dollar match. Staff has reviewed the request and is presenting recommendations to the Board of Directors for their consideration.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute a cooperative agreement with the City of Irvine for alternatives analysis, preliminary design, and environmental work for the Irvine Guideway Demonstration Project, subject to a maximum Orange County Transportation Authority obligation of \$5.2 million.
- B. Authorize the use of up to \$5.2 million of Congestion Mitigation and Air Quality funds for the City of Irvine Guideway Demonstration Project.
- C. Approve an amendment to the Orange County Transportation Authority Fiscal Year 2007-08 Budget for \$1.7 million of Congestion Mitigation and Air Quality funds, to be matched by \$1.3 million of local funds provided by the City of Irvine.
- D. Authorize staff to amend the Federal Regional Transportation Improvement Program and State Transportation Improvement Program as well as execute any necessary agreements to facilitate the above actions.

Background

Proposition 116 (P116) enacted the Clean Air and Transportation Improvement Act of 1990, which designated \$1.99 billion for specific projects, primarily passenger rail capital projects. The City of Irvine (City) received an earmark of \$125 million for the construction of a guideway demonstration project from P116. The California Transportation Commission's (CTC) P116 guidelines further require that these funds be encumbered by 2010; otherwise the funds may be redirected to other projects in the state. Consequently, retaining these funds has been a priority for both the Orange County Transportation Authority (OCTA) and the City since the passage of P116 in 1990.

Through a coordinated planning effort, the City provided a portion of these funds to OCTA for early stage development of The CenterLine Project. The CenterLine Project was cancelled by the Board of Directors (Board) in October 2005. The City then began development of their own guideway demonstration project to utilize the remaining P116 funds. The Irvine City Council took action on July 10, 2007, to approve a five-mile alignment utilizing dual technologies that will provide service between the Irvine Spectrum, Irvine Transit Station, and the Great Park.

On July 16, 2007, the City submitted a uniform transit application to the CTC for consideration (Attachment A). This application included an anticipated funding commitment from OCTA, in the amount of \$138.2 million (\$95.5 million from Renewed Measure M (M2) and \$40 million of State Transportation Improvement Program funds), to match the \$121.3 million of P116 funds. The total project cost is anticipated to be \$285.1 million. The City will provide the remaining \$25.6 million.

Discussion

Staff completed a comprehensive review and analysis of the City's transit application. This analysis finds that the proposed project in concept aligns well with the M2 Transit Extensions to Metrolink, Project S, the current Go Local program, and the federal New Starts grant program. The project supports existing Metrolink service to the surrounding areas and the City has an approved Go Local agreement. The project as proposed has sufficient merit to explore further through the transportation planning and environmental approval process. As recognized by the City, additional project development and analysis is necessary to determine the full merits and viability of the project.

The CTC's P116 guidelines state that an agency may use "up to 5 percent of the grant allocation for pre-construction work such as preliminary engineering and environmental work, but not feasibility or planning studies." To date, \$3.7 million (3 percent) of the \$125 million earmark has been allocated for preliminary design work. Consistent with the program guidelines, the City is eligible to receive only an additional \$2.55 million for pre-design work. As a result, the CTC would have to approve an exception to their guidelines if the City's P116 funding request is to move forward and be approved.

In an effort to assist the City in moving the project forward, staff has explored an incremental approach to further develop the project. To facilitate this, OCTA could make available the use of up to \$5.2 million of Congestion Mitigation and Air Quality (CMAQ) funds, to be matched by the City, to complete an alternatives analysis of both guideway and non-guideway alternatives including the following:

- Dual technology system utilizing bus and rail operated in a dedicated transit lane
- Bus only system operated in a dedicated transit lane
- Rail only system operated in a dedicated transit lane
- Bus only system operated in general purpose lanes

Additionally, these funds would also be utilized for preliminary engineering and environmental work. The CMAQ funds require a 20 percent match, up to \$1.3 million, which will be supplied by the City.

Staff has met with the City to discuss this strategy. The City concurs with this strategy as outlined in their revised request for financial assistance (Attachment B). The City is now requesting \$5.2 million in initial financial assistance for the alternatives analysis, preliminary engineering, and environmental work as noted above. The City has committed to provide \$1.3 million as the required CMAQ match to complete this work.

This approach allows the City to progress the project, keeping it on track for 2010, while undertaking an alternatives analysis, preliminary engineering, and exploring alternate funding options. The alternatives analysis is a necessary requirement in order for the project to be eligible for consideration for federal funding (Attachments C and D) as well as ensuring the project is fully justified. This approach also preserves the P116 funds for subsequent phases and affords the City additional time by relieving the immediate need to request

funds and an exception for the 5 percent cap from the CTC. This approach also allows OCTA staff time to complete additional reviews and analysis as the City further refines and defines the project through their preliminary design work. Additionally, by utilizing federal funds for this phase the project will further its eligibility for other federal funds, such as through the federal New Starts program in the future.

Next Steps

Upon Board direction, staff will negotiate a cooperative agreement for use of CMAQ and City funds for preliminary design activities on the proposed City's Guideway Demonstration Project. Once the preliminary design work has been completed, staff will return to the Board with further recommendations for this project.

Fiscal Impact

The proposed strategy utilizes currently unprogrammed federal CMAQ funds, effectively leveraging federal funds with local dollars and using no Measure M funds or P116 funds at this time. The unprogrammed CMAQ funds are the result of revised apportionment estimates provided by the California Department of Transportation in September 2007. The revised apportionments provide sufficient capacity in the current fiscal year CMAQ apportionment to fund this approach. The City would be responsible to provide the required 20 percent match. Currently, CMAQ funds are being utilized to fund the rideshare and West Orange County Connectors projects. Both of these projects are fully funded in the current year. The CMAQ funds would flow through OCTA and be distributed to the City on a reimbursement basis. This project was not included in OCTA's Fiscal Year 2007-08 Budget and will require a budget amendment to Expense Account 1533-7831-A4474-HHG and Revenue Account 0001-6045-A4474-HHG. The budget is based on the actual cash flow of funds, the required amendment for the current year is \$1.7 million. The remaining \$3.5 million will be included in next year's budget.

Summary

The City has requested financial assistance and support for their proposed guideway demonstration project. Staff has reviewed the City's request and is recommending the use of up to \$5.2 in CMAQ funds for preliminary design work.

Attachments

- A. Letter from City of Irvine Regarding Irvine Guideway Demonstration Project - Proposition 116 Application - 99645, dated September 6, 2007
- B. Letter from City of Irvine, dated October 2, 2007
- C. FTA Major Capital Transit Investment Fact Sheet - Alternatives Analysis
- D. FTA Major Capital Transit Investment Fact Sheet - Preliminary Engineering

Prepared by:



Jennifer Bergener
Manager, Capital & Local Programs
(714) 560-5462

Approved by:



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



SEAN JOYCE, City Manager

www.ci.irvine.ca.us

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575 (949) 724-6249

September 6, 2007

John F. Barna, Jr.
Executive Director
California Transportation Commission
1120 N Street, Room 2233 MS-52
Sacramento, CA 95814

Project: Irvine Guideway Demonstration Project - Proposition 116 Application - 99645

Dear Mr. *John* Barna:

The City of Irvine (the City), in cooperation with the Orange County Transportation Authority (OCTA), is pleased to submit for your consideration the Uniform Transit Application for Proposition 116 fund allocation. Since its passage in 1990, the City has worked cooperatively with OCTA and other agencies to identify an appropriate project to implement. On July 10, 2007, the Irvine City Council unanimously approved a 5-mile alignment and a set of technologies to link key activity centers in the southern area of the City, such as the Spectrum and the future Orange County Great Park, to regional rail service at Irvine Station.

The recent renewal of Measure M, the Orange County transportation sales tax, was supported by 73.4 percent of Irvine voters. Included in the Measure M renewal was a call for expanding transit service throughout Orange County. The Irvine Guideway Demonstration Project is a key element of the future transit system serving this region, particularly because it would be the first of its kind in Orange County with the potential to expand and connect to other systems being planned in nearby jurisdictions.

The attached Uniform Transit Application prepared in cooperation with the OCTA, represents the joint efforts to prepare this program for submittal. The subject Guideway Demonstration Project is consistent with the State's policy on the timely use of funds; this project calls for design-build in order to implement the system as quickly as possible. We are requesting the Commission's approval of the concept for the Irvine Guideway Demonstration Project, as described in the attached Uniform Transit Application.

The estimated cost for the Irvine Guideway Demonstration Project is \$285 million. With this letter, the City is requesting an initial allocation of \$7 million for preliminary engineering, environmental analysis, geotechnical analysis, and final design of utility relocation.

John F. Barna, Jr.
Proposition 116 Application - 99645
September 6, 2007
Page 2

Thank you for your consideration. We look forward to working with you to implement this important transit project.

Sincerely,


Sean Joyce
City Manager

Attachment:

Uniform Transit Application for Proposition 116 Guideway Demonstration Project

c: Juan Guzman, Assistant Deputy Director
California Transportation Commission

Art Leahy, Chief Executive Officer
Orange County Transportation Authority

Caltrans District 12

State of California

UNIFORM TRANSIT APPLICATION
SUBMITTAL

**Irvine Guideway
Demonstration Project**



September 5, 2007

TABLE OF CONTENTS

Uniform Transit Application

Attachment 1: Project Financial Plan and Schedule

Attachment 2: Tax Compliance Form

Attachment 3: Outputs and Outcomes

Attachment 4: City of Irvine Resolution

Attachment 5: Orange County Transportation Authority
Resolution

State of California

UNIFORM TRANSIT APPLICATION

Please refer to "UNIFORM TRANSIT APPLICATION INSTRUCTIONS" for a line-by-line explanation of information required in the application (the instructions match the sections in the application).

Section I. Application, Agency Information and Certification

Item 1. CTC Action Requested (this application)

(Please enter check mark)

Program New STIP Project Program New Prop 116 Project
 Amend Existing STIP Project Amend Existing Prop 116 Project
 AB 3090 Approval Deprogram Completed Prop 116 Project Savings

For Prop 116 requests, cite the Public Utilities Code section authorizing project: 99645

a) Project Title: Irvine Guideway Demonstration Project

Project Type:

Light Rail Commuter Rail Intercity Rail
 Bus/Rolling Stock Transit Facilities Grade Separation
 BRT Other: Modern Streetcar and BRT

b) Project Location: (City(s), County(s)): Irvine, County of Orange

c) Project Limits (Identify start and end points, such as cross street or milepost):
5-mile system between Alton / Pacifica and "O" Street approximately
one mile north of Trabuco in the City of Irvine

d) Total Project Cost (All fund sources - state, local, federal, other): \$ 285,100,000

e) Total Amount of State Funding (Please show one total dollar amount): \$ 121,298,778

f) Total State Funds Covered By This Application (by state fund source): \$ 121,298,778

g) Application Submittal Date: September 5, 2007

Item 2. Agency Information

a) APPLICANT AGENCY: City of Irvine

b) APPLICANT Address: One Civic Center Plaza
Irvine, CA 92623

c) APPLICANT Contact Person: Cindy Krebs
Phone #: (949) 724-7334 Email: ckrebs@ci.irvine.ca.us

d) RECIPIENT AGENCY, if different: _____

e) RECIPIENT Address: _____

f) RECIPIENT Contact Person: _____
Phone #: _____ Email: _____

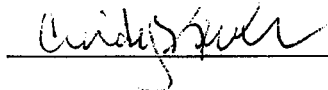
g) CO-APPLICANT AGENCY, if applicable: _____

h) CO-APPLICANT AGENCY Address: _____

i) CO-APPLICANT Contact Person: _____
Phone #: _____ Email: _____

j) **To the best of my knowledge and belief, the data and information in this request are true and correct and I am authorized by my council, board, authority, commission, or ruling body to file the request on behalf of the applicant agency.**

APPLICANT Name and Title: Ms. Cindy Krebs, Manager of Transit & Transportation

Signature (in blue ink):  Date: 9/05/07

RECIPIENT Name and Title: _____

Signature (in blue ink): _____ Date: _____

CO-APPLICANT Name and Title: _____

Signature (in blue ink): _____ Date: _____

Item 3. Applicant Authority

If the applicant's policy board has delegated to the general manager, executive director or chief executive officer, by resolution, the authority to enter into legally binding commitments with the State, submit a copy of the resolution. In addition, the applicant will provide assurances that the policy board will comply with the conditions, requirements, or statements of fact by checking off the eligibility requirements on the list below:

If the applicant's representative does not have agency delegation, the agency is required to provide a board resolution assuring compliance with the eligibility requirements below: (attach copy of resolution)

- a) X A statement has been provided from your governing body's legal counsel stating that your organization has the financial and institutional ability to implement the project and that your organization is empowered to: let a contract; to sue or be sued by another entity or person; and other responsibilities and duties of your agency.
- b) X This project will be available to the general public, or its primary purpose will be to benefit the public and does not benefit a private entity or individual. If it does not benefit the public, please explain, and attach your explanation to this application, as part of your submittal. (State funds, in most cases, may not be used for private passenger rail facilities.)
- c) X The matching funds required for this project are available and committed to this project. Committed funds have received necessary authorizations and the recipient agency has authority to expend the funds (a dollar-for-dollar local match is required for some Prop 116 projects as specified in Section 99665 (a) of the Public Utilities Code).
- d) X If the project exceeds the state funds available, the applicant agency shall use other funds to backfill the cost increases to complete the project.
- e) X The applicant will comply with the Commission's Hazardous Waste Identification and Clean-up Policy for Rail Right-of-Way, including fully investigating the project to determine the absence/presence of hazardous wastes.

Applicant has also taken reasonable steps to assure full due diligence, clean-up of the site (as appropriate), and indemnifies the State of future clean-up liability or damages, as well as not seeking state funds for clean-up, damage or liability costs associated with hazardous wastes.

- f) X The applicant will comply with the Commission's Timely Use of Funds Policies.

For Proposition 116 Projects, the board resolution should also confirm that:

- g) X The governing body has stated that no other capital funds previously programmed, planned or approved for rail purposes will be used for other than rail purposes.
- h) X The governing body has stated that the proposed project has no unnecessary enhancements and is not an unnecessarily elaborate alternative.
- i) X Unless otherwise specified in Prop 116, the governing body has stated that new or increased development fees, taxes or exactions, or permit fees have not or will not be included in the operating budget(s) for this project, or for the purpose of matching funds for Prop 116 grants.
- j) X If the Transit Integration Plan has not been completed, the governing body has stated that a plan will be completed and submitted to the Commission for review before the new transit service begins operation. Along with this assurance, a schedule shall be provided which shows the timing for the plan's development.

A Transit Integration Plan will be completed by the City of Irvine prior to start-up of the line. A schedule for the completion of the plan and associated milestones for implementation will be developed in conjunction with CTC staff.

Agency Name – City of Irvine
Project Title – Irvine Guideway Demonstration Project

k) N/A The governing body has stated that a passenger safety program is in place.

A passenger safety program will be completed by the City of Irvine prior to start-up of the line. A schedule for the completion of the safety program and associated milestones for implementation will be developed in conjunction with CTC staff.

l) X The governing body has stated that the agency shall comply with the Prop 116 accessibility requirements for the disabled and for providing access to bicyclists.

SEE CITY COUNCIL RESOLUTION – ATTACHMENT #4

SECTION II. Project Scope, Description, System Characteristics, Schedule, Environmental and Financial Information

Item 4. Project Scope

a) Project Name:	<i>Irvine Guideway Demonstration Project</i>
b) Project Purpose:	<i>Design and construct a 5-mile dedicated Guideway system linking the Irvine Station and adjacent development. Use an integrated combination of modern streetcar north of the station, and bus rapid transit on a dedicated Guideway south of the station.</i>
c) Project Scope:	<i>The Irvine Guideway Demonstration Project provides an opportunity to connect existing and future development to regional transportation provided by the Orange County Transportation Authority, Metrolink, and Amtrak. The five-mile system is being planned and developed as a Design-Build project. As such, the project schedule anticipates a 24-month period for completing preliminary engineering, environmental analysis, Caltrans project study report and planning report, up to 50 percent of geotechnical work, full investigation and design of utility relocation, 30 percent of final design, and initiation of right-of-way acquisition. As such, there is some overlap in the schedule and funding of tasks as shown in the table below. Therefore, the City is requesting flexibility with the phasing of tasks and funding to facilitate an expedited design/build schedule.</i>

Project Phase	Scope of Work Activities/Tasks	Schedule (Month/Year)		Cost (\$)
		Start	End	
1. PA&ED	Complete environmental documentation and Preliminary Engineering on preferred alternative	12/2007	12/2009	\$10.1 million
2. PS&E	Complete Final Design on preferred alternative (as part of Design-Build Contract)	04/2009	03/2011	\$19.0 million
3. R/W	Property acquisition and associated activities	04/2009	04/2010	\$40.0 million
4. CON (Procurement)	Construct Guideway, power and control systems, stations, park & ride lots (?), maintenance facility. Procure rolling stock. Test and certify for operation.	04/2010	06/2012	\$216.0 million
			TOTAL	\$285.1 million

d) Total Estimated Cost of Project:	\$ 285,100,000
e) Project Start Date:	12/2007 (Note: conceptual planning completed by City of Irvine, June 2007)
f) Project End Date:	06/2012
g) Amendment Purpose:	The Orange County Transportation Authority opted not to proceed with

Agency Name – City of Irvine
Project Title – Irvine Guideway Demonstration Project

a plan to construct a regional light rail project, the first phase of which was planned to be constructed in Irvine utilizing Irvine's Proposition 116 funding allocation. Beginning in 2005, Irvine City Council approved funding for a project definition study to identify a preferred alignment and technology for a Guideway system in Irvine. On July 10, 2007, the Irvine's City Council conceptually approved a five-mile Guideway system, including a defined alignment and technology. The five-mile system will connect employees, residents, and visitors in the Spectrum and the future Orange County Great Park to regional transportation services at Irvine Station.

Item 5. Project Description

- a) Provide a comprehensive overall project description in terms of the capital improvements to be made, increased level of services and performance goals to be achieved, and major activities to be accomplished.

The Irvine Guideway Demonstration Project links the Irvine Spectrum to the future Orange County Great Park and Heritage Fields, including the Transit-Oriented Development District and the Lifelong Learning District with Irvine Station serving as a hub with connections to regional rail and bus transit services, including Metrolink, Amtrak, and OCTA bus service. The proposed system is five miles long with nine proposed stations. Two technologies are proposed, including streetcar technology for 3.4 miles of the system (generally north of Irvine Station) and rubber-tired transit vehicles in a dedicated right-of-way for 1.6 miles of the system (generally south of the station). The proposed technologies would connect at two locations, including one in the Transit-Oriented Development District and one at Irvine Station. The Guideway south of the station uses streetcar design criteria to permit future conversion of that segment to streetcar. This conversion will be analyzed during the preliminary engineering and environmental process.

Capital improvements include construction of a dedicated, at-grade right-of-way, including rails and related power, communications and control systems. Two overcrossings are proposed, including the widening of Alton Parkway over Interstate 5 and a new crossing over Barranca Parkway and the Los Angeles San Diego (LOSSAN) rail corridor.

The system is anticipated to improve regional mobility by providing transportation to 5,300 riders per day.

Performance Goals and Level of Services to achieve:

- Headway (peak/off-peak): 10 minutes /15 minutes – potential for more frequent special event service
- Span of service: 5:30 am – 12 am

Major Activities to accomplish:

- Preliminary Engineering
- Environmental Impact Report and Environmental Assessment
- PSR/PR
- Right-of-Way Acquisition
- Utility Relocation
- Construction

- b) Provide right-of-way information for project, if applicable.

Detailed ROW assumptions:

Along Alton Parkway

- ❖ Existing: 132 feet (at Pacifica) including 116 feet curb-to-curb with three general purpose lanes and a bike lane in each direction with a 28-foot wide raised median accommodating left turn lanes except where there is an additional 12-foot wide right-turn lane. Also, there is no median on the I-5 overcross.
- ❖ Proposed: 24-foot widening (two 12-foot dedicated lanes) → 140 feet curb-to-curb
- ❖ Three sets of planned stations along Alton (one in either direction at each end of the Village and at Ada)

The right-of-way requirements are estimated to be 129,114 sq ft along Alton Parkway, between the SR-133 and the future Marine Way, a third on the north side of Alton and two-thirds on the south side as shown in Exhibit A. Right-of-Way within the Orange County Great Park and the Heritage

Fields development has been assumed as 25 feet wide along the alignment from Alton northward. Value of this right-of-way is included in the estimate.

EXHIBIT A: Right-of-Way Estimates along Alton in the Spectrum Area

Segment Description	North Side Description	av. width required	North Side Area (SF)	South Side Description	av. width required	South Side Area (SF)	Total (SF)
Alton from SR-133 to Pacifica	Currently vacant	5 ft	1,775		0 ft		1,775
Alton from Pacifica to Meridian	Parkway in front of office complex	5 ft	4,666	Parkway in front of apartments	14 ft	12,874	17,540
Alton from Meridian to Irvine Center Drive	Currently vacant	7 ft	8,054	Parkway in front of apartments	10 ft	10,871	18,925
Alton from Irvine Center Drive to Gateway	Parkway in front of parking lot	3 ft	1,930	Parkway in front of office building parking lot	9 ft	6,056	7,986
Alton from Gateway to Enterprise	Parkway in front of office complex	7 ft	5,287	Parkway in front of office building parking lot	7 ft	5,256	10,543
Alton from NB I-5 ramp intersection to Technology							
Alton from Technology West to Ada	Parkway in front of office complex	3 ft	2,113	Parkway in front of office complex	11 ft	8,443	10,556
Alton from Ada to Technology East	Parkway in front of office complex	8 ft	17,082	Parkway in front of office complex	15 ft	34,427	51,509
Alton from Technology East to TOD Street	Parkway in front of office complex	3 ft	1,514	Parkway in front of office complex	16 ft	8,766	10,280
Totals		5 ft	42,421		10 ft	86,693	129,114

The existing I-5 overcrossing (101-ft wide) needs to be widened by:

- ❖ 34 ft for Modern Streetcar (17 ft on each side to meet current standards).
- ❖ 50 ft for Rapid Transit (an additional 8-ft shoulder on each side).

Maintenance Facility:

The maintenance facility for the system will need approximately 4 acres with a building of about 53,400 sq. ft.

EXHIBIT B: Detailed Cost Estimate of Right-of-Way Acquisition

DESCRIPTION	Unit cost	unit	Modern Streetcar Quantity	Cost	BRT Quantity	Cost
Right of Way						
Basic System Envelope	\$ 50	SF	129,114	\$6,455,700	129,114	\$6,455,700
Maintenance and Storage Facility	\$ 4,000,000	Acre	3.9	\$15,600,000		\$0
10 Total Right of Way Cost				\$22,055,700		\$6,455,700
11 Acquisition/Relocation (% of 10)	15%			\$3,308,355		\$968,355
D ROW Subtotal (10-11)				\$25,364,055		\$7,424,055
ROW Add Ons/Contingencies (x D)						
Design & Construction Contingency	20%			\$5,072,811		\$1,484,811
Program Development	25%			\$6,341,014		\$1,856,014
ROW Contingency Subtotal				\$11,413,825		\$3,340,825
Right of Way Total				\$36,777,880		\$10,764,880

- c) Project Maps. Provide 8-1/2"x11" project site map showing simplified cross street detail and another area map showing city and county boundaries.

EXHIBIT C: Irvine Guideway Demonstration Project Study Area and Alignment

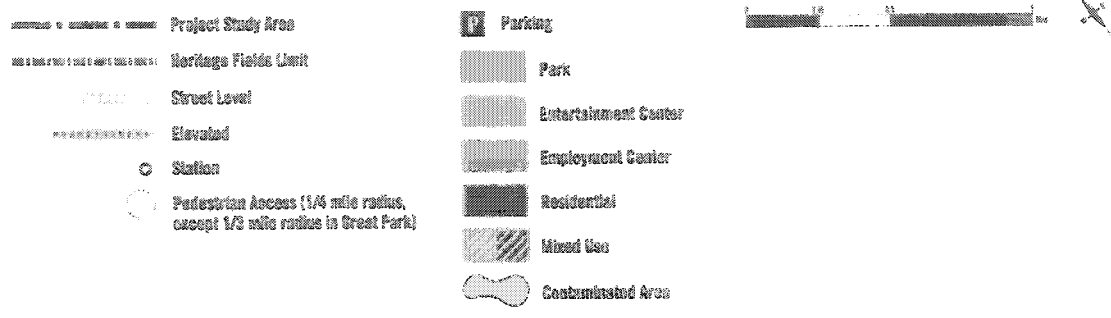
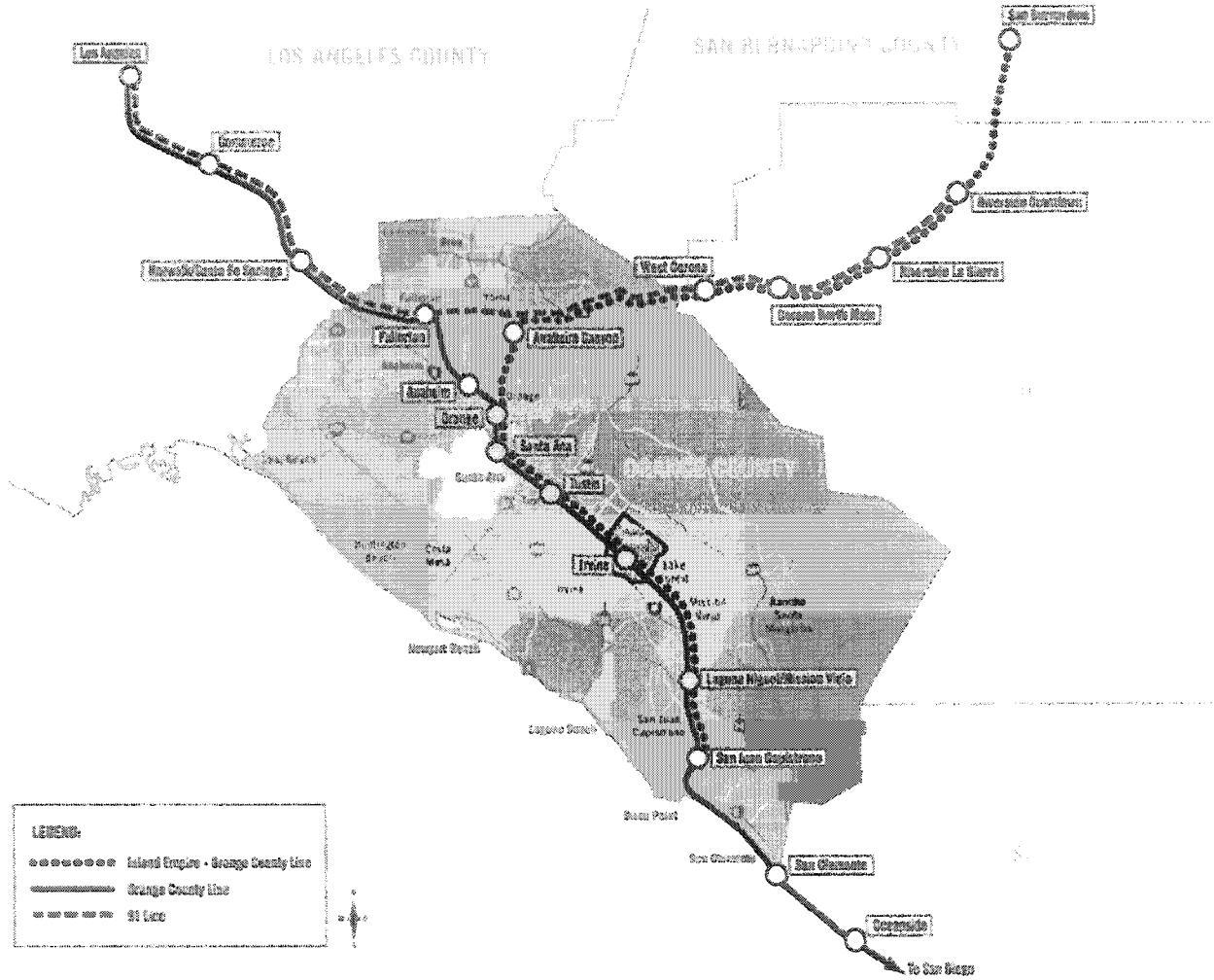


EXHIBIT D: Orange County Boundary and Regional Metrolink Rail Service



Item 6. Project Benefits

- a) Describe how this project will contribute to the development of a coordinated and balanced regional transportation system that includes other rail systems and other travel modes. The project's impact on the overall transportation system development should be explained.

The Irvine Guideway Demonstration Project is in the unique position of being able to serve existing employment, residential and entertainment uses in the Spectrum and to assist in shaping the future re-development of the former El Toro Marine Corp Air Station. In 2002, residents of Orange County voted to convert 1,397 acres of the former base into the Orange County Great Park. The remaining acreage will be converted into a development known as Heritage Fields, which will consist of a Transit-Oriented Development District and the Lifelong Learning District. It is rare that an advanced transit system is planned in conjunction with new development. Typically, systems are implemented after the fact, once traffic congestion and mobility become major concerns. In these situations, the transit service is forced to conform to previously established corridors and land uses. In the case of the Guideway Demonstration Project, the absence of existing development on the Great Park and Heritage Fields properties provides an excellent opportunity to design a transit system that is fully integrated with the land uses proposed in the study area. This integration will assist the system in becoming a success and improving the mobility of commuters, visitors, and residents in the study area. The Spectrum was designed to accommodate a transit system, so the Guideway project will also be compatible with existing and planned uses in that area.

Regional Connectivity

Regional connectivity is a key objective of the Irvine Guideway Demonstration Project. Irvine Station, which provides Metrolink, Amtrak, and regional bus service, is the hub of the Guideway system. With Metrolink regional rail service scheduled to operate at 30 minute headways, 18 hours per day in 2010, the Guideway will be an important element for feeding and distributing passengers to this service, as well as Amtrak and bus service provided at Irvine Station. The Guideway will link employment, educational, recreational, and entertainment activity centers in the study area to the rest of Orange County and Southern California.

Internal Study Area Connectivity

The people drawn to the various activity centers in the study area, including the Great Park and the Spectrum, will likely be attracted to more than one destination during a single visit. To encourage this, the Guideway alignment was planned to connect activity centers in an efficient and convenient manner. Implementing a transit service linking the various land uses will assist in reducing automobile trips and minimizing the impact of new development on traffic congestion within the study area, consistent with the goals of the "Go Local" program undertaken by the Orange County Transportation Authority. The Irvine Guideway Demonstration Project is intended to fulfill this objective by linking multiple destinations and activity centers and providing a viable alternative to automobile travel.

The Irvine Guideway Demonstration Project provides for future system expansion and extensions. While the existing study area includes several major activity and employment centers, these centers are not the only destinations capable of supporting transit service in Irvine. Other key destinations include the University of Irvine, John Wayne (Orange County) Airport, and the Irvine Business Complex – the City's largest employment center and a growing residential area.

- b) Describe how this project will contribute to the enhancement of an efficient and effective intercity, commuter, and/or urban passenger rail system, or transit system. The project's capacity or contribution to improving or extending the rail system should be explained.

The project study area includes several major destinations and activity centers that will draw commuters and visitors from Orange County and southern California. Enhancements to the transportation network within the study area are necessary to reduce traffic congestion and improve mobility and air quality. The mobility problems which underscore the need for the Guideway Demonstration Project are discussed below.

Reduce Internal Automobile Trips

As noted earlier, the Spectrum currently includes several employment centers and activity centers that will attract commuters, visitors, and residents from throughout Irvine and Orange County. The future Great Park, Transit-Oriented Development District, and Lifelong Learning District will attract even more employees, residents and visitors to the study area. An effective, convenient, and fast connection between destinations is necessary in order to minimize short automobile trips when travelers intend to visit more than one destination and when employees and residents want to travel to destinations within the study area.

Reduce Regional Automobile Trips

Traffic congestion on freeways and roadways within the study area will continue to grow in future years as development densities in Orange County increase. In order to ensure the success and continued growth of employment centers and activity centers in the Irvine Guideway Demonstration Project study area, an effective alternative to automobile travel must be developed. Each of the three primary travel markets (commuters, visitors, and residents) will generate trips that originate within and extend beyond the study area. An objective of the Irvine Guideway Demonstration Project is to serve the external trips of the various travel markets, by extending the reach of Metrolink, Amtrak, and OCTA bus services. Additionally, the portion of the Guideway alignment planned for Alton will also accommodate existing and future local transit service, as well as OCTA's planned BRT service. Transit services along Alton will be analyzed and adjusted in coordination with OCTA to limit redundancies and increase cost-effectiveness.

Encourage Environmentally Responsible Transportation

A primary objective of the City of Irvine is to promote environmental sustainability and "green" transportation. The Irvine Guideway Demonstration Project can assist in fulfilling this objective by reducing automobile miles traveled within the study area and encouraging transit use and pedestrian trips.

Proposition 116 was part of the Clean Air and Transportation Act of 1990. Its intent is to improve air quality and prevent further deterioration of ambient air quality levels. Consistent with this goal, the Irvine Guideway Demonstration Project will utilize "green" transit technology. The pedestrian-friendly and transit-oriented environment within the study area will further contribute to this goal.

Contribute to the Development of Great Urban Area

The development of the Great Park, Heritage Fields, and the Irvine Spectrum creates an excellent opportunity to create an integrated urban area where the various activity centers operate as an integrated unit, each contributing to the success and vitality of the area. The potential synergies created by the proximity of these destinations can attract people from throughout Orange County and Southern California to visit multiple destinations within the study area. Fast and convenient

connections between activity centers and destinations are essential to the fulfillment of the goal to encourage people to visit more than one destination.

Enhance the Role of the Irvine Station

The Irvine Station is intended to function as the central transit hub for the study area and the City of Irvine, encouraging use of Metrolink, Amtrak, and other transit services. Vibrant urban areas are typically focused around a central transit hub or station that facilitates travel within the urban area and between the urban area and regional destinations. Irvine Station provides regional connections through Metrolink, Amtrak, and OCTA bus service. These regional connections will be enhanced by the introduction of increased Metrolink service and Bus Rapid Transit service. The missing element to the creation of a true central transit hub or station for the study area is a well developed transit service linking the station to destinations within the study area.

The Irvine Station is a key origin for trips within the study area and the second-busiest Metrolink station in Orange County. A strong transit connection between the Irvine Station and surrounding employment centers, activities centers, and residential nodes will assist in creating an integrated network of local and regional transit services that provides connections to destinations within the study area and throughout Southern California.

Establishing the internal study area links between the Irvine Station and major activity centers creates the opportunity for the station to become the gateway to the Great Park and Irvine Spectrum. With this status as a gateway, the Irvine Station would be more than a transportation facility. As the first location that travelers will see in the study area, the station will become a public space that would be an extension of the Great Park, Heritage Fields, and the Irvine Spectrum environment.

- c) If this request includes funding for a feasibility or planning study, please explain the purpose, intent, and objectives of the study (it is Commission policy not to fund feasibility or planning studies using Prop 116 funds, except as provided by statute).

Not Applicable. All planning and feasibility studies have been completed. The following list of reports is available upon request:

Report 3.2 – Mobility Problem / Purpose and Need
Report 3.3 – Technology Survey
Report 3.4 – System Planning Issues
Report 3.5 – Evaluation Criteria
Report 3.6 – Identification of Conceptual Alternatives
Report 4.1 - Travel Demand and Ridership Forecasting
Report 4.2 – Initial Screening Report
Report 5.3 – Conceptual Engineering Plans and Profiles
Report 5.4/5.5 – Capital Cost
Report 5.6 – Operations and Maintenance

- d) If this project involves replacement or rehabilitation, explain how the improvements such as on-time performance, reliability, and passengers carried during peak periods results in an improvement to the system. Identify if this project is on an intercity, short-line or other type of rail project requiring rehabilitation.

Not applicable.

- e) Please explain how the project is cost-effective, has the financial funding for capital and operational improvements and can be operated on an ongoing basis. Explain the assumptions used which demonstrate how the project is cost-effective, discuss the certainty of funding for the project, and discuss the likelihood of ongoing funding for the operation and maintenance of the project.

The Irvine Guideway Demonstration Project is cost-effective in many ways. By providing a direct link between rail and bus services at Irvine Station and existing and planned employment, housing and entertainment uses in the Spectrum, Great Park, and Heritage Fields' Transit-Oriented Development District and Lifelong Learning District, the Guideway Project will provide a viable alternative to single-occupant vehicle travel. When people use public transit rather than personal vehicles, they reduce energy consumption and greenhouse gas emissions – both of which have tremendous costs. They also reduce the need for additional roadway and parking infrastructure.

Funding for the long-term operation of the system is anticipated through a mixture of fare box recovery, advertising revenue, and local and State resources. As shown in Item 7, System Characteristics, fare box recovery is anticipated to initially cover 31 percent of operation and maintenance costs. Advertising revenue is anticipated to account for seven (7) percent.

Item 7. System Characteristics

- a) Describe the operating plan for this system. Indicate if this is a final or preliminary plan. If this is a preliminary plan, indicate which components of the plan require refinements, modifications or changes.

The preliminary operating plan is as follows. The system will operate open 7 days a week from 5:30 am to 12:00 am, in order to match the planned span of service of future 30-minute Metrolink service. The headway goals are 10 minutes for during peak hours and 15 minutes during off-peak hours. The system is designed to provide special events service with 5 minute headways between the Irvine Station and the Great Park Cultural Terrace, if necessary. The following table shows the number of operating trains and headways for the peak and off-peak periods.

EXHIBIT E: Proposed Guideway Service

System	Time Period	Operating Vehicles	Headway
Modern Streetcar	Peak	3 trains	10.6 min
	Off-Peak	2 trains	15.9 min
Bus Rapid Transit	Peak	3 buses	8.9 min
	Off-Peak	2 buses	13.3 min

Table 12 illustrates the assumed staff sizes for separate O&M Staffs, integrated O&M Staffs, and integrated staffs with bus maintenance contracted out (the latter is the preferred approach):

EXHIBIT F: Operation Staffing Assumptions

Classification	Modern Streetcar	Rapid Transit	Separate System Total	Integrated System Total	Integrated Staff and Rapid Transit Maintenance Contracted Out
Administration and Management	5	5	10	5	5
Operations ¹	21	20	41	37	37
Maintenance	20	13	33	33	20
Total	46	38	84	75	62

This preliminary operating plan will be refined during Preliminary Engineering based on more refined ridership/market data and confirmed operating budgetary parameters.

- b) Describe the fare structure for this system. Indicate if this is a final or preliminary structure. If this is a preliminary structure, indicate which components of the plan require refinements, modifications or changes.

The anticipated fare structure will be consistent with the Orange County Transportation Authority's fare structure. Refinements of the fare structure will be fully investigated and identified during Preliminary Engineering to ensure that the fares provide a minimum of 25 percent of the operating and maintenance costs.

- c) Describe the assumptions and process that were used to develop the ridership projections shown in the request. Provide the estimated passenger carrying capacity for this service.

The estimated ridership for the proposed system is 5,300 passengers per day.

The overall approach to the modeling effort combines elements of the City of Irvine's travel demand forecast model (ITAM) with the Orange County Transportation Authority's regional travel demand forecasting model software (OCTAM). The resulting product was a planning model tailored to the Irvine Guideway Demonstration Project study area. The more detailed ITAM planning zones were used within the study area. The ITAM zones were used because study area trip tables for the base and future years were available from the City of Irvine. The smaller ITAM zones also made it possible to model Guideway stations more accurately. The OCTAM model was used because it includes a mode choice component as well as a transit network layer.

In order to integrate the ITAM zonal information with the OCTAM model, the OCTAM zones in the study area were subdivided to match the ITAM zones. The OCTAM transit and highway networks were updated to add connector links to and from each of the subdivided zones. The OCTAM zones were then renumbered to accommodate these subdivided zones. Trip tables, and networks with the renumbered zones were then used as input to the OCTAM mode choice model. The OCTAM model was used to calculate mode shares by mode and purpose. The resulting transit trip tables were assigned to the transit network to produce the Guideway ridership forecasts. The mode choice model was run for each Alternative tested.

Updated ITAM AM peak, PM peak, and midday (MD) trip tables provided by the City of Irvine were exported in table format (Origin, Destination, Trip). For each period, the tables were subdivided by purpose based on similar ITAM trips, which were in table format, (O, D, HBW, HBO, WBO, OBO, SCH), for each origin and destination of ITAM, a corresponding OCTAM origin and destination zone was assigned to the trip table. These tables were then aggregated based on OCTAM OD pairs, yielding tables in the OCTAM zone system. The tables were then imported into Tranplan as a matrix. The objective was to develop final trip tables by purpose for each time of the day. Lastly, several

¹ Operations staff size assumes 1 CCO per shift for the Streetcar and Rapid Transit systems.

selected zones were manually adjusted in the Great Park area to replicate planned land uses and major activity centers.

The most important change to the OCTAM transit network was to add connector links between the centroids of the sub-divided zones and the transit network. By doing this, all the modified zones were connected to local bus service whether or not they would be served by the Guideway. This was done so that transit impedances for all zone pairs could be calculated for input to the mode split model. This enabled the transit network to “see” the more detailed zone structure.

OCTAM networks were enhanced in the study area to describe access assumptions for the Great Park. Elements from ITAM (zones, street network, etc.) were used to enhance OCTAM as needed. Roadways were added to the highway and transit networks, and walkway links were added as appropriate to the transit network. OCTA bus service was adjusted to reconcile routes with the detailed networks, but bus route coding was not changed.

In the next step, the proposed Guideway Alternatives were added to the network. Station locations were added based on the most recent alignment plans and links were created between stations to represent the Guideway service. Nodes were added for each of the nine stations. Two additional station nodes were added to the Streetcar / BRT Alternative because there will be an overlap of service at the TOD stop and at the Irvine station stop. These duplicate stops were created so the model could be coded with the overlapping service at those two stations. The Streetcar system will terminate approximately 400 feet from a planned BRT stop at Barranca and Technology. The second interface between the two systems is planned at Irvine Station.

In order to represent pedestrian access to the proposed stations, walk connector links were added between each station and the zones within walking distance of that station. Running times and other Guideway operating characteristics were used to develop attributes for each link connecting station nodes.

The links associated with the Irvine Station were revised to provide connections to the Guideway at that station. The OCTAM transit network is coded to replicate the interchange which takes place between transit modes at the Irvine Station. The OCTA buses serving the study area use the Irvine Station as a transfer point between local and express services and the Metrolink rail service. The network also includes coding to represent parking and passenger drop off. In addition to adding the Guideway stop at the Irvine station, the network was modified so that Guideway service is appropriately connected to these various services. The chosen alignments for the Guideway do not duplicate existing bus service in the study area, so the future year transit service was not changed for the OCTA bus routes. Future year changes were already reflected in the future year OCTAM transit network, including the Metrolink service coded to show 30 minute off peak headways. However, OCTA is planning Regional BRT service along Alton between Gateway and Ada. The City of Irvine will work closely with OCTA to reduce service redundancies and ensure cost-effectiveness.

Finally, routes were specified for the Guideway showing the station sequence of the service, the frequency of service and the fare. A ten minute headway was used for all time periods given the relatively even travel demand pattern in both the midday and the am peak periods. The fare was set to be the same as the fares that are charged for OCTA local bus service.

The updated networks and trip tables were run in the OCTAM model to establish Guideway ridership for each of the two alternatives. This process also provides ridership forecasts for all transit links in the transit network. This study used the standard OCTAM executable batch files which specify input and output for each executable program in the model flow. The trip generation and distribution steps from the OCTAM setup were bypassed, and the person trip table described above was the input to the mode choice model. The skim summary step calculates the path through the networks for each origin destination pair. For the highway skims, the input impedances were modified to accommodate the smaller modified zones. For transit, the build network and skim summation step was run for each alternative alignment.

In a study such as this, the most important step in determining ridership is the mode choice model. The OCTAM set up includes separate calculations for each of the trip purposes, and there are separate calculations for access modes. The OCTAM model includes a number of transit modes. The Guideway service mode choice was run using the OCTAM mode type assigned to local bus for the BRT and street car Alternatives. This was done because in early testing, use of this mode resulted in the best “behaved” ridership loading patterns.

The mode share program calculated the mode share for each trip purpose. For this study, four trip purposes were used. They were:

- Home Based Work
- Home Based Other
- Work Based Other
- Other Based Other

The school mode was available but was not used because the numbers for zone to zone school trips were very small due to the types of land uses in the study area. Each alternative was run for both peak (e.g., am peak) and off peak service (midday) service.

For the assignment step, the various trip tables by purpose produced by the mode choice mode are combined. Consequently, ridership is shown for all purposes in the standard output. The Tranplan model reports ridership as ons and offs for each station as well as the accumulated on board loading for the service. Transfer volumes are also reported so ridership at Irvine Station can be further detailed to show transfers between the Guideway and rail and bus services. See Table 1, on the following page, for estimated daily boardings (“on’s” and “off’s”) by station.

EXHIBIT G - Estimated Daily Ridership by Station (Streetcar / BRT Alternative)

		From Spectrum to LLD			From LLD to Spectrum		
		----READ DOWN----			-----READ UP-----		
		ON	OFF	LOAD	ON	OFF	LOAD
Southern leg (BRT)							
Spectrum West	1	653	0	0	0	260	260
Spectrum	2	724	181	653	126	702	836
Ada	3	232	451	1,196	486	217	567
TOD Houses	4	0	140	977	236	2	331
Irvine Station	5	0	837	837	331	0	0
Northern leg (Modern Streetcar)							
TOD Houses ¹	4	296	0	0	0	110	110
Irvine Station ¹	5	1,234	29	296	38	1,235	1,307
Cultural Terrace	6	13	57	1,669	38	54	1,323
Sports Park	7	141	289	1,625	169	106	1,260
LLD Trabuco	8	81	298	1,477	167	117	1,210
LLD North	9	0	1,260	1,260	1,210	0	0
		3,374			2,801		
Adjustment for transfer ¹		-562	-168		-279		
Subtotal		2,812			2,522		
Total Daily (in both directions)		5,334					

(1): The chart represents the total boardings per station and thus double-counts boarding for trips with a transfer between the two technologies at either the Irvine Station or TOD Houses. The “adjustment for transfer” leads to the daily total trips.

- d) Describe the assumptions and process for how the operating cost projections were developed.

An estimate was prepared for annual operations and maintenance expenses. The O&M estimates include: labor, materials, utilities, and other administrative expenses.

The O&M expenses assume that the staffs of the two systems are integrated. The Administrative and Management positions of General Manager, Operations Manager, and Maintenance Manager, Secretary/Receptionist, and Purchasing Clerk would be responsible for both systems. The Central Control Operators would also be responsible for both systems, since they are both relatively small systems with only a few vehicles. It is assumed that the City will contract out the maintenance of the Rapid Transit systems buses.

The Modern Streetcar portion of the system is assumed to have 222,545 revenue vehicle miles and 18,615 revenue vehicle hours. The Rapid Transit portion of the system is assumed to have 212,107 revenue vehicle miles and 18,615 revenue vehicle hours. This results in \$16.33 per revenue vehicle mile or \$190.65 per revenue vehicle hour.

The assumed staff sizes are shown in the following table 12 for separate O&M Staffs, integrated O&M Staffs, and integrated staffs with bus maintenance contracted out (the latter is the preferred approach):

Agency Name – City of Irvine
Project Title – Irvine Guideway Demonstration Project

EXHIBIT H: Operation & Maintenance Detailed Cost Estimates

Classification	Modern Streetcar	Rapid Transit	Separate System Total	Integrated System Total	Integrated Staff and Rapid Transit Maintenance Contracted Out
Administration and Management	5	5	10	5	5
Operations ²	21	20	41	37	37
Maintenance	20	13	33	33	20
Total	46	38	84	75	62

Item	Alternative 3 Modern Streetcar Portion	Alternative 3 Rapid Transit Portion	Alternative 3 Total	Alternative 3 Integrated Staff and Rapid Transit Maintenance Contracted Out
Labor	\$3,093,000	\$2,724,000	\$5,817,000	\$3,893,000
Maintenance Contract	\$0	\$0	\$0	\$473,000
Materials	\$809,000	\$435,000	\$1,244,000	\$884,000
Subtotal	\$3,902,000	\$3,159,000	\$7,061,000	\$5,250,000
Profit and G&A	\$391,000	\$316,000	\$707,000	\$526,000
Annual O&M Contract	\$4,293,000	\$3,475,000	\$7,768,000	\$5,776,000
Utilities	\$324,000	\$152,000	\$476,000	\$476,000
Technical Assistance	\$100,000	\$50,000	\$150,000	\$100,000
Other Admin. Req.	\$100,000	\$50,000	\$150,000	\$100,000
Subtotal	\$4,817,000	\$3,727,000	\$8,544,000	\$6,452,000
Contingency	\$482,000	\$373,000	\$855,000	\$646,000
Total Annual O&M	\$5,299,000	\$4,100,000	\$9,399,000	\$7,098,000
Cost per Revenue Vehicle Hours	\$284.66	\$220.25	\$252.46	\$190.65
Cost per Revenue Vehicle Miles	\$23.81	\$19.33	\$21.62	\$16.33

² Operations staff size assumes 1 CCO per shift for the Streetcar and Rapid Transit systems.

Item 7. System Characteristics (continued)

	Current System	Improved System			
		Line Year 1	System Year 1	Line Year 3	System Year 3
e) Annual Operating Cost	N/A	\$7.0 mill	\$7.0 mill	\$7.5 mill	\$7.5 mill
f) Annual Revenues		\$7.0 mill	\$7.0 mill	\$7.5 mill	\$7.5 mill
Local Sources (Total)		\$7.0 mill	\$7.0 mill	\$7.5 mill	\$7.5 mill
Fare-box		\$2.19 mill	\$2.19 mill	\$2.23 mill	\$2.23 mill
Sales Tax (LTF)		\$4.41 mill	\$4.41 mill	\$4.87 mill	\$4.87 mill
Local Sales Tax		-	-	-	-
Local Bonds		-	-	-	-
Other (Advertising)		\$0.4 mill	\$0.4 mill	\$0.4 mill	\$0.4 mill
Private		-	-	-	-
State Sources (Total)		-	-	-	-
Sales Tax (STA)		-	-	-	-
Other (Specify Source)		-	-	-	-
Federal Sources (Total)		-	-	-	-
FTA Section 5309		-	-	-	-
Other (Specify Source)		-	-	-	-
g) Projected Annual Ridership		1,458,600	1,458,600	1,488,500	1,488,500
h) Average Weekday Ridership		4,290	4,290	4,378	4,378
i) Average Fare Per Passenger		\$1.50	\$1.50	\$1.50	\$1.50
j) Operating Costs Covered by Fare-box Revenue		\$2.19 mill	\$2.19 mill	\$2.23 mill	\$2.23 mill
k) Actual Fare-box Ratio	%	31.3%	31.3%	29.7%	29.7%
l) Show the Subsidy Amount and Specify Source(s)		N/A	N/A	N/A	N/A

Item 8. Overall Project Schedule

Indicate, as applicable, the start and completion dates for each phase of this project. (A detailed project development schedule must accompany an allocation request.)

Identify any significant issues that may arise and result in project delay due to environmental, litigation, relocation, right-of-way acquisition, or other pertinent issues.

	<u>Overall Project Schedule</u>	
	<u>Start Work Month/Year</u>	<u>Complete Work Month/Year</u>
Federal Alternatives Analysis/Initial Study	<u>12/2007</u>	<u>12/2008</u>
Environmental Documentation & Clearance	<u>12/2007</u>	<u>05/2009</u>
Preliminary Engineering	<u>12/2007</u>	<u>12/2009</u>
Final Design	<u>04/2009</u>	<u>03/2011</u>
Acquisition of Right-of-Way or Other Access Rights	<u>04/2009</u>	<u>04/2010</u>
Construction/Rehabilitation	<u>04/2010</u>	<u>06/2012</u>
Vehicle Acquisitions (locomotives, cabs, trailers, LRVs, buses, other)	<u>06/2010</u>	<u>12/2011</u>
Date Initial Service Will Begin Operation (testing)	<u>12/2011</u>	<u>06/2012</u>
Date Full Service Will Begin Operation	<u>06/2012</u>	<u> </u>

Item 9. Environmental Clearance

Please check the appropriate category and provide information on the status of the environmental clearance for the project. If applicable, provide documentation that demonstrates the requirements have been met.

**List Actual
or Estimated
Completion Date**

CEQA: (California Environmental Quality Act - Public Res. Code 21000 et seq.)

_____ Categorically Exempt, cite section _____

_____ Statutorily Exempt, cite section _____

NEPA: (National Environmental Policy Act - 42 USC, Sec. 4321 et seq.)

_____ Categorically Excluded, cite section _____

IF YOUR PROJECT IS NOT EXEMPT OR EXCLUDED, INDICATE THE FOLLOWING:

Lead Agency City of Irvine Responsible Agency City of Irvine

CEQA (Check all that apply)

_____ Negative Declaration _____

X Draft EIR December 2008

X Final EIR March 2009

_____ Supplemental EIR _____

X Certification of EIR April 2009

_____ Notice of Determination _____

NEPA (Check all that apply)

_____ Finding of No Significant Impact _____

_____ Draft EIS _____

_____ Final EIS _____

_____ Supplemental EIS _____

X Record of Decision (EA) April 2009

Agency Name – City of Irvine
Project Title – Irvine Guideway Demonstration Project

Item 10. Project Financial Information

- a) Complete the attached **Project Overall Funding Plan** showing all sources of capital funds that will be used to finance the total project cost. Plan shall itemize the state funding sources, and the funds provided by Recipient or other funding sources, if any. (Agencies may provide their own funding plan format, provided all required information is presented.)

(\$ in thousands)

Fund Source	Prior	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	Future	Total
State	-							
PTA	-							
Prop 116	-	\$1,550	5,450	\$20,000	\$62,500	\$31,500		\$121,000
SHA	-			\$40,000				\$40,000
STP / TE (State-Administered Fed)	-							
Other: _____	-							
Subtotal – State		\$1,550	5,450	\$60,000	\$62,500	\$31,500		\$161,000
Local	-							
Local Funds	-							
CMAQ	-							
Regional STP/ Regional TE	-							
FTA Section 5310	-							
FTA Section 5311	-							
Other: <u>City, Irvine</u>	\$2,100	\$775	2,775		\$20,000			\$25,600
Other: <u>Measure M</u>	-	\$775	2,775	\$20,000	\$43,500	\$31,500		\$98,500
Subtotal - Local	\$2,100	1,550	5,450	\$20,000	\$63,500	\$31,500		\$124,100
Total Funding	\$2,100	\$3,100	10,900	\$80,000	\$126,000	\$63,000		\$285,100

- b) Describe the assumptions and process for how the estimated capital costs were developed.

SECTION 1: GUIDEWAY (STREET CAR)

- **Single Track Embedded in Street: Cost for the construction of a single-track track bed to accommodate embedded track within a street for curb-running conditions. This track bed is designed to be driven over by other vehicles within the street. The track bed section is comprised of a reinforced concrete track slab over aggregate base which sits on compacted subgrade. The depth of the track bed section was assumed to be 2', and the width of the track bed was assumed to be 12' for the purpose of calculating roadway excavation quantities. This item was priced per linear foot of single track guideway. This cost item does not include the cost of the tracks, which are costed separately.**
- **Dual Track Embedded in Street: Cost for the construction of a dual-track track bed to accommodate embedded track within a street for median-running conditions. This track bed is designed to be driven over by other vehicles at intersections. The track bed section and its corresponding depth are identical to the single track section described above. The width of the dual track section was assumed to be 25', which accommodates 14' track centers and allows for 5.5' of clearance from the track centers to the limits of the track bed. This item was priced per linear foot of dual track guideway. This cost item does not include the cost of the tracks, which are costed separately.**
- **Dual Track Ballasted: Cost for the construction of a dual track ballasted trackbed, which was applied to any off-street running at-grade conditions. The ballasted section is comprised of a layer of ballast (large gravel stones) sitting atop a layer of subballast (smaller, well graded, crushed stone). The ballasted section sits on a graded subgrade layer. A typical ballast depth is approximately 1'-6", while a typical subballast depth is approximately 8". These depths vary depending on specific loading and soil conditions. This item was priced per linear foot of dual track guideway. This cost item does not include the cost of the tracks, which are costed separately.**
- **Dual Track Aerial: Cost for the construction of a reinforced concrete viaduct structure to support the guideway along aerial alignment segments. The superstructure is assumed to be a cast in place reinforced concrete box supported by columns with pile foundations. A 28' wide structure was assumed with typical column spacing of 100'-140'. This item was priced per linear foot of dual track guideway and includes the cost of the superstructure, columns, and column foundations. It does not include the cost of any trackwork or appurtenances on the guideway structure.**
- **Dual Track Retained Fill: Cost for the construction of the retained fill section required to support the dual-track track bed through the vertical transition segments where the alignment transitions from at-grade to aerial operation. This cost includes the construction cost of the retaining walls required to support the fill and the cost of the ballasted track bed supporting the tracks. A 25' wide track bed is assumed within the retained fill section. This item was priced per linear foot of dual track guideway. This cost item does not include the cost of the tracks, which are costed separately.**

SECTION 1: RUNNING WAY (RAPID TRANSIT)

- **Single Lane in Street: Cost for the construction of a 12' wide running way pavement section within an existing or planned street where curb running operation is assumed. A 2' deep structural section was assumed for this study, with the item priced on a per linear foot of single lane running way. The unit cost utilized for this study assumes a pavement section comprised of PCC (Portland Cement Concrete) over AB (Aggregate Base) to accommodate the heavier loads associated with bus use.**
- **Dual Lane in Exclusive Right of Way: Cost for the construction of a 40' wide running way pavement section for segments where the fixed guideway is located off-street within its own exclusive right of way. The 40' width is meant to accommodate two 12' lanes and 8' outside**

shoulders. The same assumptions regarding the composition and depth of the running way pavement section were applied to this cost item that were applied to the above in-street cost items. This item is costed on a per linear foot basis along the fixed guideway alignment.

- Dual Lane Aerial: Cost for the construction of a reinforced concrete viaduct structure to support the guideway along aerial alignment segments. The characteristics of the structure are identical to those assumed for street car technology, with a wider 44' structure assumed to accommodate two 12' lanes and 8' outside shoulders. This item was priced per linear foot of dual lane guideway

SECTION 2: TRACKWORK (STREET CAR)

- Embedded Track (Single Track): Cost for the furnishing and placement of track equipment within the single track embedded track bed; which includes steel rails, steel ties, clips and fasteners, and other associated appurtenances required for embedded track construction. For an embedded condition, steel rails are fastened to steel ties which are placed every 10' along the length of the track that connect the two tracks and maintain constant track spacing. The rail assembly is then encased within the concrete track slab. This item was costed per linear foot of single track guideway.
- Embedded Track (Dual Track): Same as above, but this item applies to the furnishing and placement of track equipment necessary for a dual track embedded track bed. This item was costed per linear foot of dual track guideway.
- Ballasted Track (Dual Track): Cost for the furnishing and placement of track equipment within a dual track ballasted bed; which includes steel rails, concrete or wood ties, clips and fasteners, and other associated appurtenances required for embedded track construction. For a ballasted condition, concrete or wooden ties are placed along the ballasted track bed at consistent spacing typically ranging between 20"-32". Steel rails are then placed on the ties and fastened in place. This item was costed per linear foot of dual track guideway.
- Direct Fixation Track (Double Track): Direct fixation track is a "ballastless" track structure in which the rail is mounted on continuous concrete plinths that are attached to a concrete deck or slab using dowels. Direct fixation track is the standard method of construction for tracks on aerial structures and in tunnels. The cost includes the furnishing and placement of the concrete plinths, rails, and rail fastening equipment. This item was costed per linear foot of dual track guideway.
- Special Trackwork No. 8 Double Crossover (Embedded): A double crossover allows vehicles to switch from one track to another in either direction. The number 8 refers to the turnout angle within the crossover, with larger numbers allowing vehicles to travel through the crossover at a higher rate of speed. Number 8, 10, and 15 crossovers are typically the most economical choices for main line track on virtually any light rail system depending on the location of the crossovers along the alignment. The cost for this item includes the cost for the furnishing and placement of the track crossing and turnout rails and all additional appurtenances associated with the crossover including switches, frogs, turnout rails, etc within an embedded track bed condition. This item is costed per crossover.
- Special Trackwork No. 8 Double Crossover (Ballasted): Same as described above, but this item covers the furnishing and installation of the crossover for use in a ballasted condition.

SECTION 3: SITE MODIFICATIONS

- Clearing and Grubbing: Cost for the removal of all existing landscaping, vegetation, ground cover, and other objectionable material from within the construction footprint. This task is completed before any grading is conducted. This item is priced on a lump sum basis for the entire project area.
- Track Bed Excavation: Cost for all the excavation and removal of any existing earthen or pavement material required to construct the track bed. This item is priced per cubic yard of excavated material.

- Roadway excavation: Cost for all excavation and removal of any existing earthen or pavement material involved in any necessary street reconstruction required to accommodate the track bed or running way. This item is priced per cubic yard of excavated material.
- Construct New Pavement Section: Cost for the construction of any new roadway pavement or the reconstruction of existing pavement required as part of the guideway construction. This pavement cost includes the placement of both the AC (Asphalt Concrete) pavement and aggregate base. This item is priced per square foot of new pavement. A structural section comprised of 4" of asphalt concrete over 11" of aggregate base was assumed in the determination of the unit price for the purpose of the estimate.
- 2" Asphalt Concrete Grind and Overlay: Cost applied for the resurfacing of the existing pavement along Alton Parkway adjacent to the proposed track bed or running way which was assumed to not require full reconstruction of the pavement section as part of the project. The resurfacing of the existing street was assumed in order to provide a fresh, continuous, even pavement surface across the existing lanes and guideway surface as part of the guideway construction. This item is priced per square foot of existing pavement.
- Construct New Sidewalk: Cost for the construction of a 4" thick concrete sidewalk in locations identified on the conceptual alignment drawings. Sidewalks along Alton Parkway requiring reconstruction as part of the project were assumed to be replaced at their current width. This item is priced per square foot of new sidewalk.
- Construct New Curb & Gutter: Cost for the construction of new 8" high roadway curb and gutter along street-running guideway segments designated on the conceptual alignment drawings. This item is priced per linear foot of curb & gutter.
- Construct Median Curb: Cost for the installation of 6" high median curb around the perimeter of any new raised medians or track bed/running way buffers proposed as part of the project. This item is priced per linear foot of curb.
- Relocate Street Lights: Cost for the relocation of existing street lights along Alton Parkway which are impacted by the guideway construction. This item is priced per street light.
- Landscaping/irrigation: Cost for the landscaping and irrigation of any raised buffers proposed to separate the track bed/running way from the adjacent travel lanes for median running conditions. This item is priced per square foot of area to be landscaped. The full areas of these proposed raised buffers were used to calculate a landscaping/irrigation cost for each alternative.
- Colored Stamped Concrete: Cost for the application of colored stamped concrete hardscape treatment within any raised traffic channelization islands proposed as part of the guideway construction. These are typically shown at locations where the fixed guideway alignment enters/exits an existing or proposed arterial street. This item is priced per square foot of area to be hardscaped.
- Widen Existing Bridge Structure: Cost for widening of the existing Alton overcrossing over Interstate 5 to accommodate the proposed curb running fixed guideway alignments along Alton Parkway. This cost includes the widening required to accommodate the guideway as well as the additional width required to upgrade the cross section to meet Caltrans design standards per the 2006 Highway Design Manual. This item is priced per square foot of new bridge.
- Mobilization: Mobilization consists of preparatory work and operations including those necessary for the movement of personnel, equipment, supplies, and incidentals to the project site; for the establishment of all offices, buildings and other facilities necessary for work on the project. This item is priced on a lump sum basis.

SECTION 4: DRAINAGE AND UTILITIES

- Track Bed/Running Way Drainage: Cost applied to guideway alignment in median running and off-street running conditions. This cost is meant to capture the construction of a drainage

system intended to capture and convey runoff from within the track bed or running way into the existing or planned storm drain system. This item was priced per linear foot guideway.

- Street Drainage: Cost for all modifications to the existing roadway storm drain system associated with the street widening necessary to accommodate the guideway. This work includes the relocation of existing catch basins to the new curbs, the associated extension of existing storm drain laterals, and the necessary upsizing of any existing storm drains to accommodate the additional runoff generated by the widening. Also included are the costs associated with the implementation of permanent best management practices (BMP's) as dictated by the Regional Water Quality Control Board for the treatment of runoff and the removal of pollutants prior to entering regional waterways. This item is priced on a lump sum basis and is calculated as a percentage of the total Site Modification cost generated within Section 3 of the estimate.
- Temporary Erosion Control: Cost for the implementation of temporary erosion control measures (BMP's) during construction to prevent pollutant runoff into the existing storm drain system and surrounding watersheds. Types of temporary BMP's utilized on a project of this nature include the use of sand bags around existing drainage inlets, the application of fiber rolls and silt fences along graded slopes, and daily street-sweeping along the street through the project limits. This item is priced on a lump sum basis and is calculated as a percentage of the sum of the Section 1 (Guideway) and Section 3 (Site Modification) costs.
- Moderate Utility Relocation: Cost for the relocation of any existing aerial or subsurface City owned (water, sewer) or privately owned (electrical, gas, telephone, telecommunications, etc.) utilities resulting from the construction of the column foundations supporting the aerial guideway structure as part of this project. This cost was also applied to any off-street at-grade or retained fill segments located outside of the limits of the Great Park. This item is priced per linear foot of guideway.
- Heavy Utility Relocation: Cost for the relocation of any existing aerial or subsurface City owned (water, sewer) or privately owned (electrical, gas, telephone, telecommunications, etc.) utilities resulting from the guideway construction and associated street reconstruction for in-street running alignment segments. In addition to major utility relocations, this cost captures minor relocations such as the relocation of fire hydrants, water meters, and backflow preventers. This item also captures the cost of adjusting existing surface utility appurtenances to grade such as manholes, electrical vaults, and valve covers. This item is priced per linear foot of guideway.

SECTION 5: TRAFFIC

- Striping: Cost for the restriping of the general purpose lanes along Alton Parkway necessary to accommodate the fixed guideway construction within the street. For Alternatives 2 and 3, this item also includes the cost associated with the striping of the running way within off-street segments. This item is priced per linear foot of pavement stripe.
- Misc. Striping and Pavement Markings: Meant to capture cost of additional striping, pavement delineation, and pavement markings required to accommodate the fixed guideway alignments not specifically identified in the conceptual alignment drawings or included/assumed in the above cost item. This item is priced on a lump sum basis and is calculated as a percentage of the total Site Modification (Section 3) cost.
- Traffic Signal Modifications: Cost for the relocation of existing traffic signal equipment; including traffic signal poles, detector loops, conduit, pull boxes, and controller boxes, resulting from the street reconstruction along Alton Parkway associated with the guideway construction. This cost also reflects the installation of passive priority hardware at each signal along Alton Parkway to provide signal priority for the street car or BRT vehicles. This item is priced per traffic signal.
- New Traffic Signal: Cost for the installation of new traffic signals along Alton Parkway and College Road to facilitate the entrance and exit from street running to off-street fixed guideway

operation. This cost includes all the necessary signal equipment, detector loops, conduit, and hardware and is priced per traffic signal.

- Traffic Control During Construction: Cost for the control and maintenance of traffic along Alton Parkway within the project limits during construction. This includes the implementation of standard TMP strategies including temporary signing, striping and lane channelization, changeable message signs, public outreach, and enforcement. This item is priced on a lump sum basis and is calculated as a percentage of the total Site Modification cost calculated in Section 3.

SECTION 6: STATIONS

- At-Grade Stations (Sidewalk Platform): Cost for the construction of a curbside sidewalk platform station. This item is priced on a lump sum basis per station and includes the cost for two platforms (one in each direction). This item is meant to include the cost of the concrete platform or raised sidewalk area and all station features/amenities including, but not limited to, canopies, benches, ticket vending machines, signage, branding, information kiosks, etc.
- At-Grade Stations (Median Side Platform): Cost for the construction of an at-grade side platform station either in a street median or off-street. This item is priced on a lump sum basis per station and includes the cost for two platforms (one in each direction). This item is meant to include the cost of the concrete platform and all station features/amenities including, but not limited to, canopies, benches, ticket vending machines, signage, branding, information kiosks, etc.

SECTION 7: SUPPORT FACILITIES

- Maintenance and Storage Facility: Lump sum cost for the construction of Maintenance and Storage Facility as required with street car operation (Alternatives 1 & 3). This cost includes the cost of the maintenance facility structures and trackwork within the yard.
- Maintenance and Storage Facility Equipment: Lump sum cost for the cost of the necessary equipment within the Maintenance and Storage Facility to clean and maintain the vehicle fleet. Maintenance Facility Equipment includes, but not limited to: finish out of facility, waste water system, water reclamation system, furniture, tools, machinery, test equipment, vehicle wash equipment, maintenance management information system, consumables/expendables and spare parts for 12-months, safety equipment, and warning signs. This item is priced per vehicle.
- Operations and Control Center Equipment: Lump sum cost for the construction of the fixed guideway system operations and control center. The building housing the control center is assumed to be included as part of the Maintenance and Storage Facility. The control center equipment cost includes, but is not limited to, central control CCTV system equipment, audio and visual recording equipment, and all ancillary computers, computer hardware and software.

SECTION 8: SYSTEMS

- Communications – Mainline Guideway: Lump sum cost for the furnishing and installation of the necessary communications systems equipment (radio system) along the fixed guideway alignment.
- Station Equipment - CCTV: Cost for the furnishing and installation of the closed circuit video surveillance and monitoring equipment at each station, which will be tied into the Operations and Control Center. This item is priced per station platform.
- Signals & Interlocking – Double Crossover: Cost for the furnishing and installation of remotely controlled/triggered mechanical switch-throwing equipment (switch machines) and other ancillary devices at double crossovers. This item is priced per crossover.

- Signals – Signaled Area Approach: Cost for the furnishing and installation of detection loops and transponders required at crossover approaches so that switches can be remotely thrown prior to the train's arrival. This item is priced per crossover.
- Substations: Lump sum cost for the construction of the substation building and the furnishing and installation of all equipment within the building required to deliver electrical power to the street car system. This cost includes all site work and grading at the substation location and the construction/installation of all ductwork, wiring, disconnect switches, etc. associated with the substation. Substations are assumed to be required/spaced approximately every mile along the guideway alignment. This item is priced per substation.
- OCS – Low Profile, Single Track, Tubular Pole: Cost for the furnishing, construction, and installation of the overhead catenary system along single track guideway required to power the street car vehicles through a connection to the vehicle pantograph. A single-wire low profile system is assumed for this project, which is typically considered more aesthetically pleasing than a standard catenary system and less obtrusive in an urban environment. It provides power through a single trolley wire which must be supported electrically by parallel feeders that must be bonded frequently to the trolley wire to achieve adequate conductivity. Average span length between catenary poles is approximately 100'. This item is priced per linear foot of single track guideway.
- OCS – Low Profile, Double Track, Tubular Pole: Cost for the furnishing, construction, and installation of the overhead catenary system as described above, but for double track guideway instead of single track. This item is priced per linear foot of double track guideway.
- Duct Bank – Aerial Double Track: Cost for the furnishing and installation of duct bank on an aerial guideway structure to locate signals, communications, and other cables and wiring required as part of the guideway construction. This item is priced per linear foot of double track aerial guideway.
- Duct Bank – At Grade Single Track: Cost for the furnishing and installation of duct bank within or adjacent to the at-grade single-track track bed (both off street and on street running conditions) to locate signals, communications, and other cables and wiring required as part of the guideway construction. This item is priced per linear foot of single track at grade guideway.
- Duct Bank – At Grade Double Track: Cost for the furnishing and installation of duct bank within or adjacent to the at-grade double-track track bed (both off street and on street running conditions) to locate signals, communications, and other cables and wiring required as part of the guideway construction. This item is priced per linear foot of double track at grade guideway.

SECTION 9: ENVIRONMENTAL IMPACT MITIGATION

- Environmental Impact Mitigation: Estimated at \$8,553,000 (3% of the total construction cost).
- Design and Construction Contingency: Estimated at \$54,000,000 (25% of the total construction cost).
- Project Development: Estimated at \$64,800,000 (30% of the total construction cost).

SECTION 10: RIGHT OF WAY LAND ACQUISITION

- Cost Estimate of Right of Way: \$40,000,000
- Basic System Envelope: Cost of the acquisition of any privately owned land required to construct the fixed guideway system other than the Maintenance and Storage Facility. Specifically, this applies for the partial acquisition along Alton Parkway that are impacted by the widening associated with the guideway construction. This item is priced per square foot of impacted right of way. Typically the right of way impacts along Alton Parkway were limited to existing landscaped parkways or parking areas.

- Maintenance and Storage Facility: Cost of the acquisition of any privately owned land required to construct the Maintenance and Storage Facility. The item is priced per acre of land.
- Acquisition/Relocation (Section 11): This item is meant to capture the procedural costs associated with the property acquisition, the costs associated with the relocation of displaced property owners, and other goodwill costs associated with mitigating impacts to affected property owners.
- Design and Construction Contingency: Since the impacted right of way quantified as part of this estimate is based on such a conceptually defined impact footprint, this contingency is meant to reflect the unknown additional right of way impacts not currently defined at this preliminary project phase. The contingency factor appropriate for the level of engineering detail completed as part of this initial project phase study was determined to be 20% of the total project right of way calculated within Part D.
- Project Development: This item is meant to reflect the program implementation costs associated with the right of way acquisition necessary for the project construction including right of way appraisal work and the preparation of plats and legal descriptions for identified acquisitions to each affected property. This lump sum item is priced as a percentage of the total right of way acquisition cost calculated within Part D.

Cost Estimate of Vehicles: \$15,240,000

- Revenue Vehicles: Cost for the procurement of the vehicle fleet necessary to operate the fixed guideway system. This item is priced per vehicle based upon the fleet size estimate. For the Modern Streetcar operation, Skoda-Inekon Astra Street Car was assumed, similar to the system in Portland. For Rapid Transit operation, vehicles are assumed to be hybrid low floor stylized 40 ft. buses. Their life is assumed to be approximately 12 years, so the fleet will be replaced once over the next 20 years. The cost per vehicle also includes the cost of the spare parts necessary to maintain the vehicle fleet in revenue operation.
- Vehicle Contingency: This contingency is meant to account for as-yet undefined fluctuations and variations in the actual cost of an as-yet undefined transit vehicle. This lump sum item is calculated as a percentage of the total vehicle cost calculated as part of Section F.
- Vehicle Procurement: This item is meant to account for the project management costs associated with the vehicle procurement process, including the development of vehicle specifications, design reviews of vehicle modifications, oversight during manufacture, test, delivery, and the burn in period. This lump sum item is calculated as a percentage of the total vehicle cost calculated as part of Section F.

c) Describe the prior funding commitments that your agency has obtained for this project.

City General Funds, OCTA, and ROW dedication from Lennar and the Irvine Company.

d) Complete the attached **Project Financial Plan** showing estimated expenditures and reimbursements for each project component by funding source (Agencies may provide their own financial plan format, provided all required information is presented.)

Agency Name – City of Irvine
Project Title – Irvine Guideway Demonstration Project

Project Phase	Current Request	FY 2007-2008				FY 2008-2009				Future Request	Project Total
		State Funds	State-Adm Fed	Other State:	Local Funds	State Funds	State-Adm Fed	Other State:	Local Funds		
PA&ED											
State Funds		\$200,000									
State-Adm Fed				\$500,000	\$550,000	\$600,000	\$900,000	\$650,000	\$600,000		\$4,000,000
Other State:											
Local Funds	\$2,100,000	\$100,000	\$250,000	\$275,000	\$300,000	\$450,000	\$325,000	\$300,000			\$2,000,000
Local-Federal	0										
Other Local:		\$100,000	\$250,000	\$275,000	\$300,000	\$450,000	\$325,000	\$300,000			\$2,000,000
Subtotal	\$2,100,000	\$400,000	\$1,000,000	\$1,100,000	\$1,200,000	\$1,800,000	\$1,300,000	\$1,200,000			\$10,100,000
PS&E											
State Funds			\$150,000	\$150,000	\$450,000	\$750,000	\$750,000	\$750,000	\$13,000,000		\$16,000,000
State-Adm Fed									0		0
Other State:											
Local Funds			\$75,000	\$75,000	\$225,000	\$375,000	\$375,000	\$375,000			\$1,500,000
Local-Federal											
Other Local:			\$75,000	\$75,000	\$225,000	\$375,000	\$375,000	\$375,000			\$1,500,000
Subtotal			\$300,000	\$300,000	\$900,000	\$1,500,000	\$1,500,000	\$1,500,000	\$13,000,000	0	\$19,000,000
R/W											
State Funds											
State-Adm Fed											
Other State:											
Local Funds									\$20,000,000		\$20,000,000
Local-Federal											0
Other Local:									\$20,000,000		\$20,000,000
Subtotal									\$40,000,000		\$40,000,000
Con											
State Funds											
State-Adm Fed											
Other State:									\$130,750,000		\$130,750,000
Local Funds											
Local-Federal											
Other Local:									\$63,750,000		\$63,750,000
Subtotal									\$194,500,000		\$194,500,000
Rolling Stock											
State Funds											
State-Adm Fed											
Other State:									\$10,548,7780		\$10,548,7780
Local Funds											
Local-Federal											
Other Local:									\$10,951,222		\$10,951,222
Subtotal									\$21,500,000		\$21,500,000
Summary											
State Funds		\$7,000,000									
State-Adm Fed											
Other State:									\$154,298,778		\$161,298,778
Local Funds	\$2,100,000	\$3,500,000							\$20,000,000		\$25,600,000
Local-Federal	0										0
Other Local:		\$3,500,000							\$94,701,222		\$98,201,222
Project Total	\$2,100,000	\$14,000,000							\$269,000,000		\$285,100,000

ATTACHMENT 1:
PROJECT FINANCIAL PLAN & SCHEDULE

**PROJECT FINANCIAL PLAN
CASH FLOW EXPENDITURES AND REIMBURSEMENTS**

Project Title: Irvine Guideway Demonstration Project

COST CATEGORY	Prior Alloc	Current Allocation	FY 2007-08 Expenditures				FY 2008-09 Expenditures				Exp After FY 08-09	TOTAL EXP	Future Allocations	Project Total
			Quart. 1	Quart. 2	Quart. 3	Quart. 4	Quart. 1	Quart. 2	Quart. 3	Quart. 4				
PA&ED														
State: Proposition 116		\$ 4,000,000		\$ 200,000	\$ 500,000	\$ 550,000	\$ 600,000	\$ 900,000	\$ 650,000	\$ 600,000		\$ 4,000,000		\$ 4,000,000
												\$ -		\$ -
Local: OCTA		\$ 2,000,000		\$ 100,000	\$ 250,000	\$ 275,000	\$ 300,000	\$ 450,000	\$ 325,000	\$ 300,000		\$ 2,000,000		\$ 2,000,000
City of Irvine	\$ 2,100,000	\$ 2,000,000		\$ 100,000	\$ 250,000	\$ 275,000	\$ 300,000	\$ 450,000	\$ 325,000	\$ 300,000		\$ 2,000,000		\$ 4,100,000
Other:												\$ -		\$ -
Subtotal PA&ED	\$ 2,100,000	\$ 8,000,000		\$ 400,000	\$ 1,000,000	\$ 1,100,000	\$ 1,200,000	\$ 1,800,000	\$ 1,300,000	\$ 1,200,000	\$ -	\$ 8,000,000	\$ -	\$ 10,100,000
PS&E														
State: Proposition 116		\$ 3,000,000		\$ -	\$ 150,000	\$ 150,000	\$ 450,000	\$ 750,000	\$ 750,000	\$ 750,000		\$ 3,000,000	\$ 13,000,000	\$ 16,000,000
												\$ -		\$ -
Local: OCTA		\$ 1,500,000		\$ -	\$ 75,000	\$ 75,000	\$ 225,000	\$ 375,000	\$ 375,000	\$ 375,000		\$ 1,500,000	\$ -	\$ 1,500,000
City of Irvine		\$ 1,500,000		\$ -	\$ 75,000	\$ 75,000	\$ 225,000	\$ 375,000	\$ 375,000	\$ 375,000		\$ 1,500,000		\$ 1,500,000
Other:												\$ -		\$ -
Subtotal PS&E	\$ -	\$ 6,000,000	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ 900,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 6,000,000	\$ 13,000,000	\$ 19,000,000
Right of Way														
State: Proposition 116												\$ -	\$ -	\$ -
												\$ -		\$ -
Local: OCTA												\$ -	\$ 20,000,000	\$ 20,000,000
City of Irvine												\$ -	\$ 20,000,000	\$ 20,000,000
Other:												\$ -		\$ -
Subtotal R/W	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000,000	\$ 40,000,000
Construction														
State: Proposition 116												\$ -	\$ 90,750,000	\$ 90,750,000
SHA												\$ -	\$ 40,000,000	\$ 40,000,000
Local: OCTA												\$ -	\$ 63,750,000	\$ 63,750,000
												\$ -		\$ -
Other:												\$ -		\$ -
Subtotal CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,500,000	\$ 194,500,000
Vehicles														
State: Proposition 116												\$ -	\$ 10,548,778	\$ 10,548,778
												\$ -		\$ -
Local: OCTA												\$ -	\$ 10,951,222	\$ 10,951,222
												\$ -		\$ -
Other:												\$ -		\$ -
Subtotal Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,500,000	\$ 21,500,000
Project Summary														
State: Proposition 116	\$ -	\$ 7,000,000	\$ -	\$ 200,000	\$ 650,000	\$ 700,000	\$ 1,050,000	\$ 1,650,000	\$ 1,400,000	\$ 1,350,000	\$ -	\$ 7,000,000	\$ 114,298,778	\$ 121,298,778
SHA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000,000	\$ 40,000,000
Local: OCTA	\$ -	\$ 3,500,000	\$ -	\$ 100,000	\$ 325,000	\$ 350,000	\$ 525,000	\$ 825,000	\$ 700,000	\$ 675,000	\$ -	\$ 3,500,000	\$ 94,701,222	\$ 98,201,222
City of Irvine	\$ 2,100,000	\$ 3,500,000	\$ -	\$ 100,000	\$ 325,000	\$ 350,000	\$ 525,000	\$ 825,000	\$ 700,000	\$ 675,000	\$ -	\$ 3,500,000	\$ 20,000,000	\$ 25,600,000
Other:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Project Total	\$ 2,100,000	\$ 14,000,000	\$ -	\$ 400,000	\$ 1,300,000	\$ 1,400,000	\$ 2,100,000	\$ 3,300,000	\$ 2,800,000	\$ 2,700,000	\$ -	\$ 14,000,000	\$ 269,000,000	\$ 285,100,000

Note: Show Expenditures by State FY = July 1 through June 30.

OVERALL PROJECT FUNDING PLAN

PROJECT: Irvine Guideway Demonstration Project

AGENCY: City of Irvine

Fund Source - State	PRIOR	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FUTURE	TOTAL
Prop 116	-	7,000,000.0	-	20,000,000.0	62,500,000.0	31,798,778.0	121,298,778.0
State Highway Account (SHA)	-	-	-	40,000,000.0	-	-	40,000,000.0
Transportation Investment Fund (TIF)	-	-	-	-	-	-	-
Public Transportation Account (PTA)	-	-	-	-	-	-	-
State-Administered Federal (STP)	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-
Subtotal - State Funds	-	7,000,000.0	-	60,000,000.0	62,500,000.0	31,798,778.0	161,298,778.0

Fund Source - Local	PRIOR	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FUTURE	TOTAL
Local Fees -	-	-	-	-	-	-	-
Local Measure	-	3,500,000.0	-	20,000,000.0	43,500,000.0	31,201,222.0	98,201,222.0
TDA (STA or LTF)	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-
Regional STP	-	-	-	-	-	-	-
FTA Section 5307	-	-	-	-	-	-	-
FTA Section 5309	-	-	-	-	-	-	-
Other: City of Irvine	2,100,000.0	3,500,000.0	-	-	20,000,000.0	-	25,600,000.0
Subtotal - Local Funds	2,100,000.0	7,000,000.0	-	20,000,000.0	63,500,000.0	31,201,222.0	123,801,222.0

TOTAL PROJECT FUNDING	2,100,000.0	14,000,000.0	-	80,000,000.0	126,000,000.0	63,000,000.0	285,100,000.0

ATTACHMENT 2:
TAX COMPLIANCE FOR PROP 116

**TAX COMPLIANCE
FOR PROPOSITIONS
108 AND 116 BOND FUNDS**

**NO ARBITRAGE / TAX COMPLIANCE ISSUES
FOR PROPOSITIONS 108 AND 116 BOND FUNDS**

PART I BACKGROUND INFORMATION

A. LOANS

A loan of tax-exempt bond proceeds to a nongovernmental person could pose private activity problems and affect the tax-exempt status of the bonds. The problem would arise regardless of whether the State made the loan directly or the State made a loan to a local agency which then made a loan of the borrowed proceeds. Thus, such loans are prohibited under the Propositions 108 and 116 bond programs.

A "loan" is any transaction where the borrower receives the right to use the money and must repay the money (whether to the State or the local agency). In addition to direct loans, a situation in which a local agency used bond proceeds to purchase land and then resold the land to a nongovernmental person, with the purchaser paying for the land over time rather than paying up front, would also be considered a loan. A nongovernmental person means either a for-profit or non-profit organization, but does not mean any governmental agency, whether state or local. For tax purposes, the Federal government is treated as a nongovernmental entity.

B. PRIVATE ACTIVITY

Private activity issues arise in cases where there is both "private use" and "private payments." In certain cases, execution of a management or service contract for the operation of the bond-financed project will raise "private activity" questions.

PRIVATE USE:

Private use exists when the proceeds of a bond issue are used to finance a portion of a project that is used in the trade or business of a nongovernmental person (see definition under "Loans") on a basis which is different from that which the general public can use it. For example, if bond proceeds are used to finance a train station that is used by employees of a business on the same basis and in the same manner as the general public uses the station, there is no private use. However, if the private business is given a preferential right, such as the right to set up a coffee shop in the station, there is private use. Depending on the specific circumstances, the following are a few examples in which there could be private use associated with transit projects:

- Leasing office or retail space in a bond-financed train or ferry terminal to a private or non-profit entity.
- Allowing a private developer to develop the adjacent property or air rights over (or under) a bond-financed transit station, parking lot or rail tracks. Such development is considered private use regardless of whether the local agency or the State retains title over the property or the title is transferred to a private developer.
- Granting or selling easements, such as pipeline or fiber-optic cable easements, on a bond-financed right-of-way.
- Allowing private ferry operators to utilize a bond-financed ferry dock.

INCIDENTAL USE:

Certain types of private use are ignored if the private use falls under the category of "Incidental Use" as defined in federal regulations. In general, "Incidental Use" is use that does not involve the transfer to a private person of possession and control over space that is separated from other areas of the facility by walls, partitions, or other physical barriers (such as a night gate affixed to a structural component of a building). "Incidental Use" may not comprise in the aggregate more than 2-1/2% of the cost of the bond-financed project, nor involve the use of more than 2-1/2% of the bond-financed portion of the facility. Examples of "Incidental Use" include vending machines, telephones, and billboards.

PRIVATE PAYMENTS:

Private activity issues arise when, in connection with the private use of a bond-financed project, there are also private payments made to the State or to a local agency. Private use without private pavement does not constitute private activity. Private payments include, among other things, rental and other payments made to the local agency for the use of property financed with bond proceeds, even though such payments are not used to pay debt service on the State bonds. However, payments made for use of the property as a member of the general public would not be treated as a prohibited private payment. Examples of private payments include revenue from a nongovernmental person for office space rental, land or airspace leases, pipeline or fiber-optic cable easements, or docking fees.

Private payments are only counted to the extent that they exceed the allocable costs of operation and maintenance (O&M) experienced by the State or a local agency in connection with the operation of the privately used facility or equipment. To the extent that any private payments do not exceed the O&M costs, there is no private activity problem. For example, providing space in a transit station, rent free, to a private or non-profit operator of a child-care center would not constitute private activity (even though this would involve private use). Likewise, a local agency leasing for rent a transit terminal office space to a private baggage handling service, and the local agency's O&M costs allocable to that portion of the facility is less than the rental fee, would not be considered private activity.

C. IDENTIFYING POTENTIAL TAX COMPLIANCE ISSUES

If the State Treasurer's Office and State's bond counsel determine that the proposed project raises private activity concerns, bond counsel will work with the Department and the potential bond fund recipient to do whatever restructuring is necessary to accommodate the project plans while ensuring compliance with federal tax guidelines.

**TAX COMPLIANCE QUESTIONNAIRE
FOR PROPOSITIONS 108 AND 116 BOND FUNDS**

RECIPIENT AGENCY: <u>CITY OF IRVINE</u>	MAILING ADDRESS: STREET <u>ONE CIVIC CENTER PLAZA</u> <u>PO BOX 19575</u> CITY/STATE <u>IRVINE, CA</u> ZIP CODE <u>92623-9575</u>
CONTACT PERSON: NAME <u>CINDY KREBS</u> PHONE <u>949 724-7334</u> TITLE <u>MANAGER, TRANSIT & TRANSPORTATION</u> FAX <u>949 724-7517</u>	
CALIFORNIA TRANSPORTATION COMMISSION (CTC) BOND FUND ALLOCATION:	
CTC RESOLUTION NO.# _____ DATE: _____ AMOUNT: _____	FUND SOURCE: _____ (PROP 108 OR 116) PROJECT APPLICATION (PA) APPROVAL PA No# _____ FUND TRANSFER AGREEMENT NO.# _____
PROJECTS COVERED BY THIS QUESTIONNAIRE:	
	RIGHT OF CONSTRUCTION WAY OTHER
1. _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
2. _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
3. _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
4. _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
5. _____	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Note: The Tax Compliance Questionnaire will be returned if it contains unanswered question, missing information, or is unsigned.	
DATE RECEIVED BY BUDGETS	DATE CERTIFIED

PART II
TAX COMPLIANCE QUESTIONNAIRE

(Refer to Part I for background information)

1. Repayment of existing debt:

Will any State bond proceeds be used to repay any existing debt of the local agency?

YES ___ NO X

If yes, please describe the debt and provide information regarding repayment.

2. Loans:

Will any of the bond proceeds be loaned to one or more nongovernmental persons? If yes, describe the details of the loan. Attach a copy of the loan agreement.

YES ___ NO X

3. Private Use:

a. Will any portion of the bond-funded facility or project be used in the trade or business of any nongovernmental person?

YES ___ NO X

b. If so, describe the private use in detail.

c. Will the bond-funded project or facility be used on a basis different from that for which the general public can use it? If Yes, there is private use. (See Part I - Private Use, for more information.)

YES ___ NO X

4. **Private Payment:**

- a. Will payments be made to the State or local government agency which represent payments for trade or business use of the bond-funded property or facility?

YES ___

NO X

- b. If yes, please provide an estimate of the revenue expected to be received from each nongovernmental use over the life of the bond (20 years).

5. **Operations and Maintenance Costs:**

If the answer to #4a is yes, will the operations and maintenance (O&M) costs be greater than or less than the private payments? If the O&M is less than the payments your agency is to receive, please provide an estimate of the O&M costs over the life of the bond. (See Part I - Private Payments, for more information.)

6. **Related and Unrelated Use:**

If both #3a and #4a are yes, will any of the bond proceeds be used by a nongovernmental person(s) in ways that are unrelated to the governmental purpose of the bonds (i.e., rail, bicycle or ferry transportation, or other uses allowed under propositions 108 and 116)? A use is related to the governmental purpose of the bonds if it is "functionally related" to the governmental use. One example of related use is a privately operated cafeteria in a bond-financed rail terminal. An office for the cafeteria manager, however, is not considered related the rail terminal.

YES ___

NO ___

7. **Right-of-Way:**

Will the State bond proceeds be used to acquire right-of-way in connection with this project?

YES ___

NO X

8. **Disposition of Project:**

Is the portion of the bond-funded project expected to be sold or otherwise disposed of, in whole or in part, within the next 20 years?

YES ___ NO X

CERTIFICATION

The undersigned, a representative of the applicant public agency, has authority to execute this document and hereby certifies that the data submitted herein is true, correct and complete to the best of my knowledge.

Signature: C. Krebs Date: 7/31/07
Print Name Cindy Krebs
Title Manager Agency: City of Irvine

ATTACHMENT 3:
OUTPUTS AND OUTCOMES

Agency Name – City of Irvine
Project Title – Irvine Guideway Demonstration Project

- k) N/A The governing body has stated that a passenger safety program is in place.

A passenger safety program will be completed by the City of Irvine prior to start-up of the line. A schedule for the completion of the safety program and associated milestones for implementation will be developed in conjunction with CTC staff.
- l) X The governing body has stated that the agency shall comply with the Prop 116 accessibility requirements for the disabled and for providing access to bicyclists.

SEE CITY COUNCIL RESOLUTION – ATTACHMENT #4



Outputs and Outcomes

Irvine Guideway Demonstration Project

Description:

The Irvine Guideway Demonstration Project is a clean technology transit system that will serve the Orange County Great Park and surrounding residential, commercial, entertainment, and educational land uses in Irvine, California. Irvine Station, which is the busiest Metrolink commuter rail station in Orange County and a hub for Amtrak, regional bus, and local shuttle services, will be the central station for the Irvine Guideway Demonstration Project. The project is consistent with the Southern California Association of Government's and the Orange County Transportation Authority's regional planning efforts.

The Irvine Guideway will serve as a feeder/distributor system to the regional rail and proposed Orange County Transportation Authority Bus Rapid Transit services. The Guideway consists of a five-mile dedicated transit corridor connecting employees, residents, customers, and visitors from various locations to the Spectrum area and future Great Park, Lifelong Learning District, and Transit Oriented Development District.

Benefits:

The Irvine Guideway Demonstration Project will reduce traffic congestion and enhance air quality by providing convenient, direct connections to key locations within the 1,347-acre Orange County Great Park which is expected to attract more than 3 million visitors per year. The Irvine Guideway Demonstration Project's benefits will extend to and enrich the Heritage Fields Transit Oriented Development District, Lifelong Learning District, and Spectrum office, retail, entertainment and residential district.

Ridership Projections:

The Irvine Guideway Demonstration Project has a unique opportunity to be constructed simultaneously with the Orange County Great Park, a planned transit-oriented development district, and an area known as the Lifelong Learning District. Ridership is anticipated to build as uses within these planned developments are constructed.

- 2012 Ridership Projection: 4,200
- 2030 Ridership Projection: 5,300

ATTACHMENT 4:

IRVINE CITY COUNCIL RESOLUTION

CITY COUNCIL RESOLUTION NO. 07-104

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRVINE AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION FOR PROPOSITION 116 FUNDS TO THE STATE OF CALIFORNIA

The City Council of the City of Irvine does hereby resolve as follows:

WHEREAS, the City Council of the City of Irvine has prepared an application for Proposition 116 funds for the development of a "Guideway Demonstration Project" in the City of Irvine; and

WHEREAS, the State has instituted a Uniform Transit Application which requires certifications by Agency for items as part of the application process.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Irvine requests and certifies the following:

Section 1. That the California Transportation Commission authorize funding for the Irvine Guideway Demonstration Project for Fiscal Year 2007-2008.

Section 2. That the City of Irvine has the financial and institutional ability to implement the project and has the authority to let a contract, sue or be sued by another entity or person, and other duties and responsibilities inherent with a government agency.

Section 3. That the project will be of primary benefit to and used by the general public.

Section 4. That the matching funds are available and committed to this project and that the City Council of the City of Irvine will authorize the City Manager to expend the funds at the appropriate time.

Section 5. That if the project exceeds the state funds available, the applicant agency shall use its own or other funds to backfill the cost increases to complete the project in the event that no additional State funds are available in subsequent application cycles.

Section 6. That the City of Irvine will comply with the California Transportation Commission's Hazardous Waste Identification and Clean-up Policy for Rail Right-of-Way and find that:

- The project will be fully investigated by the applicant to determine the absence/presence of hazardous wastes

- The City of Irvine will take reasonable steps to ensure full due diligence, clean-up of the site, as appropriate, indemnifies the state of future clean-up liability or damages, as well as not seeking state funds for clean-up, damage, or liability costs associated with hazardous wastes.

Section 7. That the City of Irvine will comply with the California Transportation Commission's Timely Use of Funds Policies.

Section 8. That the City of Irvine has not allocated any other capital funds previously programmed, planned, or approved for rail purposes to be used for other than rail purposes.

Section 9. That the proposed project does not have unnecessary enhancements and is not an elaborate alternative.

Section 10. That new or increased development fees, taxes, or exactions, or permit fees have not or will not be included in the operating budget(s) for this project, or for the purpose of matching funds for Proposition 116 grants.

Section 11. That a Transit Integration Plan will be completed and submitted to the California Transportation Commission for review before the line begins operation.

Section 12. That a Passenger Safety Program will be completed and submitted to the California Transportation Commission for review before the line begins operation.


Section 13. That the City of Irvine shall comply with the Proposition 116 accessibility requirements for the disabled and for providing access to bicyclists.

BE IT FURTHER RESOLVED, that the City Manager of the City of Irvine or his designee is authorized to execute the appropriate documents on behalf of the City Council of the City of Irvine.

PASSED AND ADOPTED by the City Council of the City of Irvine at a regular meeting held on the 14th day of August 2007.


MAYOR OF THE CITY OF IRVINE


ATTEST:


CITY CLERK OF THE CITY OF IRVINE

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS
CITY OF IRVINE)

I, SHARIE APODACA, City Clerk of the City of Irvine, HEREBY DO CERTIFY that the foregoing resolution was duly adopted at a regular meeting of the City Council of the City of Irvine, held on the 14th day of August 2007.

AYES: 5 COUNCILMEMBERS: Agran, Choi, Kang, Shea, and Krom
NOES: 0 COUNCILMEMBERS: None
ABSENT: 0 COUNCILMEMBERS: None


CITY CLERK OF THE CITY OF IRVINE

ATTACHMENT 5:

**ORANGE COUNTY TRANSPORTATION
AUTHORITY RESOLUTION**

PLACE HOLDER FOR OCTA BOARD RESOLUTION (OCTOBER 22, 2007)

The City of Irvine and the Orange County Transportation Authority are working together to develop a funding plan for the project. The OCTA has scheduled two committee meetings and a Board meeting to approve the proposed funding for the environmental analysis and preliminary engineering as follows:

October 11, 2007: Transportation 2020 Committee

October 15, 2007: Transit Planning and Operations Committee

October 22, 2007: Board of Directors Meeting

A copy of the signed resolution will be forwarded to you prior to the November 7-8 CTC Board Meeting.



October 2, 2007

Art Leahy
Chief Executive Officer
Orange County Transportation Authority
550 S. Main Street
PO Box 14184
Orange, CA 92863

Dear Mr. Leahy:

On behalf of the City of Irvine, I would like to personally thank you and your staff for continuing to support the City's interest in advancing the Irvine Guideway Demonstration Project.

As you know, the City completed a 100-percent locally funded, \$2 million Project Definition Study for the Irvine Guideway Demonstration Project late this spring. On July 10, 2007, the Irvine City Council unanimously voted to proceed with environmental analysis and preliminary engineering for a five-mile Guideway system that will serve Irvine Spectrum, the Orange County Great Park, and Heritage Field's Transit-Oriented Development and Lifelong Learning districts with connections to regional transportation services at Irvine Station.

The City needs to advance the Irvine Guideway Demonstration Project as expeditiously as possible for two very important reasons:

- We are required to encumber \$121 million in State Proposition 116 funds that were specifically earmarked for the Irvine Guideway Demonstration Project by June 30, 2010 or else risk losing the funds
- We expect the Guideway to be fully operational by June 2012 to effectively serve the Orange County Great Park and surrounding communities; if possible, we hope to launch service on the initial segment within Irvine Spectrum by 2009

We believe Irvine can achieve these goals in partnership with the Orange County Transportation Authority (OCTA) and appreciate your efforts to identify alternative funding strategies to conduct necessary environmental analysis for four project alternatives:


1. Dual technology bus/rail system, operating in a dedicated transit lane
2. Bus only system, operating in a dedicated transit lane
3. Rail only system, operating in a dedicated transit lane
4. Bus only system, sharing a travel lane with other vehicles

We estimate the cost for this work will be \$6.5 million. The City can contribute \$1.3 million toward this effort. We are requesting OCTA to contribute \$5.2 million. We anticipate that the environmental analysis will take approximately 12 to 15 months to complete and we plan to return to the OCTA Board with the findings of that analysis and a Locally Preferred Alternative in the first quarter of 2009.

We look forward to partnering with OCTA in planning and implementing the Irvine Guideway Demonstration Project from this day forward. The City hopes to execute a Cooperative Agreement with OCTA soon to memorialize our respective roles and responsibilities

Please feel free to contact me if you have any questions or need additional information.

Regards,



SEAN JOYCE
City Manager

FTA Major Capital Transit Investment Fact Sheet

Alternatives Analysis

As defined by law, alternatives analysis (AA) is the first step of the New Starts project development process. AA is the local forum for evaluating the costs, benefits, and impacts of a range of transportation alternatives designed to address mobility problems and other locally-identified objectives in a defined transportation corridor, and for determining which particular investment strategy should be advanced for more focused study and development. For AA studies which may result in the local selection of a project eligible for FTA New Starts or Small Starts funding, the AA further serves as the process for development of the technical information necessary to support a candidate project's into New Starts preliminary engineering. At its core, alternatives analysis – like every step of the New Starts project development process – is about providing the public, local officials, and potential funding partners with sufficient information for the decision-at-hand: that is, "What is the best solution for addressing our problems? What are its benefits? How much is it going to cost? And how are we going to pay for it?"

Alternatives analysis begins with a solid understanding of the transportation problems in need of solving – that is, a corridor's purpose and need. Once known, study sponsors – typically transit agencies, metropolitan planning organizations, or state Departments of Transportation – identify and design a number of capital investment strategies to meet its purpose and need. The definition of these alternatives should reflect a range of high and low cost capital improvements, including non-guideway options which can serve as a "baseline" for measuring the merits of higher level investments. Measures for evaluating the relative merits of alternatives are identified, as are technical methodologies for generating the information used to support such measures; these will typically include disciplines such as travel forecasting, capital and operations and maintenance costing, and environmental and land use analyses. Finally, costs, benefits, and impacts of each alternative are developed and evaluated, funding strategies are analyzed, and a locally preferred alternative (LPA) is selected to be advanced for further development.

Because it involves specialized technical analyses and may result in the selection of an LPA requiring New or Small Starts funding, study sponsors are encouraged to involve FTA early in the study process. Close coordination with FTA, and a

commitment to follow FTA guidance for the conduct of the AA study, can improve both the reliability of the information produced and evaluated to better inform local decisionmaking, and facilitate a speedier FTA response to subsequent requests to advance into preliminary engineering.

Guiding Principles of Alternatives Analysis

Planning provides a foundation for effective decisionmaking. Alternatives analysis studies best support local decisionmaking by adhering to the following key principles:

- Early and ongoing participation by a wide range of stakeholders. Alternatives analysis is a local process, but can benefit from the participation of Federal and state resource and funding agencies.
- A clear understanding of the problem in need of solving. The AA should not be about developing solutions in search of a problem.
- Alternatives should be designed – and optimized – to address identified transportation problems and other local goals and objectives.
- The alternatives should share consistent land use, fare, and other assumptions so that their relative costs, benefits and impacts – rather than those of their underlying policy assumptions – are well understood.
- Analysis and evaluation of alternatives at a level of detail necessary to support the decision-at-hand. The AA should produce reliable information that illuminates the trade-offs between alternatives.
- Selection of an LPA based upon full disclosure and understanding of the estimated costs, benefits, and impacts of all alternatives.

For More Information

Advancing Major Transit Investments Through Planning and Project Development

http://www.fta.dot.gov/planning/newstarts/planning_environment_2591.html

Procedures and Technical Methods for Transit Project Planning (AA Technical Guidance)

http://www.fta.dot.gov/planning/newstarts/planning_environment_2396.html



FTA Major Capital Transit Investment Fact Sheet

Preliminary Engineering

Once local stakeholders have completed alternatives analysis and have selected a proposed New Starts mode and general alignment as its locally preferred alternative (LPA), project sponsors request FTA approval to begin preliminary engineering (PE). During PE, the New Starts project sponsor refines the definition of the LPA's scope, schedule, and budget sufficient to complete the Federal environmental review process required by the *National Environmental Policy Act of 1969 (NEPA)*; that is, to determine the environmental, transportation, cultural, and social impacts of the proposed project and to develop (and commit to the implementation of) strategies for mitigating them. In addition, the products of preliminary engineering for New Starts projects should include a final scope, including provisions for compliance with the Americans with Disability Act; a highly accurate cost estimate; a thorough project management plan suitable for the phase of project development; and a solid financial plan, with a majority of the proposed local funding committed to the project.

The quality and reliability of the project information generated during PE for New Starts projects is essential to FTA's decision to fund a project, which typically occurs shortly after the completion of preliminary engineering and once a project is approved into final design. Hence, the objective of "New Starts PE," as this enhanced definition of preliminary engineering is known, is to produce a solid project definition based on reliable estimates of costs, benefits, impacts, and risks. Ultimately, engineering and design should conclusively result in the development of a specific project with definitive scope elements, alignment, and design features such that the project cost and implementation schedule is known with enough certainty to: a) provide a reasonable assurance that the project will continue to meet the New Starts criteria through final design and construction; and b) the amount of New Starts funding to construct the project can be "locked in." In fact, FTA policy is to place a cap on the New Starts funding amount which will be considered in any subsequent full funding grant agreement at the point of a project's completion of PE and entry into final design.

This approach requires a different perspective on the work performed and the costs eligible for Federal reimbursement than has traditionally been associated with PE for major capital investments. For example, varying definitions of preliminary engineering, such as "the engineering necessary to complete NEPA," or "30% design" is supplanted—for New Starts projects—by an expectation that the New Starts preliminary engineering phase will result in a project scope, cost estimate, and financial plan that have little, if any, need for change after approval of the project into final design.

PE for New Starts projects generally takes between 15 and 30 months, depending on project complexity, sponsor preparedness, the availability of funding, and a commitment on the part of project stakeholders to not revisit past planning decisions, which FTA has found to be a significant source of delay in the development of many proposed New Starts projects. To achieve this kind of schedule, project sponsors must develop a project management plan (PMP) to establish the engineering approach, procedures, and roles and responsibilities for undertaking the project; undertake engineering surveys and studies to ascertain construction needs and requirements; identify all required real estate, and utility, railroad and other third party agreements; validate capital as well as operating and maintenance costs; and define all required contract or other procurement packages.

The PMP, then, is a critical management tool for the project sponsor, and FTA uses it to assess the technical capacity and capability of the project sponsor to undertake further project development. Other critical products of PE include plans that demonstrate an adequate consideration of system fleet requirements, safety and security measures, document and cost controls, and value engineering, in addition to any unique considerations, as warranted. Finally, at the conclusion of PE, FTA will perform a risk assessment of the project's scope, schedule, and budget, which the project sponsor will use to determine a project cost estimate for advancement into final design and which is further intended to help manage the subsequent project implementation activities.

Guiding Principles of Preliminary Engineering

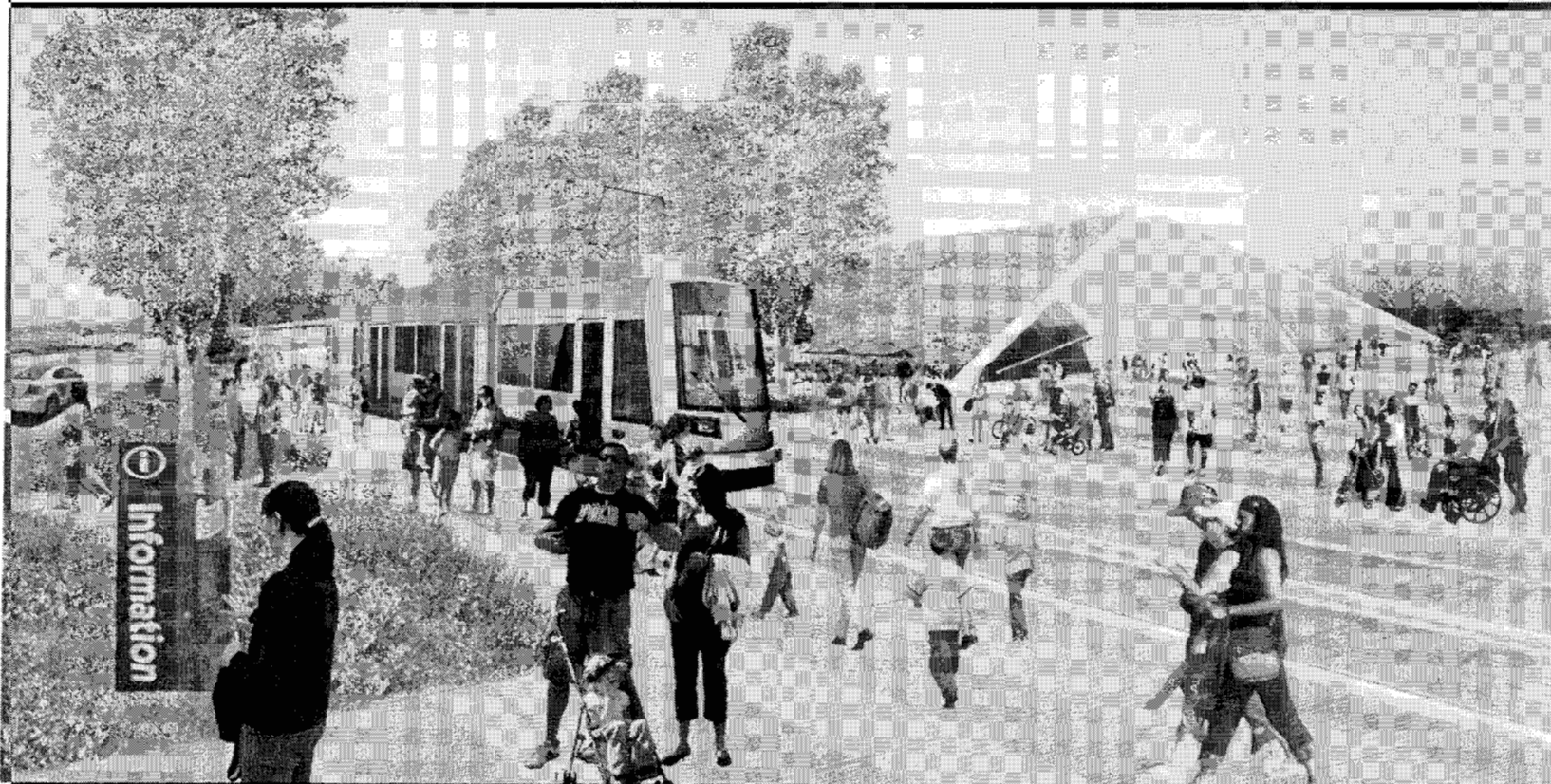
PE provides a basis for the management of risk of project implementation, including:

- Identification of all environmental impacts and making adequate provision for their mitigation in accordance with NEPA.
- Design of all major or critical project elements to the level that no significant unknown impacts relative to their costs or schedule will result.
- Completion of all cost estimating to the level of confidence necessary for the project sponsor to implement its financing strategy, including establishing the maximum dollar amount of the New Starts financial contribution needed to implement the project.
- Definition of procurement requirements and strategies to deliver project service.
- Solidification of local funding commitments to the project.



**POWERPOINT
PRESENTATION**

IRVINE GUIDEWAY DEMONSTRATION PROJECT



OCTA Board of Directors Meeting

October 22, 2007



10.22.07

PROJECT HISTORY



- **City's General Plan envisions a comprehensive transit system**
- **City receives \$125 million State Proposition 116 earmark in 1990**
- **OC voters approve Orange County Great Park in 2002**
- **Planning for Guideway Demonstration Project begins Fall 2005**
- **City supports Measure M renewal and its promise to fund local transit projects**
- **Spectrum grows to include 68,000 jobs and 4,200 residential units in 2007**

SYSTEM ATTRIBUTES

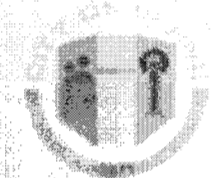
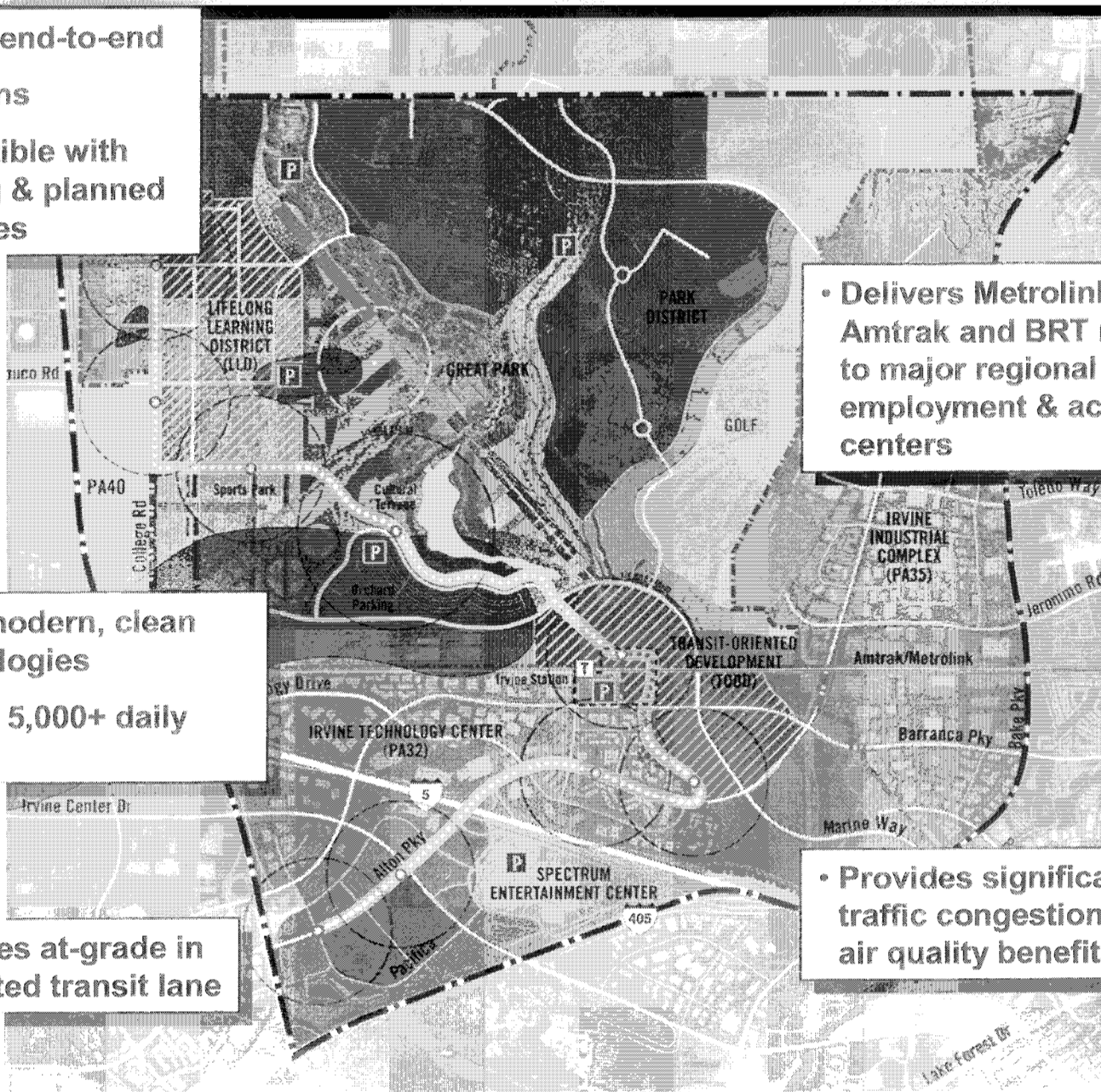
- 5 miles end-to-end
- 9 stations
- Compatible with existing & planned land uses

- Delivers Metrolink, Amtrak and BRT riders to major regional employment & activity centers

- Uses modern, clean technologies
- Serves 5,000+ daily riders

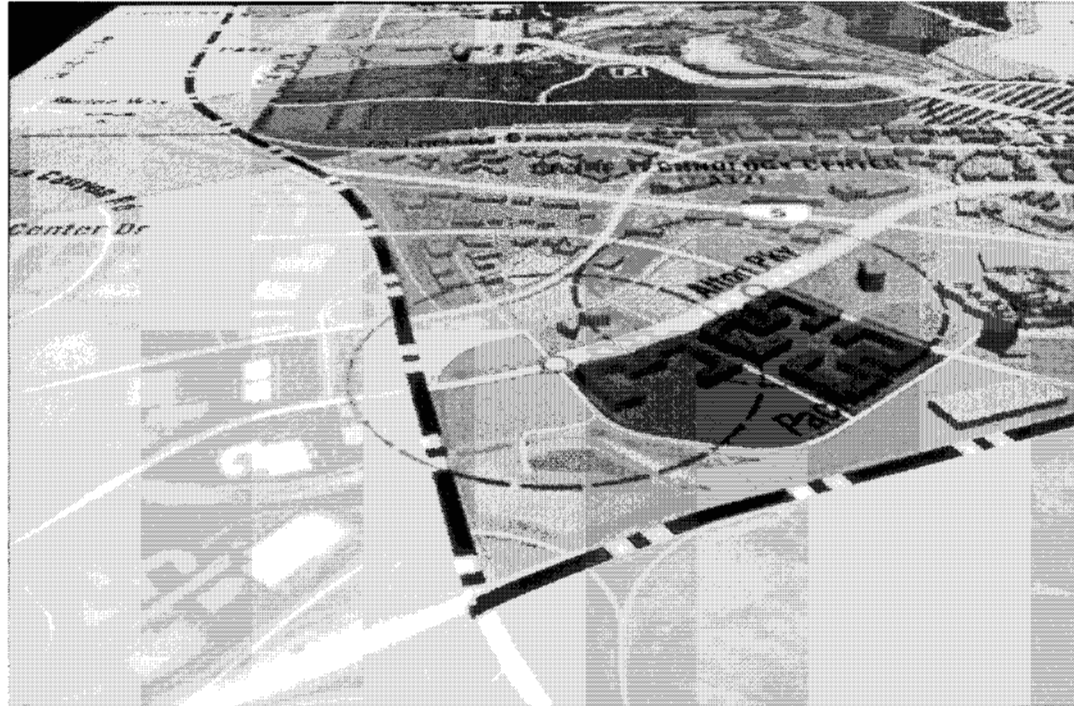
- Provides significant traffic congestion and air quality benefits

- Operates at-grade in dedicated transit lane



10.22.07

AREAS SERVED

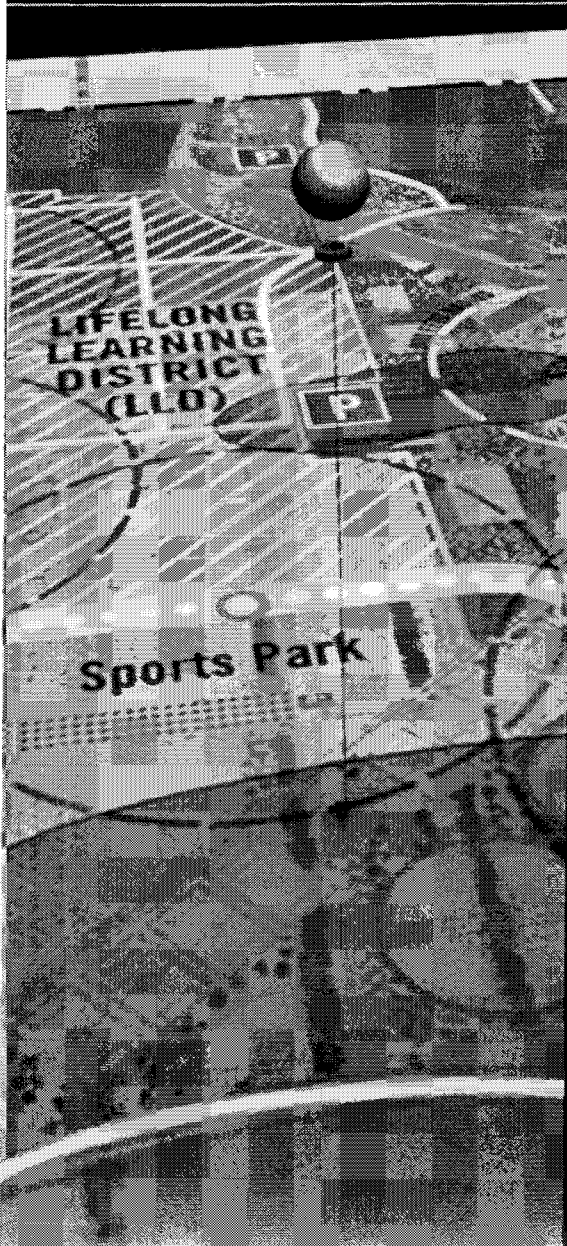


Spectrum	Heritage Fields	Irvine Station	OC Great Park
<ul style="list-style-type: none"> • 68,000 jobs • 4,200 residential units • Vibrant retail & entertainment center 	<ul style="list-style-type: none"> • Transit-Oriented Development District • Lifelong Learning District 	<ul style="list-style-type: none"> • Metrolink • Amtrak • Bus Rapid Transit • FlyAway 	<ul style="list-style-type: none"> • Major regional destination • 3 million annual visitors



10.22.07

PROJECT READINESS



- **\$2.1 million, City-funded Project Definition Study completed Spring 2007**
- **Irvine City Council unanimously voted to proceed with environmental analysis and preliminary engineering**
- **Request for Proposals issued October 10, 2007**
- **\$121 million in State Proposition 116 funds remain available exclusively for Irvine Guideway Demonstration Project**



PROPOSITION 116 CONSTRAINTS

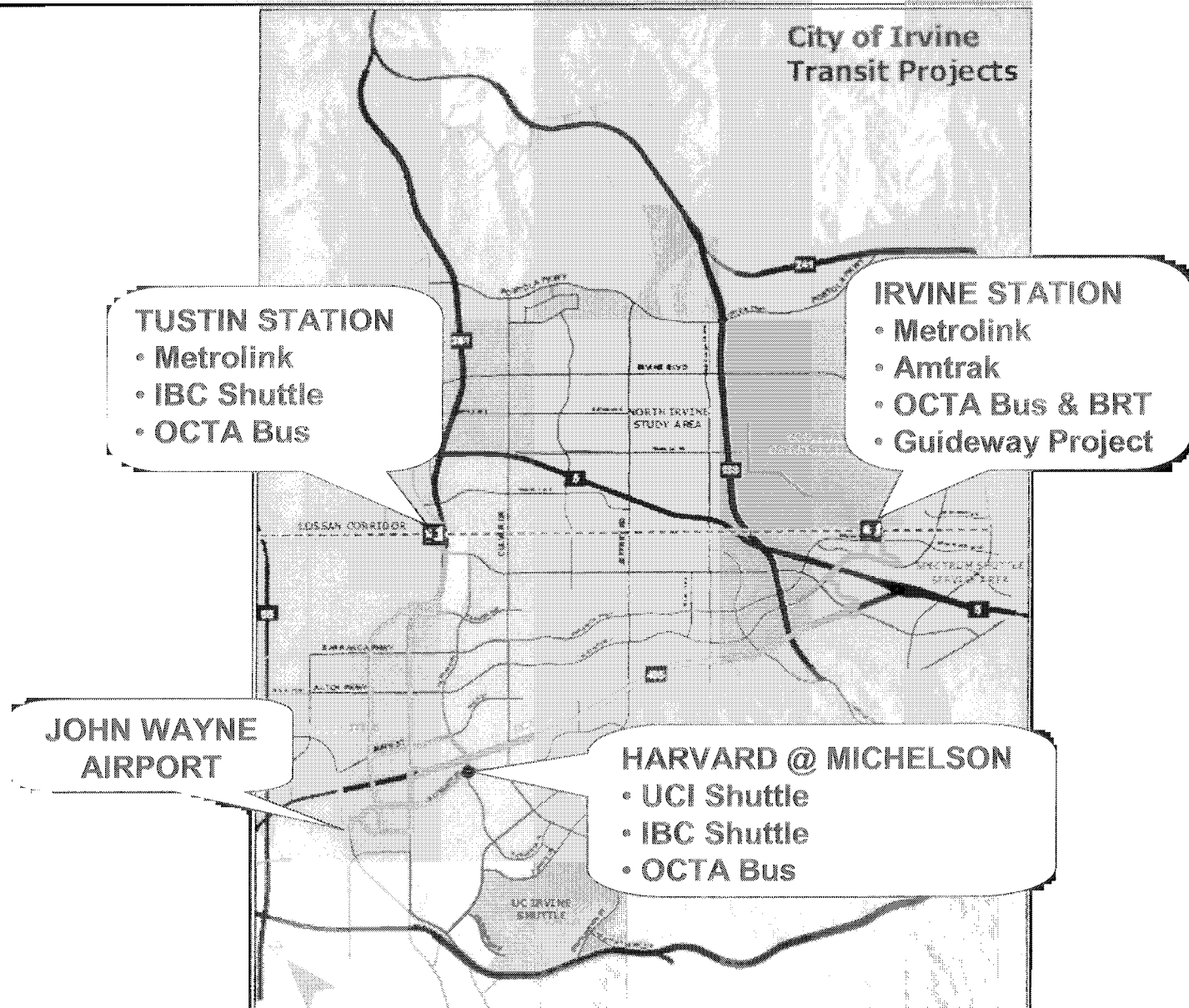


- Funds must be encumbered by June 30, 2010 or City may lose them
- Both rail and bus are eligible, however, system must operate within a dedicated right-of-way
- California Transportation Commission must approve City's operating and financial plans
- A dollar-for-dollar match is required
- Capital expenses only

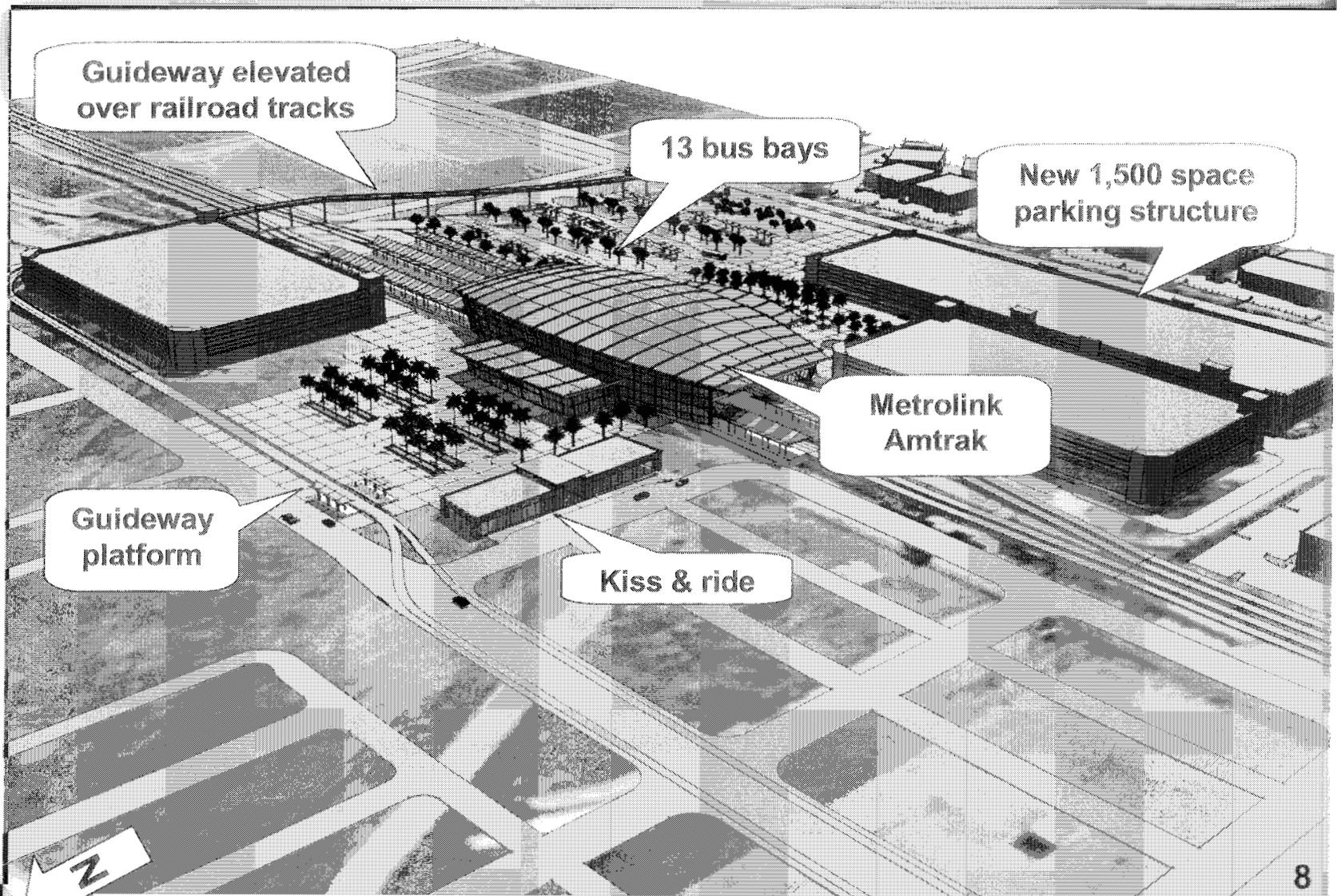


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IRVINE TRANSIT VISION

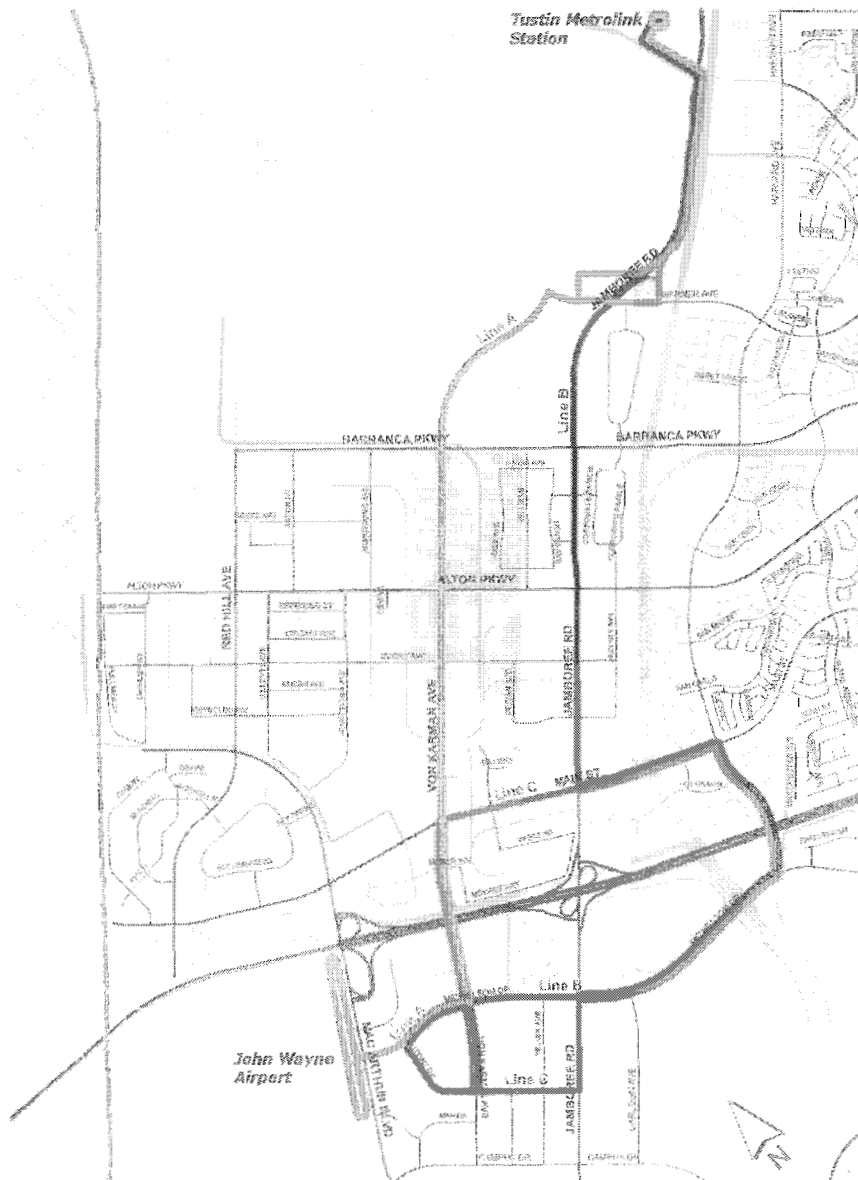


IRVINE STATION EXPANSION



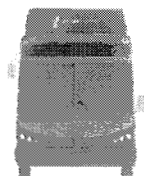
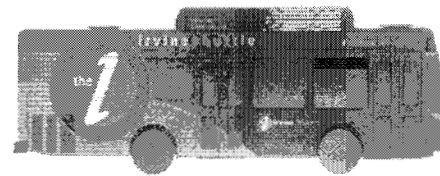
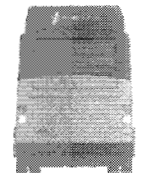
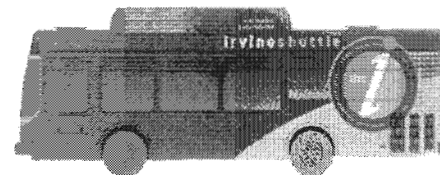
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IRVINE SHUTTLE - IBC



- Connects to Metrolink at Tustin Station
- Complements OCTA bus service
- Serves JWA & UCI
- Operations begin Spring 2008

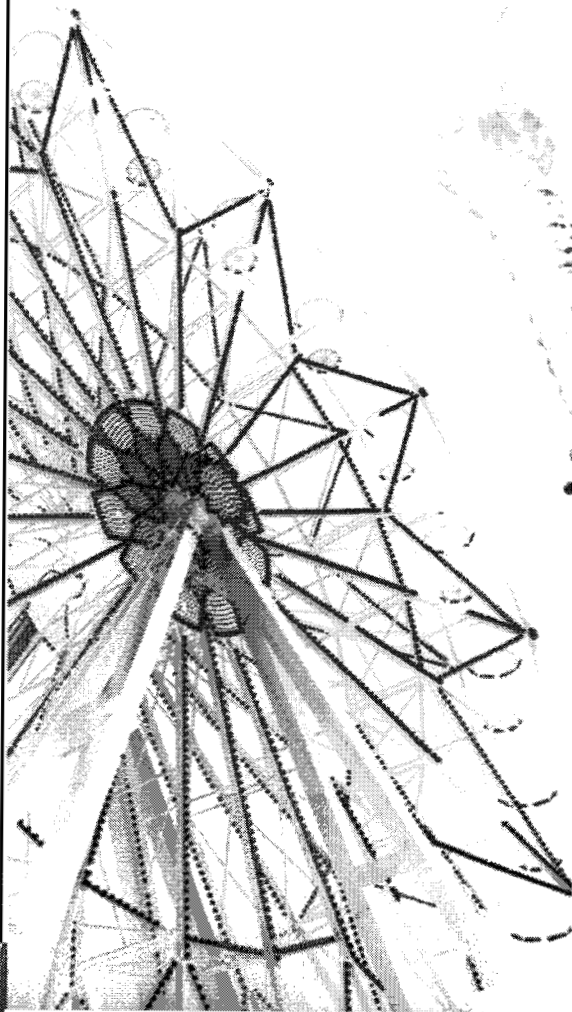
The 17' Irvine Shuttle
Has Drop-Off Capacity



10-22-07

A SHARED VISION

- 73.4% of Irvine voters supported Measure M
- Irvine Guideway Demonstration Project is consistent with “Go Local” purpose and evaluation criteria
- Irvine generates 9.3% of OC sales tax
- Irvine Guideway Demonstration Project enjoys strong support from The Irvine Company and Lennar



REQUEST TO OCTA



- Partner with City of Irvine to plan and implement Irvine Guideway Demonstration Project
- Provide funding for environmental analysis
 - Estimated cost is \$6.5 million
 - City has \$1.3 million
 - Requesting \$5.2 million from OCTA
 - Four alternatives (dual technology, all rail, 2 all bus)
- Execute a cooperative agreement to memorialize roles and responsibilities

GUIDEWAY MILESTONES

2007
2008
2009
2010
2011
2012

- 10/07 Gain OCTA approval and funding to begin environmental analysis
- 11/07 - 11/08 Perform environmental analysis
- 12/08 Select Locally Preferred Alternative
- 1/09 - 1/10 Conduct Preliminary Engineering
- 10/09 Initiate Spectrum Shuttle Service
- 3/10 - 5/12 Complete Final Design & Construction (Design-Build)
- 6/12 Systemwide Operations Begin



OUTREACH & COORDINATION



- Project Development Team
 - 10 member agencies (including OCTA and Caltrans)
 - 9 meetings
- Community Advisory Team
 - 35 member agencies
 - 6 meetings
- Ongoing, frequent coordination with key stakeholders
- Public Meetings / Virtual Open House





BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Central County Corridor Major Investment Study Status Report

Regional Planning and Highways Committee

October 15, 2007

Present: Directors Amante, Cavecche, Dixon, Glaab, Green, Mansoor, Norby, Pringle, and Rosen
Absent: None

Committee Vote

This item was passed by Committee Members present.

Directors Green and Rosen voted in opposition.

Committee Recommendations (Reflects change from staff recommendations)

- A. Direct staff to return with the evaluation criteria and request proposals to conduct the Central County Corridor Major Investment Study.
- B. Direct staff to develop a better description and title for the Orange Freeway (State Route 57) extension concept, and integrate this information into the upcoming Central County Corridor Major Investment Study.



October 15, 2007

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Central County Corridor Major Investment Study Status Report

Overview

Orange County Transportation Authority staff has completed the draft Orange Freeway (State Route 57) Extension Concept Planning Study. This study evaluated the physical feasibility of constructing a four-lane limited access facility on columns within the Santa Ana River, between its current terminus and the San Diego Freeway (Interstate 405). Study findings and next steps are presented for Board review.

Recommendation

Receive and file as an information item.

Background

In April 2005, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved five major conceptual alternatives for improving travel in central Orange County through the Central County Corridor Study - Phase I (Phase I) effort. These five alternative strategies range from improvements to key streets and the transit system, to major widening of the Costa Mesa Freeway (State Route 55) and extension of the Orange Freeway (State Route 57) in the Santa Ana River channel on columns, from its current terminus to the San Diego Freeway (Interstate 405). The Phase I process included input from elected officials and local and regional agencies' technical staff. This process also included a series of public open houses.

As part of approving the five conceptual alternatives, the Board directed staff to initiate the second phase of the study process, the Central County Corridor Major Investment Study (CCCMIS), to narrow the list of transportation alternatives, perform conceptual engineering and environmental work, and recommend a locally preferred strategy. Before moving forward with

the CCCMIS, the Board expressed their interest in ascertaining the technical feasibility of extending State Route 57 (SR-57) in the Santa Ana River channel as early as possible in the study process, so that study resources could be focused on evaluating potentially feasible alternatives; therefore, the SR-57 Extension Concept Planning Study (Attachment A) focuses on addressing critical flood control issues identified in Phase I with respect to the SR-57.

Discussion

The SR-57 Extension Concept Planning Study defined a concept for the extension of the SR-57, from its current terminus at the Santa Ana Freeway (Interstate 5)/SR-57/Garden Grove Freeway (State Route 22) interchange southerly, to Interstate 405 (I-405), within the Santa Ana River channel. The defined concept includes proposed interchanges at Memory Lane, First Street, and Harbor Boulevard/Warner Avenue. Additionally, the study developed a concept alignment with typical sections, plans, profiles, and order-of-magnitude cost estimates. Furthermore, a hydrology/hydraulics analysis was performed to determine the initial feasibility of the concept. OCTA staff worked in cooperation with agencies of jurisdiction (the California Department of Transportation [Caltrans], the Federal Highway Administration [FHWA], the U.S. Army Corps of Engineers [ACOE], and the Orange County Flood Control District [OCFCD]) to evaluate the physical feasibility of extending SR-57 elevated within the Santa Ana River right-of-way.

The SR-57 extension concept is one of five conceptual alternatives identified in Phase I, and is part of an adopted freeway alignment approved by the California State Legislature. The study area is located within the boundaries of the cities of Anaheim, Orange, Santa Ana, Fountain Valley, and Costa Mesa, as reflected in Figure E-1 of Attachment A. The concept evaluated in this study was an 8.2-mile, 4-lane freeway or toll facility that would be constructed on two separate structures in the bed of the Santa Ana River avoiding the existing low flow channel. It is located within the general corridor defined by the OCFCD's right-of-way for the Santa Ana River channel and portions of the existing SR-57 and I-405. The ACOE is the federal agency responsible for planning, designing, building, and operating the nation's water resources, and any improvements within the Santa Ana River require ACOE as well as OCFCD approval. This area is also subject to the ACOE's ongoing Santa Ana River Mainstream Project.

Key Findings

As part of the study, a technical advisory committee (TAC) was formed to provide input and feedback. The TAC consisted of Caltrans, the FHWA, ACOE, OCFCD, and the Orange County Water District. The TAC met three times and provided written comments that have been addressed in this study. At the completion of this study, FHWA provided further written comment (Attachment B) regarding subsequent analysis in the future CCCMIS. It should be noted that this study was limited to investigation of the physical feasibility of constructing a limited access facility on structures within the Santa Ana River. The focus was to delineate issues and responsibilities related to potential transportation improvements along and within the Santa Ana River emphasizing engineering issues concerning ACOE jurisdiction. The following summarizes the key findings of the SR-57 Extension Concept Planning Study:

- The extension of the SR-57 from its current terminus at the Interstate 5 (I-5)/SR-57/State Route 22 (SR-22) interchange southerly to the I-405, within the Santa Ana River channel, is considered potentially feasible from a flood control perspective.
- The order-of-magnitude cost estimate is approximately \$2 billion dollars. This figure was based on current dollar values for the freeway concept and associated improvements and mitigation. This included the cost of roadways, structures, and right-of-way within the study area.
- The development of the four-lane freeway concept analyzed in this study will meet approximately 60 percent of the transportation demand for the Central County Corridor area by 2025.
- There are nine existing arterial bridges that would require reconstruction. These bridges are Segerstrom Avenue, Warner Avenue, Harbor Boulevard, Edinger Avenue, McFadden Avenue, First Street, Fifth Street, I-5 Freeway, and Chapman Avenue as reflected under Figure E-1 of Attachment A.
- The elevation of the proposed hydraulic grade line rose above the existing levee with an average increase of 3.5 feet along 30 percent of the project study area. Mitigation to the existing levee and bridge heights or construction of vertical channel walls will be required.
- There were several elements of this study that will require more focused analysis in the future CCCMIS. Areas requiring further study

include I-5/SR-57/SR-22 and I-405 freeway-to-freeway connectors, interchange layouts, operations and geometrics, environmental impacts, detailed structures, local drainage facilities, improvements to local bridges and arterials, right-of-way acquisitions, and constructability.

Next Steps

Staff will return with the Evaluation Criteria and Request for Proposals to conduct the CCCMIS for Board consideration. The CCCMIS will include further technical analysis of all five conceptual alternatives as well as the public outreach program. The CCCMIS is expected to start in May 2008.

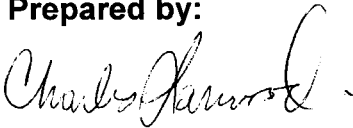
Summary

In response to Board direction, staff has evaluated the physical feasibility of extending the SR-57 from its current terminus at the I-5/SR-57/SR-22 interchange southerly to the I-405 freeway, within the Santa Ana River channel and has concluded that this conceptual alternative is potentially feasible. The overall effort for the SR-57 Extension Concept Planning Study focused on analyzing the physical feasibility of constructing a freeway on structures in the Santa Ana River within the project study limits and maintaining the flood control protections provided by the Santa Ana River; however, further technical analysis as well as a concerted public outreach program will play a critical role in determining if the SR-57 extension concept moves forward to the project development process.

Attachments

- A. Executive Summary SR-57 Extension Concept Planning Study, October 2006
- B. Letter from the U.S. Department of Transportation, Federal Highway Administration to the Orange County Transportation Authority, dated January 5, 2007

Prepared by:


Charlie Larwood
Section Manager, Corridor Studies
(714) 560-5683

Approved by:


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



EXECUTIVE SUMMARY SR-57 EXTENSION CONCEPT PLANNING STUDY



Prepared for:
Orange County Transportation Authority
October 2006

Prepared by:



2020 East First Street, Suite 400
Santa Ana, California 92705

SUMMARY

E.1 PURPOSE OF THIS REPORT

The purpose of the Orange Freeway (SR-57) Extension Concept Planning Study is to define a concept for the extension of SR-57 from its current terminus at the Santa Ana I-5/Garden Grove SR-22/SR-57 interchange southerly to the San Diego Freeway (I-405), on structure within the Santa Ana River channel. The objective of the study is to develop this concept to a sufficient level of detail to allow agencies with jurisdiction (Caltrans, the U.S. Army Corps of Engineers and the Orange County Flood Control District) to conduct an initial evaluation of the physical feasibility of this concept. At the completion of this study, if the extension of SR-57 along the Santa Ana River is considered by the Orange County Transportation Authority (OCTA) and the agencies with jurisdiction to be potentially feasible, this concept will be included for more detailed analysis in a future Central County Corridor Major Investment Study (MIS).

E.2 STUDY BACKGROUND

The SR-57 Extension Concept Planning Study builds upon the work already completed by OCTA in the Central Orange County Corridor Study – Phase I (June 2005). This study developed five conceptual alternatives including an alignment and conceptual design for the extension of SR-57 from I-5 to I-405 within the Santa Ana River channel. It is described as follows:

- The mobility problem and purpose and need statement identified the need to complete a “missing link” in Orange County’s north-south transportation system. Extending SR-57 is part of an adopted freeway alignment approved by California State Legislature statute. This concept alternative would serve the purpose of improving traffic flow on all area roadways and provide improved north-south mobility in the central county area and is projected to accommodate a demand of approximately 150,000 vehicles per day.
- This concept study considers a connection between existing State Route 57 at Interstate 5 with Interstate 405 within the Santa Ana River Channel in Orange County Flood Control District (OCFCD) right-of-way as an 8.2 mile, four-lane, Caltrans maintained limited access freeway or toll facility that straddles the centerline of the Santa Ana River avoiding the existing low flow channel.
- The facility would be located within the general corridor defined by OCFCD’s right-of-way for the Santa Ana River Channel which is subject to the U.S. Army Corps of Engineers’ ongoing Santa Ana River Mainstream project and along portions of existing State Route 57 and Interstate 405. The existing right-of-way is located within the boundaries of the cities of Anaheim, Orange, Santa Ana, Fountain Valley and Costa Mesa.

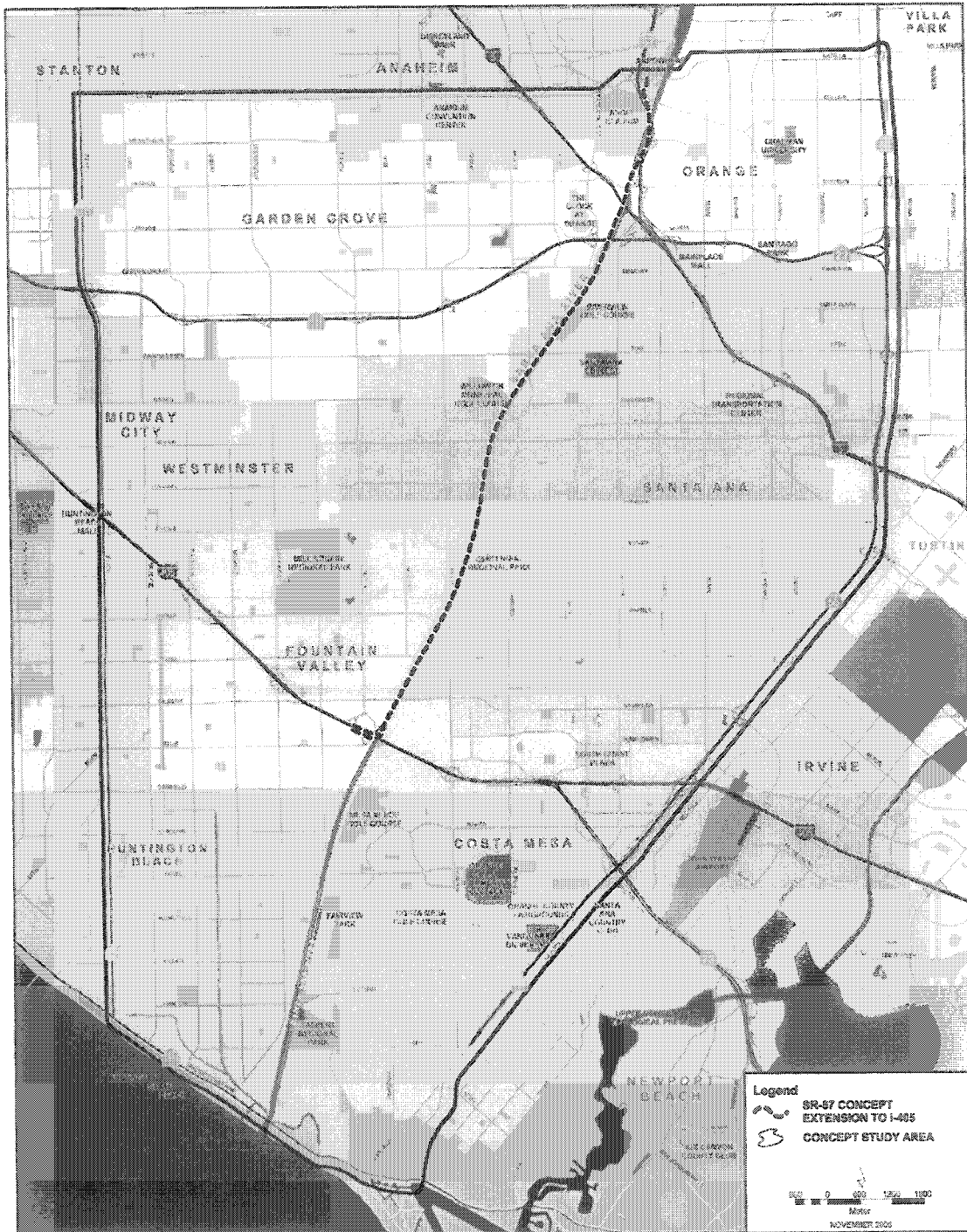
The SR-57 extension concept study area, Figure E-1, shows the project limits.

E.3 KEY FINDINGS:

- As a result of this Planning Concept Study, the extension of SR-57 from its current terminus at the I-5/SR-22/SR-57 interchange southerly to the I-405, within the Santa Ana River Channel, is considered to be potentially feasible.
- The order of magnitude cost estimate: **\$1,972,300,000**. This estimate was based on current dollar values (2006) for the freeway concept and all associated improvements and mitigation. This included the cost of roadway, structure, and right-of-way within the study area. This conceptual cost estimate summary is shown on Appendix B: Order of Magnitude Cost Estimates in Task 1 – Conceptual Alignment Study.
- The development of the four lane freeway concept is analyzed in this study will meet approximately 60% of the Future 2025 year demand that the OCTAM model indicates for the Central County Corridor area.
- There are nine existing arterial bridges that would require reconstruction to maintain the standard freeboard between the high water mark and the bridge itself. These arterial bridges are Segerstrom Avenue, Warner Ave, Harbor Boulevard, Edinger Avenue, McFadden Avenue, First Street, Fifth Street, I-5 freeway, and Chapman Avenue. (See Figure E-1)
- Mitigation to the existing levee will be required to accommodate the rise in of the proposed Hydraulic Grade line (HGL) in the form of raising bridges and levee heights or construction of vertical channel walls. The greatest change in elevation between existing HGL and the proposed HGL is 6.78 feet. In some locations the elevation of the proposed HGL rose above the existing levee with an average increase at 3.5 feet along 30% of the project. (See Figure E-1).
- There are several elements of the study related to the SR-57 extension concept in the river that will require more focused analysis in the future phases of the Major Investment Study (MIS). Areas requiring further study include freeway connectors to Interstate 5 and 405 freeway, interchanges along the concept alignment, Santa Ana River channel and environmental resources, and right-of-way acquisitions where not considered as part of this study.



Figure E-1: Concept SR-57 Extension





E.4 CONCEPTUAL ALIGNMENT STUDY

I. TRAFFIC FORECAST

The Orange Freeway (SR-57) corridor has been a planned component of the Orange County transportation infrastructure since the 50's. In March 2004, OCTA prepared a preliminary traffic demand study to evaluate the travel impacts and benefits of a publicly-funded extension to this facility. The study identified a demand for additional north/south capacity. Further analysis suggests that a major benefit of the SR-57 Extension would be for vehicle trips that start and end in Orange County. The four lane freeway concept analyzed in this study will meet approximately 60% of the projected demand the OCTAM model indicates for this corridor for year 2025. The remaining demand would need to be met by other transportation improvements under consideration in a future MIS.

II. PROPOSED DESIGN CHARACTERISTICS AND CRITERIA

The SR-57 Extension conceptual design is based on preliminary assumptions including interchange locations, construction, alignment, mitigation, and structure in order to determine feasibility. Design and engineering assumptions may change as a result of further analysis during the MIS. For this study, a conservative set of design assumptions were utilized. The design assumptions are as follows:

- The conceptual alignment will be located primarily in the Santa Ana River Channel on structure, adjacent to the centerline of the river to avoid impact to the low flow channel. Under the proposed design scenario, the structure will consist of twin elevated structures, each less than 40 feet in width. This section width allows two lanes of traffic in either direction with standard shoulders for emergency stopping and an inside refuge lane for disabled vehicles.
- The proposed twin structures are carried on approximately eight foot diameter single-column piers and typically span approximately 120 to 150 feet.
- The structures will need to be a minimum of 30 feet above the channel bottom to allow for at least two feet of freeboard above maximum flood levels estimated by the County. The structures will be elevated to approximately 65 feet above the channel bottom while crossing over arterial bridges and Interstate 405.
- The concept design anticipated interchange access with State Route 57, Interstate 5, Memory Lane, First Street, Warner Avenue/Harbor Boulevard, and Interstate 405.

With the freeway concept alignment initially defined, a structure review was initiated to determine feasible structure types and configurations to traverse the Santa Ana River. The

horizontal, vertical and cross-sectional geometrics of the alignment are defined in the river. Therefore, the structure studies focused on feasible structure material types, span configurations, column size and spacing. Certain bridge design criteria were utilized, including bridge width, structural design methodology and hydraulic assumptions.

A Pre-cast-Segmental Bridge structure type is considered to be the most feasible and cost-effective for implementation along the Santa Ana River alignment. This study has assumed the maximum column size to accommodate for the impact to hydraulic characteristics of the channel. A Precast-Segmental Bridge (Span by span construction) method of construction is similar to pre-cast girder construction in that the superstructure construction can occur without falsework in the riverbed; furthermore, this method also eliminates the forming and pouring of the bridge deck because it is already cast into each segment. This could potentially result in the shortest construction time of all the options. The optimum span length for this type of bridge is approximately 150 feet with a minimum structure depth of approximately seven feet.

The alignment study provides concept level detail on the plan and profile of the facility as well as some preliminary details on the structure. The plan shows the existing Santa Ana River channel, local arterials, bridges, transmission lines and other facilities adjacent to the project area. It also shows a conceptual horizontal alignment overlay on an existing aerial photograph. Refer to Task 1 – Conceptual Alignment Study for details of concept plans, profiles, and typical sections.

III. DESIGN AND ENVIRONMENTAL CONSTRAINTS/ISSUES

Engineering Issues and Constraints

- Geometrics and interchange spacing – Three interchange were assumed as part of this study. Diamond interchange layouts were assumed for the local street access points at First Street and Memory Lane, with a split diamond interchange configuration at Harbor Boulevard and Warner Avenue. Entrance and exit ramps at these interchanges are designed with two 12-foot lanes, and conform to Caltrans design standards. Interstate 405 and 5 connectors require conceptual study to finalize the geometric alignment and insure proper operations.
- Electric Power Lines – Several of the existing high voltage power poles and transmission lines conflict with the proposed SR-57 bridge structure near the I-405 connector and would require relocation and/or modification.
- Existing flood control facilities - The lower Santa Ana River channel between the I-405 freeway and the I-5 freeway consist of three types of geometric channels. They are concrete rectangular, concrete trapezoidal and soft bottom. In the center of the rectangular and trapezoidal channel, there is a 20 foot wide low flow trapezoidal channel that runs along the bottom. Within the channel bottom, there are four drop structures

located between the I-405 freeway and the I-5 freeway. These drop structures provide changes in hydraulic gradient, and help reduce water velocity and erosion along the channel. The freeway must be designed around these facilities and could modify the type of channel utilized depending on hydraulic impacts.

Environmental Issues and Constraints

The following environmental constraints were identified. Only those environmental issues raised by the participating agencies are listed. Further environmental studies will be required if this concept is included in a Major Investment Study (MIS).

- Local Land Use and Environmental Issues - Public open space sites include three large areas immediately adjacent to the Santa Ana River: Riverview Golf Course and Alondra Park (City of Santa Ana), Willowick Municipal Golf Course and Campesino Park (owned by the City of Garden Grove, located in the City of Santa Ana) and Centennial Regional Park (a County Regional Park, located in the City of Santa Ana).
- Army Corps of Engineers (COE) Concerns and Issues - COE will not permit a structure within the River right-of-way that will reduce the drainage capacity of the River. The project must retain recreational trails, provide maintenance roads and include channel reconstruction including vertical walls and raised levees at the expense of the proposed project.
- Orange County Flood Control District (OCFCD) Concerns and Issues - Impacts to Santa Ana River Channel's ultimate 190-year flood protection level. As the sponsor of COE's Mainstream Project, preservation of the flood protection afforded by the Mainstream Project.
- Caltrans Issues - The Regional Freeway Master Plan designates "unconstrained mixed flow" highway improvements for an extension of the Route 57, connecting to both I-405 and SR-73. Three mixed-flow lanes and one HOV lane in each direction are designated. The term "unconstrained" means that no funding is currently available for the improvements.

IV. ALIGNMENT STUDY AND COST ESTIMATE

The Concept Alignment for this proposed corridor was carried forward from the Phase I project study to develop a conceptual plan and profile along the Santa Ana River. It is high level in nature with specific geometric aspects left undefined for future analysis.

Typical sections for the conceptual roadway are based on Caltrans standards. These include two 12-foot lanes in each direction, with eight-foot shoulders and eight-foot sound walls on the right,



four-foot shoulders on the left, and approximately two-foot concrete barriers on both sides. The distance between the centerline of the Santa Ana River channel to the edge of the first concrete barrier is 17 feet.

Conceptual horizontal alignment for the State Route 57 (SR-57) extension is a proposed centerline following the same alignment as the existing centerline of the Santa Ana River in most locations.

In order to develop a conceptual vertical alignment, it was determined that portions of the existing river levees would need to be raised a minimum of five feet (where applicable) to accommodate the proposed hydraulic grade line. The structural depth of each viaduct was assumed to be six feet with an additional two foot of freeboard assumed; therefore, the finished grade of the proposed profile was designed to be a minimum of 13 feet above the height of the existing levee bringing the average height of the structure to 34 feet. The geometry and feasibility of the propose SR-57 extension connections with I-405, I-5 and the existing SR-57 will require future studies to refine the appropriate profile.

The order of magnitude cost estimates based on current dollar values for the freeway concept and all associated improvements and mitigation is \$1,972,256,000.

E.5 PRELIMINARY HYDROLOGY AND HYDRAULICS REPORT

I. HYDROLOGY

Design discharges are based on data retrieved from the Santa Ana River General Design Memorandum (Volume 3) completed by the Army Corps of Engineers (Corps) dated July 1988. A new maximum design discharge of 30,000 cubic feet per second (cfs) released from Prado Dam is assumed based on the General Design Memorandum (GDM). Other assumptions include a maximum flow rate of 47,000 cfs along Reach 4 of the lower Santa Ana River and a maximum flow of 7,000 cfs from the Santiago Creek interceptor. Impacts to local tributaries from the proposed concept were considered at a qualitative level.

II. HYDRAULICS

The SR-57 Extension concept will have substantial impacts on the hydraulics of the lower Santa Ana River channel. These impacts will require mitigation in order to gain approval from the agencies that control the Santa Ana River and protect the adjacent land uses from potential flooding including those previously sited (see key findings).

The Corps Hydrologic Engineering Center – River Analysis System (HEC-Ras) model was updated to incorporate the proposed design of the SR-57 extension. The model was used to

simulate and observe the hydraulic effect of placing new bridge piers related to an elevated freeway structure and interchanges within the Santa Ana River channel.

As a result of the model analysis, the greatest change in elevation between the existing Hydraulic Grade line (HGL) and the proposed HGL projected to be 6.78 feet. In some locations, the elevation of the propose HGL rose above the existing levee with an average increase at 3.5 feet along 30% of the project.

In addition to improvements to the channel proper, there are nine existing arterial bridges that would require reconstruction to maintain the standard freeboard between the high water mark and the bridge itself. These arterial bridges are

- Segerstrom Avenue
- Warner Ave
- Harbor Boulevard
- Edinger Avenue
- McFadden Avenue
- First Street
- Fifth Street
- I-5 freeway
- Chapman Avenue

Figure E-1 identifies the bridges and areas of the levees that require reconstruction under the proposed freeway concept.

The Corp of Engineers model (HEC-Ras³) was used to evaluate long-term feasibility of the concept related to the hydraulics of the Santa Ana River. While the project is potentially feasible from an engineering perspective, the impacts of the concept on the high water level of the channel under worst case flood conditions are substantial and will require extensive mitigation.

E.6 FEASIBILITY

The concept of extending SR-57 within the Santa Ana River channel is feasible based on findings of the hydrology report and conceptual alignment study. Base on the hydrology analysis, the channel, levees, and existing bridges will require improvements to accommodate for the rise in hydraulic grade line due to the addition of the columns. The planning concept study requires three interchanges, freeway to freeway connector to the I-405 and I-5 freeway, and typical structural sections. These conceptual studies did not reveal any fatal flaws, but recommend further study in future phases of project development. The following section focus on areas requiring further study.

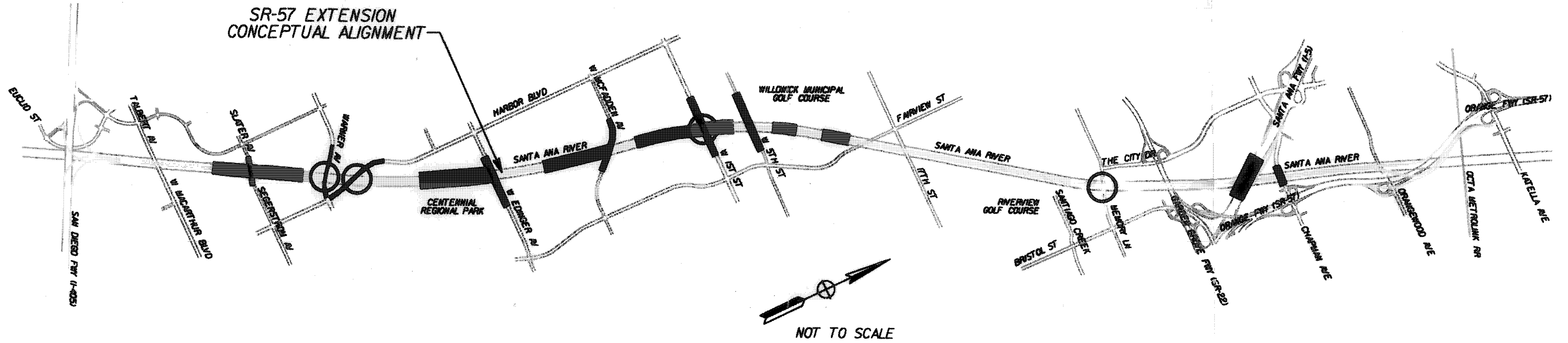
E.7 AREAS REQUIRING FURTHER STUDY

There are several elements related to the concept in the river that will require more focused analysis if this alternative is included, but not limited to, in a Major Investment Study (MIS). These study areas are listed below.

SR-57 Extension Concept Planning Study







- Operational characteristics of Interstate 5 and 405 freeway to freeway connectors and geometrics;
- Interchanges along SR-57 Extension alignment;
- Santa Ana River Channel and Environmental Mitigation;
- Location of structure and its column width, size, and foundation;
- Maintaining and mitigating local drainage facilities;
- Improvements to existing bridge and arterial;
- Relocation of existing utilities;
- Construction activity and time;
- Public and Private Funding of the project;
- Right-of-Way Requirements;
- Environmental Considerations
- Community Impacts



SUMMARY OF KEY FINDINGS OF CONCEPT STUDY

- 4 LANE FREEWAY CONCEPT MEETS 60% OF TOTAL DEMAND.
- NINE BRIDGES REQUIRE RECONSTRUCTION
- 30% OF EXISTING LEVEE NEEDS TO BE RAISED APPROXIMATELY 4 FEET.
- CRITICAL ISSUES SUCH AS ENVIRONMENTAL IMPACTS AND FREEWAY OPERATIONS REQUIRE FURTHER STUDY
- SR-57 EXTENSION CONSIDERED TO BE POTENTIALLY FEASIBLE
- ORDER OF MAGNITUDE COST = \$1.97 BILLION

LEGEND

-  - BRIDGE RECONSTRUCTION
-  - LEVEE RECONSTRUCTION
-  - CONCEPTUAL ALIGNMENT
-  - PROPOSED INTERCHANGES



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
January 5, 2007

IN REPLY REFER TO
HDA-CA
File # State Route 57 Extension
Concept Planning Study
Document # P56157

Charles Larwood
Section Manager, Corridor Studies
Orange County Transportation Authority
550 South Main Street
PO Box 14184
Orange, California 92863-1584

Dear Mr. Larwood:

We are in receipt of your transmittal regarding the State Route 57 Extension Concept Planning Study. Recognizing this project is in the planning phase and that a feasibility study and National Historic Preservation Act (NEPA) analysis will ultimately occur, we offer you the following comments on the project's methodology and findings.

First, as your agency moves forward with the project's analysis we strongly encourage addressing impacts to biological resources early, including early coordination with the U.S. Fish and Wildlife Service and the California Department of Fish and Game. This will help to ensure that biological resources are addressed and avoided, minimized, and/or mitigated properly. Likewise, early coordination with these and other resource and regulatory agencies will provide invaluable participation into the alternative selection process.

Additionally, considering the potential impact to the surrounding communities, we strongly encourage a well-orchestrated public outreach effort, documenting concerns and possible solutions to such impacts. The outreach should also include any bicycling or recreational organizations that may be affected by this project.

Finally, we encourage additional investigation into operational components of a 4-lane alternative versus a 6-lane or 8-lane alternative, as may be deemed appropriate by traffic analysis and demand, which should be proactive and look at a base line of at least 2030.

Finally, we applaud your efforts to coordinate with the Army Corps of Engineers on this endeavor and encourage continued dialogue.



Thank you for the opportunity to comment. We look forward to continued dialogue on this proposal. Please continue to coordinate with Tay Dam, Senior Project Development Engineer, at (213) 202-3954.

Sincerely,

A handwritten signature in black ink, appearing to read "Gene K. Fong". The signature is fluid and cursive, with a large, stylized "G" and "F".

For
Gene K. Fong
Division Administrator



BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors

From: ^{WK} Wendy Knowles, Clerk of the Board

Subject: South Orange County Major Investment Study – Reduced Set of Alternative Strategies

Regional Planning and Highways Committee

October 1, 2007

Present: Directors Amante, Cavecche, Dixon, Glaab, Green, Mansoor, Norby, Pringle, and Rosen

Absent: None

Committee Vote

A motion was made by Director Pringle, seconded by Director Norby, and declared passed by those present, to continue this item to the next Committee meeting.

Regional Planning and Highways Committee

October 15, 2007

Present: Directors Amante, Cavecche, Dixon, Glaab, Green, Mansoor, Norby, Pringle, and Rosen

Absent: None

Committee Vote

This item was passed by all Committee Members present.



Committee Recommendations (Reflects change from staff recommendations)

- A. Adopt the Reduced Set of Six Alternative Strategies as presented to the Regional Planning and Highways Committee on October 1, 2007.
- B. Conduct an analysis on the draft locally preferred strategy with and without the Foothill Transportation Corridor-south.
- C. Conduct an analysis on one of the alternatives from the reduced set of alternative strategies without the Foothill Transportation Corridor-south to identify impacts to the transportation system.

Staff Comments

Staff provided and discussed at the October 15, 2007, Regional Planning and Highways Committee meeting the attached (Transmittal Attachment A), and the Committee is forwarding to the Board for approval.

NOTE:

Attached is the original staff report that went to the October 1, 2007, Regional Planning and Highways Committee meeting.

South Orange County Major Investment Study Follow-up

Background:

The Regional Planning and Highways (RPH) Committee requested staff to recommend an option for the RPH Committee to consider if the planned completion of the Foothill Transportation Corridor-south (FTC-south) does not move forward. Several approvals necessary for the completion of the project are still pending and may not be decided for some time. The California Coastal Commission staff report raised issues with the Transportation Corridor Agencies (TCA) proposed alignment. This California Coastal Commission meeting has been postponed until February 2008.

This issue was discussed further at the joint TCA/Orange County Transportation Board of Directors meeting this past Friday, October 12, 2007.

Proposed Approach:


- 1. Adopt the Reduced Set of Six Alternative Strategies as presented to the RPH Committee on October 1, 2007.**
 - Includes further detailed analysis of the six alternative strategies.
 - Hold public outreach meetings in January 2008 to present the Reduced Set of Alternative Strategies.

- 2. Conduct an analysis on the draft locally preferred strategy (LPS) with and without the FTC-south.**
 - Identifies impact to the study area transportation system if the FTC-south is not completed.
 - Staff could then consider what modifications to the LPS would be necessary if the FTC-south were removed from the system. This would cover, at a conceptual level, the range of benefits, costs, impacts of a "without FTC-south" scenario as the LPS is being put together.
 - This will have scope, schedule, and budget implications and will push the LPS decision date out several months.

- 3. Conduct an analysis on one of the alternatives from the Reduced Set of Alternative Strategies without the FTC-south to identify impacts to the transportation system.**
 - This information would be available for the public outreach meetings now planned for January 2008. Working with the TCA, staff could prepare analysis on the transportation system impacts of not constructing the FTC-south.



October 1, 2007

To: Regional Planning and Highways Committee
From:  Arthur T. Leahy, Chief Executive Officer
Subject: South Orange County Major Investment Study - Reduced Set of Alternative Strategies

Overview

The Orange County Transportation Authority is conducting a major investment study for the south Orange County area. Current efforts are presented for the Board of Directors review and approval.

Recommendations

- A. Approve the initial screening report recommending a reduced set of six alternative strategies for more detailed engineering and environmental analysis.
- B. Direct staff to conduct public open houses to receive feedback regarding the proposed South Orange County Major Investment Study Reduced Set of Alternative Strategies.
- C. Direct staff to return to the Board of Directors in early 2008 with a recommendation for a locally preferred strategy.

Background

In October 2005, the Orange County Transportation Authority (OCTA) launched the South Orange County Major Investment Study (SOCMIS). The study's objective is to develop consensus on a Locally Preferred Strategy (LPS) of multi-modal transportation improvements to be implemented over the next 25 years. This major investment study (MIS) follows a three phase process, with the same set of tasks and decision milestones as other MIS's previously conducted in Orange County. In Phase I of the study, both the SOCMIS Mobility Problem and Statement of Purpose and Need, as well as the SOCMIS Initial Set of Alternative Strategies were approved by the Board of Directors (Board) for screening on May 14, 2007. Phase II of the

study involves screening of this initial set of alternative strategies. On August 1, 2007, the SOCMIS Policy Advisory Committee approved a reduced set of six alternative strategies for more detailed evaluation. The results of this screening process will be presented in this staff report. Phase III of the study will identify and recommend a LPS for the SOCMIS study area in early 2008.

The SOCMIS also includes a public involvement program that continues throughout the life of this study. OCTA is committed to encouraging public involvement and seeking input throughout the transportation planning process. Upon approval of the SOCMIS Reduced Set of Alternative Strategies, staff will conduct open houses to receive feedback regarding the development of a LPS from the reduced set. Along with the open houses, OCTA has developed a program that communicates proactively and engages a broad range of stakeholders throughout the study process. Attachment A provides an overview of OCTA's outreach activities to date.

Discussion

The purpose of Phase II of this study is to reduce the number of Initial Set of Alternative Strategies that will undergo more detailed evaluation. The SOCMIS Initial Screening Report Executive Summary (Attachment B) describes the process and key technical findings used to identify the reduced set of alternative strategies for the SOCMIS. This screening analysis applied evaluation criteria that weighed the relative benefits, costs, and impacts of each alternative strategy. Focus was placed on criteria that measured the performance of the alternatives relative to the study's purpose and need statement. Each of the alternatives was analyzed under future year 2030 travel conditions. These criteria included mobility benefits such as travel time savings, improvement in levels of congestion, and transit ridership. In addition, environmental considerations such as potential impacts to existing land uses and to the natural environment were examined. Rough estimates of project costs were also developed for the various options. The evaluative information produced during screening was then used to provide the technical rationale and basis of discussion for narrowing the range of 14 initial alternatives to a reduced set of six alternatives. Community and agency input on the screening results and on the initial alternatives helped shape the recommendation for the SOCMIS Reduced Set of Alternative Strategies.

Reduced Set of Alternative Strategies

Based on the screening results and various committees' feedback to date, six alternative strategies are recommended for consideration by the

Board to be carried forward in this MIS. The reduced set of six alternative strategies has been labeled A through F and is illustrated in Figure S-3 in the SOCMIS Initial Screening Report Executive Summary (Attachment B). The SOCMIS Reduced Set of Alternative Strategies (Attachment C) provides a range of choices for further study with emphasis on different approaches to meeting its purpose and need. These strategies are discussed below.

ALTERNATIVE A: 2030 Baseline

This alternative represents the future baseline transportation system for the planning horizon year, which is the year 2030. The 2030 Baseline includes not only facilities and services in place today, but also those transportation improvements funded and committed for implementation prior to 2030. Examples of future baseline projects in the south Orange County study area include: completion of Foothill Transportation Corridor (State Route 241) south toll road; widening portions of the toll road system by one lane in each direction; 30-minute frequency Metrolink service; and completion of arterial roadway projects, such as La Pata Road, Alton Parkway Extension, Tustin Ranch Road Extension, and Cow Camp Road.

ALTERNATIVE B: Transportation Systems Management (TSM)/Transportation Demand Management (TDM)

The TSM/TDM alternative consists primarily of operational investments, policies and actions aimed at improving traffic movement, promoting travel safety, and increasing transit usage and rideshare participation in the south Orange County study area. These TSM/TDM measures are generally classified as soft improvements that do not require extensive construction, right-of-way acquisition, and the resulting high capital cost to fund those improvements. The proposed TSM/TDM freeway measures include auxiliary lanes and minor interchange improvements, such as ramp widening and intersection improvements at ramp termini. On the arterial system, the TSM/TDM measures include signal coordination, bus turnouts, and other safety and operational improvements. The freeway and arterial improvements are coupled with technology to maximize traffic information gathering and sharing to improve system-wide efficiency. In addition, transit and intermodal improvements, such as increased bus service, new park and ride facilities, and bicycle and pedestrian improvements are included, as well as rideshare programs, marketing and educational initiatives on alternative modes, and workplace flex time.

ALTERNATIVE C: Renewed Measure M + Medium Transit

Alternative C is a multimodal package of transportation improvements that provides a major investment in the Master Plan of Arterial Highways (MPAH) system, the freeway system, and transit in the south Orange County study area. This alternative is structured to be generally consistent with the Long Range Transportation Plan Balanced Plan that forms the basis for the Renewed Measure M program of projects. Consequently, Alternative C includes widening portions of the San Diego Freeway and the Santa Ana Freeway (Interstate 5), as well as the San Diego Freeway (Interstate 405) by one lane in each direction and selected interchange improvements. In addition, it includes the build-out of the MPAH system within the study area. Alternative C also provides for improvements in transit. These medium increases in transit include local bus, express bus, community shuttles, and Metrolink feeder/distributor bus services. It also includes improvements at Metrolink rail stations (access, parking, and platforms), increased train service, and added multimodal centers.

ALTERNATIVE D: Alternative C + General Purpose Freeway Widening + Medium Transit

Alternative D builds upon Alternative C and emphasizes an investment in the freeway and roadway system within south Orange County beyond that which is provided by the Renewed Measure M. Alternative D proposes widening both Interstate 5 (I-5) and Interstate 405 (I-405) in the study area by one lane in each direction above what is planned to be constructed in the Renewed Measure M program of projects. Alternative D reflects an emphasis in general purpose travel in that the additional freeway capacity is largely devoted to mixed flow lanes. Additionally, Alternative D proposes a level of rail and transit improvements that is the same as Alternative C.

ALTERNATIVE E: Alternative C + High-Occupancy Toll (HOT) Lane Freeway Widening + High Transit

Alternative E also builds upon Alternative C and emphasizes an investment in the freeway and roadway system within south Orange County. While Alternative D proposes widening both the I-5 and I-405 in the study area by one lane in each direction above what is planned to be constructed in the Renewed Measure M program of projects, Alternative E presents an option whereby these additional lanes are managed as HOT lanes that serve carpools and single-occupant vehicles willing to buy their way in to the HOT lane by paying a toll. Alternative E introduces a higher level of rail and transit improvements in the study area including relocating and double-tracking

portions of the Los Angeles/San Diego Rail Corridor, adding bus rapid transit routes, and increased rail service.

ALTERNATIVE F: Alternative C + Toll Road Widening + Pricing + High Transit

Alternative F also builds upon Alternative C; however, Alternative F emphasizes an investment in the toll road system within south Orange County. Alternative F proposes widening the toll roads in the study area by one lane in each direction above the 2030 baseline alternative. This alternative also examines how a change in pricing, such as a reduced toll would affect travel demand in south Orange County. As with Alternative E, Alternative F includes a high level of investment in the rail and transit system.

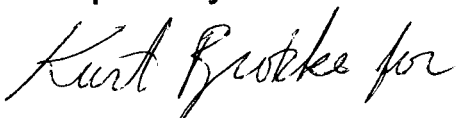
Summary

OCTA is working to develop strategies to improve travel in the south Orange County area. The draft SOCMIS Reduced Set of Alternative Strategies is presented for Board consideration. Technical analysis and public outreach efforts will guide the evaluation of these alternatives, producing a LPS that will be brought to the Board for review by early 2008.

Attachments

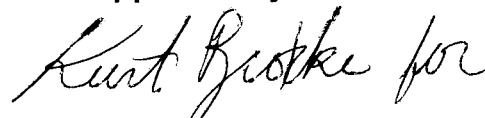
- A. South Orange County Major Investment Study Overview of Outreach Activities, September 2007
- B. Draft South Orange County Major Investment Study Initial Screening Report, Executive Summary, September 2007
- C. South Orange County Major Investment Study, Reduced Set of Alternative Strategies - Draft

Prepared by:



Charlie Larwood
Section Manger, Corridor Studies
(714) 560-5683

Approved by:



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

**South Orange County Major Investment Study
Overview of Outreach Activities**

September 2007

The South Orange County Major Investment Study (SOCMIS) is identifying the transportation challenges and potential solutions for this fast growing region. A key component to the Study's success is the development of a Locally Preferred Strategy for which there is overall consensus. To this end, OCTA is committed to engaging the public in a transparent and inclusive public involvement program that supports the transportation planning process.

To achieve the goal of soliciting feedback from a broad range of stakeholders, it is necessary to create a public involvement program that will engage today's community members utilizing both traditional and non-traditional outreach methods. For the South Orange County Major Investment Study, OCTA has developed a program that communicates proactively and engages stakeholders throughout the study process.

To date, OCTA has conducted the following outreach activities:

Committees

- Established a Stakeholder Working Group (SWG) to provide feedback throughout the study process. Members represent a wide range of interests in south Orange County. The SWG has met four times since the fall of 2006.
- Formed a Policy Advisory Committee (PAC) to provide input on a regular basis on the study's technical and public outreach activities. The PAC has met six times since 2006.

City/Agency Outreach

- Conducted 16 one-on-one meetings with the study area cities (meeting with city managers, public works directors, and planning directors) and with three stakeholder agencies - the Transportation Corridor Agencies, the California Department of Transportation and the County of Orange. The meetings were intended to seek their input on transportation and land use priorities and concerns at the beginning of the study process.
- Implemented the newsletter network - partnering with local cities to disseminate study information, website and survey links to a larger audience utilizing existing newsletters, websites, etc.

General Outreach and Education

- Presented the study to interested community organizations (15 to date) through the OCTA Speakers Bureau program.
- Updated the study website to provide an introduction to the Initial Set of Alternatives, as well as study background information, ways for the public to

get involved, a survey, Frequently Asked Questions, and a glossary of technical terms.

- Created an online survey seeking input on South County's transportation challenges and solutions to address those challenges - received detailed feedback from more than 190 stakeholders.
- Created and launched a second online survey soliciting preliminary feedback on the Initial Set of Alternatives.
- Communicated via email updates with people interested in the study.
- Created and distributed information contact cards at community events.
- Crafted text for the introductory study newsletter to prepare stakeholders for the launch of the Reduced Set of Alternatives.

Media Relations

- Developed and distributed two press releases: introducing the study as a "Traffic re-design" for south Orange County and inviting people to get involved by visiting the website and completing the online survey and providing an update on the study process and publicizing the second online survey.
- Established the Newsletter Network, an opportunity to partner with cities, community organizations, and other interest groups to distribute information via existing publications.

The outreach process will continue to ensure the greatest level of public involvement possible throughout the study process. During the most recent phase, the technical team has been in the process of conducting preliminary technical analysis of the Initial Set of Alternatives. Per the direction of the PAC, the public outreach program has been modified to wait for the release of the Reduced Set of Alternatives to fully engage the public. This provided an opportunity for some elements to be screened out based on technical feasibility, and responds to feedback received during similar studies where stakeholders wanted more information on the specifics of the alternatives in order to provide screening and evaluative feedback.

In the upcoming weeks, we anticipate conducting the following outreach activities:

- Finalize and distribute study newsletter.
- Pursue Speakers Bureau presentations with community and business organizations to share the study process and introduce the Reduced Set of Alternatives.
- Engage the media on the Reduced Set of Alternatives.
- Plan and implement a series of community open houses to solicit formal feedback.
- Develop a third online survey on the Reduced Set of Alternatives.
- Continue to maintain the communications infrastructure.

DRAFT

**SOUTH ORANGE COUNTY
MAJOR INVESTMENT STUDY
INITIAL SCREENING REPORT**

EXECUTIVE SUMMARY

Prepared for:



SEPTEMBER 2007

URS

In association with:

**PARSONS CORPORATION
IBI GROUP
AUSTIN-FOUST ASSOCIATES**

S.0 EXECUTIVE SUMMARY

S.1 SOUTH ORANGE COUNTY MAJOR INVESTMENT STUDY

The South Orange County Major Investment Study (MIS) was undertaken by the Orange County Transportation Authority to assess and define the need for a program of strategic transportation investments that addresses current and future mobility problems in the south Orange County study area. In this regard, the study will help establish a long-term transportation vision for this part of Orange County. The intended outcome of the South Orange County MIS is consensus on a multimodal Locally Preferred Strategy that encompasses an integrated package of transportation improvements for the southern portion of Orange County. This study will also provide preliminary cost estimates and related technical information describing key elements of the Locally Preferred Strategy that will enable project sponsors to seek funding for future phases such as environmental studies, project design, and eventually, implementation.

The south Orange County study area covers over forty percent of the land area of Orange County. Consequently, the study area is large and it encompasses many different travel patterns within its boundaries.

A map of the study area is shown in Figure S-1 and its boundaries are generally defined as follows:

- State Route 55 (northern boundary)
- Santiago Canyon Road/Cleveland National Forest (eastern boundary)
- San Diego County Line (southern boundary)
- Pacific Coastline (western boundary)

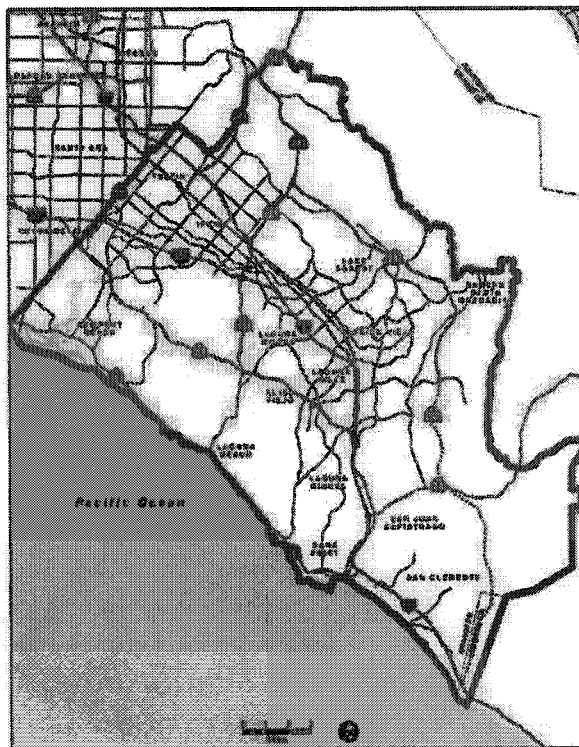


Figure S-1
South Orange County MIS
Study Area

S.2 OBJECTIVE OF ALTERNATIVES SCREENING

The South Orange County MIS contains a series of milestones or key decision points. The Alternatives Screening phase represents an intermediate milestone in the study. This *Initial*

Screening Report describes the process and key technical findings used to identify a Reduced Set of Alternative Strategies for the South Orange County MIS. In the screening phase, a screening level of analysis was performed on a broad range of initial alternatives to provide evaluative information on their relative benefits, costs, and impacts. The screening level of analysis is less detailed than the subsequent alternatives evaluation phase as it is applied to a greater number of alternatives. The screening analysis focused on mobility benefits such as travel time savings, improvement in levels of congestion, and transit ridership. In addition, environmental considerations such as potential impacts to existing land uses and to the natural environment were examined. Rough estimates of project costs were also developed for the various options. The evaluative information produced during screening was then used to provide the technical rationale and basis of discussion for narrowing the range of initial alternatives to a reduced set of the six most competitive alternatives. Community and agency input on the screening results and on the initial alternatives helped shape the recommendation for the Reduced Set of Alternative Strategies.

S.3 PURPOSE AND NEED

The Alternatives Screening phase builds on previous milestones completed for the South Orange County MIS. In early May 2007, the OCTA Board of Directors approved a *Purpose and Need Statement* as well as an *Initial Set of Alternative Strategies*.

During the Purpose and Need phase, a technical assessment was performed to identify the issues and problems related to the transportation system in the south Orange County study area and their underlying root causes. Analysis of the transportation system coupled with community input led to the development of eight key issues to be addressed by the South Orange County MIS. These key issue areas represent problems that need to be solved as well as opportunities for improvement. Taken together, the eight issue areas establish the purpose and need for transportation improvements in the south Orange County study area:

- Freeway Congestion
- Arterial Roadway Congestion
- Weekend Congestion
- Lack of Transit Choices
- Rail Corridor Constraints
- Economic Growth and Quality of Life
- Maximize Use of Existing Infrastructure
- Systems Gaps

The key issues in purpose and need led to the determination of specific study objectives that provide the framework for the development of transportation alternative strategies. Purpose and need also helps identify which of those alternative strategies should move forward for further evaluation and consideration.

S.4 ALTERNATIVES DEVELOPMENT

The conceptual alternative strategies for the South Orange County MIS were developed using a framework that took into account the multimodal character of south Orange County's transportation system, including arterial roadways, freeways, toll roads, rail, and bus transit. During alternatives development, a build-up approach was utilized starting with identifying

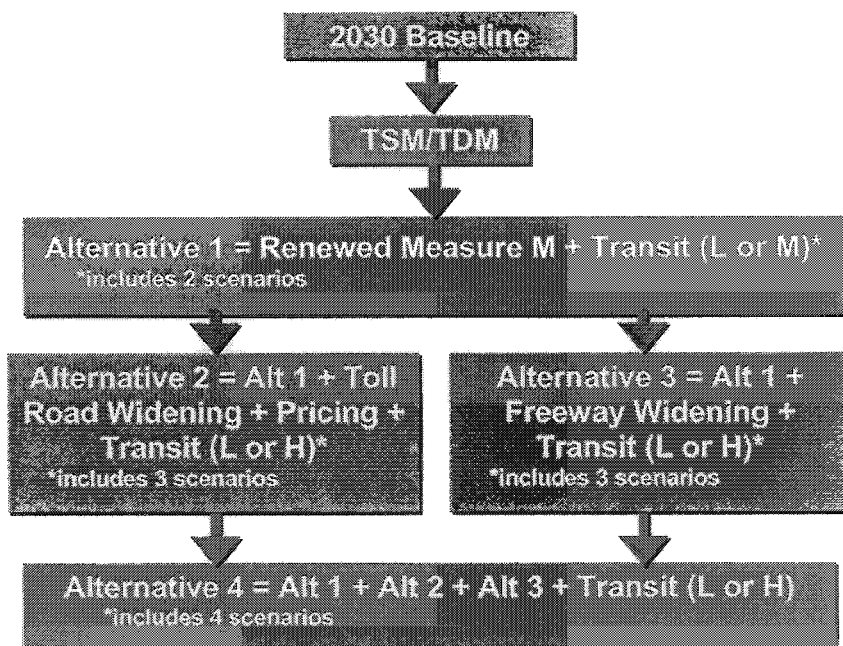
transportation elements representing projects, programs, and improvements to the transportation system and then packaging these transportation elements into ascending levels of investment in the different transportation modes and facilities. These modal levels of investment became the building blocks for the conceptual alternatives. The proposed improvements included in the conceptual alternatives respond to different aspects of the study's Purpose and Need Statement.

The conceptual alternatives for the south Orange County study are cumulative in nature in that higher level alternatives generally contain all the transportation improvements of the preceding alternatives. This was done intentionally so that the increase in the level of transportation investment associated with each alternative could be isolated and thus analyzed during the course of the study. This framework for the conceptual alternatives also allows for the eventual phasing of selected transportation improvements.

S.5 INITIAL SET OF ALTERNATIVE STRATEGIES

Figure S-2 illustrates the framework used for the conceptual alternatives that comprise the Initial Set of Alternative Strategies that was approved by the OCTA Board in May 2007.

Figure S-2
Initial Set of Alternative Strategies



A summary description of the Initial Set of Alternative Strategies that was evaluated during the alternatives screening phase of the South Orange County MIS is provided as follows. A more comprehensive description, including detailed lists of the transportation improvements included in each alternative, can be found in the document entitled *Initial Set of Alternative Strategies*.

- **2030 Baseline:** This alternative represents the future baseline transportation system for the planning horizon year, which is the year 2030. 2030 Baseline includes not only facilities and services in place today, but also those transportation improvements funded and committed for implementation prior to 2030.
- **Transportation Systems Management (TSM) / Transportation Demand Management Alternative (TDM):** The TSM/TDM Alternative consists primarily of operational investments, policies and actions aimed at improving traffic movement, promoting travel safety, and increasing transit usage and rideshare participation in the south Orange County study area. These TSM/TDM measures are generally classified as 'soft' improvements that do not require extensive construction, right of way acquisition and the resulting high capital cost to fund those improvements.
- **Alternative 1:** Alternative 1 is a multimodal package of transportation improvements that provides a major investment in the Master Plan of Arterial Highways (MPAH) system; the freeway system; and transit in south Orange County. Alternative 1 is structured to be generally consistent with the Long Range Transportation Plan (LRTP) Balanced Plan that forms the basis for the Renewed Measure M program of projects.
- **Alternative 2:** Alternative 2 builds upon Alternative 1 and emphasizes an investment in the toll road system within south Orange County. Alternative 2 proposes widening the toll roads in the study area by one lane in each direction above the 2030 baseline condition. Alternative 2 also examines how a change in pricing such as elimination of tolls or a reduced toll would affect travel demand in south Orange County.
- **Alternative 3:** Alternative 3 also builds upon Alternative 1, however Alternative 3 focuses on added capacity improvements to the freeway system rather than the toll road system. Alternative 3 proposes widening both I-5 and I-405 in the study area by one lane in each direction above what is planned to be constructed in the Renewed Measure M program of projects. Alternative 3 looks at three options for this added lane: (a) general purpose (GP) lane; (b) high occupancy vehicle (HOV) lane; and (c) high occupancy toll (HOT) lane.
- **Alternative 4:** Also called the "kitchen sink alternative," Alternative 4 examines how much travel would improve in south Orange County if a maximum capital investment was to be made in the freeway system, the toll road system, the arterial roadway system, and the transit system. Alternative 4 includes all of the improvements proposed in the preceding alternatives in a single, integrated package.

Each of the initial alternatives contains options and variations. For example, Alternatives 1-4 also assess different levels of investment in the bus transit and rail system. Alternative 2 examines different pricing options for the toll road system, whereas Alternative 3 looks at different operational treatments (general purpose, HOV, HOT) for added freeway capacity. Additionally, Alternative 4 includes selected combinations of all of these options. In total, the Initial Set of Alternative Strategies yields as many as fourteen different scenarios that were tested in alternatives screening.

S.6 SCREENING ANALYSIS

Each of the Initial Set of Alternative Strategies was taken through a preliminary screening analysis. The analysis applied screening criteria that weighed the relative benefits, costs, and impacts of the alternatives. The focus was placed on criteria that measured the performance of the alternatives relative to the study's Purpose and Need Statement. The alternatives were analyzed under year 2030 travel conditions.

MOBILITY BENEFITS

An important criterion in the screening analysis was how well each of the respective alternatives reduced congestion within the south Orange County study area. By the year 2030, the arterial roadways and freeways in the study area are projected to experience a great deal of congestion, particularly in the AM and PM peak periods and even during the weekends.

Travel Time Savings

Each of the initial alternatives contain transportation improvements that reduce year 2030 vehicle hours of delay – a measure of travel time savings – to various degrees. As expected, Alternative 4, the “Kitchen Sink Alternative,” which contains the highest level of capacity improvements to the freeway system, the arterial roadways, the toll road system and the rail and bus transit network, realizes the greatest amount of travel time savings. Travel time savings for Alternative 4 ranges from about 282,000 to 292,000 hours per day. However, Alternative 1, the Renewed Measure M program of projects, also brings a high level of travel time savings at about 221,000 per day. Alternative 1's solid performance is likely attributable to full buildout of the MPAH system and because it adds freeway capacity to those segments of I-5 and I-405 that are predicted to experience the very highest levels of congestion in the future. The other two build alternatives fall somewhere in between. Alternative 2 results in a travel time savings of 281,000 hours per day for a toll free option and between 250,000 and 260,000 hours per day for a reduced toll option. Alternative 3 ranges from 248,000 daily hours for the HOV option to about 259,000 daily hours for the HOT option.

Freeway Levels of Service

A measure used to quantify the level of congestion on a specific roadway or freeway facility is level of service (LOS). Freeway LOS is largely calculated based on a ratio of the amount of travel demand (vehicles desiring to use the freeway) compared to the design capacity of the freeway (number of vehicles the facility is designed to carry). During screening analysis, it was found that none of the alternatives completely eliminates forecast congestion on the freeways in the study area. When examining freeway levels of service during the AM peak period in the year 2030, even Alternative 4 has some segments of I-5 and I-405 with volumes that exceed their design capacity, such as I-5, between Oso Parkway and Lake Forest Drive, and I-405, between Jeffrey Road and Jamboree Road. However, each alternative does result in measurable improvements to I-5 and I-405 compared to the 2030 Baseline condition. In terms of overall freeway LOS improvement, the alternative strategies generally performed in the following order from most to least improved:

- Alternative 4 options
- Alternative 2 (toll free option)

- Alternative 3 (HOT lane and general purpose options) and Alternative 2 (reduced toll option)
- Alternative 3 HOV option
- Alternative 1 option
- TSM/TDM Alternative

Transit Ridership

Each of the initial alternatives are multimodal in that they contain different levels of investment in local and community bus service, express bus service, community shuttles, Metrolink feeder / distributor service, bus rapid transit (BRT) options, and passenger rail. The screening analysis confirmed that forecast rail and bus transit ridership increases in response to the higher levels of transit investment. Those alternatives that are packaged with the highest level of transit investment achieve the best ridership at 23,000 additional boardings per day. The medium level of transit investment results in a forecast increase of 18,100 boardings per day and the low level of transit investment equates to 11,600 daily boardings followed by the TSM/TDM alternative at 6,400 daily boardings.

POTENTIAL FOR RIGHT OF WAY IMPACTS

A preliminary analysis was also undertaken during alternatives screening to identify those alternatives which have the greatest potential for land use impacts adjacent to major transportation facilities due to the need for additional right of way. A sketch review of the toll road system capacity improvements included in Alternatives 2 and 4 indicate that these added lanes to the toll roads generally fit within existing rights of way. In contrast, there is not a great deal of space between the existing edge of shoulder and adjacent land uses for I-5 and I-405 within the study area. For this reason, the right of way analysis performed in alternatives screening focused on the freeway widening elements of the proposed alternatives. In this analysis, a new footprint was developed for each of the freeway widening options based upon typical cross-sections on a segment by segment basis along the full length of I-5 and I-405. Where the newly proposed footprint exceeded the existing right of way line along these mainline segments a notation was made. In this manner, it was possible to estimate how much of the existing freeway right of way line would be potentially impacted by the proposed freeway widening options. Interchanges were accounted for separately from the mainline estimates. Through this method it was found that approximately 11 percent of the existing mainline freeway right of way line is potentially impacted by Alternative 1 (Measure M Renewed) and, by definition, Alternative 2, as Alternative 2 also contains the Measure M Renewed program of projects. The majority of these are likely sliver or partial takes. However, Alternative 3 and corresponding improvements in Alternative 4 contain added freeway lanes above and beyond Renewed Measure M. In this case, about 27 percent of the existing right of way line is potentially impacted by the general purpose option and 29 percent of the existing right of way line is potentially impacted by the HOV and HOT lane options respectively.

COST ESTIMATES

During the screening analysis, it was important to develop estimates of project costs in addition to the mobility benefits in order to gauge the effectiveness of the alternatives in light of their relative project costs. All costs are shown in terms of current year dollars (2007) to provide an even comparison across the alternatives.

Estimated Roadway Cost – Freeway / Arterial / Toll Road

Preliminary cost estimates were developed for the initial alternatives compared to the 2030 baseline condition. The freeway, arterial, and toll road system cost elements of the alternatives were assessed as an integrated package for each alternative. These cost estimates take into account the capital cost to construct the proposed improvements; the cost to acquire right of way as needed, and, in the case of some alternatives, the additional cost resulting in a loss of toll road revenue when tolls are reduced or removed from the toll road system. The rough order of magnitude costs are based upon recent estimates from OCTA, Caltrans, and city studies, as well as national data. In addition, a few of the options within the Initial Set of Alternatives examined what would happen if high occupancy toll lanes are added to I-5 and I-405 in the south Orange County study area. These HOT lane options provide additional revenue that has the potential to defray a portion of their construction costs. For this reason, the potential HOT lane revenue was also factored into the roadway estimates of project costs for these options. Total roadway cost estimates are shown in billions of 2007 dollars.

TSM/TDM Alternative	\$ 0.4 B	Alternative 3 (HOV)	\$ 5.8 B
Alternative 1	\$ 3.4 B	Alternative 3 (HOT)	\$ 4.7 B
Alternative 2 (reduced toll)	\$ 5.4 B	Alternative 4 (reduced toll)	\$ 7.8 B
Alternative 2 (no toll)	\$ 9.0 B	Alternative 4 (reduced toll/HOT)	\$ 6.5 B
Alternative 3 (GP)	\$ 5.7 B	Alternative 4 (no toll)	\$ 11.4 B

The alternatives with the highest costs are those that test the option of removing the tolls from the existing toll roads in the study area. Alternative 4 also results in relatively high project costs compared to the other alternatives. The reduced toll option of Alternative 2 is comparative with the freeway widening options included in Alternative 3 with the exception of the HOT lane option which benefits from the added HOT lane revenue. The TSM/TDM Alternative has the lowest overall roadway cost, however, at \$3.4 billion, Alternative 1 is also relatively competitive in terms of total roadway costs.

Cost Effectiveness – Freeway / Roadway / Toll Road

When the roadway cost estimates are annualized, they can be used to develop a cost/benefit ratio for each alternative. Annual costs were divided by the annual travel time savings for each alternative to provide an estimate of cost per vehicle hour saved within the south Orange County study area. The lower the dollar cost per vehicle hour saved, the better the alternative. The cost/benefit ratios for each of the alternatives are shown as follows:

TSM/TDM Alternative	\$3.2/hr saved	Alternative 3 (HOV)	\$6.8/hr saved
Alternative 1	\$4.5/hr saved	Alternative 3 (HOT)	\$5.4/hr saved
Alternative 2 (reduced toll)	\$6.9/hr saved	Alternative 4 (reduced toll)	\$7.1/hr saved
Alternative 2 (no toll)	\$5.4/hr saved	Alternative 4 (reduced toll/HOT)	\$6.3/hr saved
Alternative 3 (GP)	\$6.5/hr saved	Alternative 4 (no toll)	\$9.0/hr saved

As expected, the TSM/TDM Alternative performs the best according to this measure followed by Alternative 1. This means that the TSM/TDM Alternative and the Renewed Measure M program of projects (Alternative 1) result in the best “bang for the buck.” The no toll option of Alternative 2 and the HOT lane option of Alternative 3 are next. The reduced toll option of Alternative 2 and the general purpose and HOV options of Alternative 3 are in the middle of the range. Alternative 4 generally performs the worst with regard to cost-

effectiveness. For Alternative 4, the added cost for the highest level of investment does not translate to an equivalent increase in mobility benefits.

Estimated Cost – Rail and Bus Transit

Cost estimates were also developed for the categories of rail and bus transit elements included in the Initial Set of Alternative Strategies. Similar to the roadway elements of the alternatives, capital costs were estimated for the rail and bus transit improvements in current year (2007) dollars using local and national data. Fare revenue and operating and maintenance costs were not included in the screening level of analysis. However, “hard” dollar cost items such as transit vehicles, stations, track, and tunnel/trench sections for the rail options were incorporated into the estimates.

The estimated cost of the integrated package of transit elements included in the TSM/TDM Alternative is the lowest at \$15 million. The total estimated capital cost of the low level of rail/transit improvements is also comparatively low at \$27 million. The medium package of rail/transit improvements is in the middle of the range at \$316 million, while the high levels of transit investment are projected at \$2.7 billion due largely to the tunnel and trench elements of double-tracking the LOSSAN Corridor in the southern portions of the study area.

S.7 SCREENING OF ALTERNATIVES

Screening of alternatives, where some alternatives and options are carried forward into the reduced set of alternative strategies for further study and others are eliminated, took place in a sequence of steps. This was necessary due to the complexity of the Initial Set of Alternative Strategies.

In order to narrow the range of initial alternatives, including all of the different roadway options, a decision tree method was first employed. The objective was to evaluate and compare the major components of the alternatives based on a series of key questions drawn from the technical screening analysis and that were found to be critical to the purpose and need for transportation improvements in south Orange County. These included:

- Must the alternative be carried forward in order to meet federal planning requirements?*
- Must the alternative be included in the Reduced Set of Alternative Strategies to satisfy renewed Measure M voter intent?*
- Does the alternative include a sufficient level of rail and bus transit improvements to address these aspects of Purpose and Need?*
- Is the alternative potentially affordable by the year 2030?*
- Does the alternative respond to the need for additional east-west arterial capacity?*
- Is the alternative cost-effective relative to other choices?*

At each step of the decision tree analysis, a key question was asked and answered for each alternative. If the answer was “yes,” then the alternative was carried forward to the next step on the decision ladder. If the answer was “no,” it was then dropped from further consideration at that stage. Some of the key screening questions represent fatal flaws.

This process, along with input received from the South Orange County MIS Technical Advisory Committee, led to a technical screening recommendation on the major roadway concepts and options of the Initial Set of Alternatives as summarized in Table S-1.

Table S-1
Technical Screening Recommendation - Roadway Concepts and Options

Alternative	Recommended Action	Rationale
2030 Baseline Alternative	Carry forward.	<ul style="list-style-type: none"> Satisfies federal requirement.
TSM/TDM Alternative	Carry forward.	<ul style="list-style-type: none"> Satisfies federal requirement. Relatively low cost, operational improvements. Near-term phasing option.
Alternative 1	Carry forward with package of medium transit improvements.	<ul style="list-style-type: none"> Satisfies Measure M voter intent Provides congestion relief where it is needed the most. Boosts transit service.
Alternative 2 (Toll Free Option*)	Drop from further consideration.	<ul style="list-style-type: none"> Substantially reduces level of vehicle delay. <i>However</i>, cost to reimburse loss of toll road revenue is prohibitively high and funding is restricted.
Alternative 2 (Reduced Toll Option)	Carry forward.	<ul style="list-style-type: none"> Provides solid mobility benefits (reduced delay, reduced congestion) Both freeways and arterials benefit. Cost to reimburse loss of toll road revenue is still high, but not out of reach compared to other choices.
Alternative 3 (General Purpose Lane Option)	Carry forward.	<ul style="list-style-type: none"> Improves congestion on freeway system. Flexible (can add lane capacity where it is needed the most.)
Alternative 3 (HOV Lane Option)	Drop from further consideration.	<ul style="list-style-type: none"> Benefits carpoolers. Not as much congestion relief compared to other two freeway options.
Alternative 3 (High Occupancy Toll Option)	Carry forward.	<ul style="list-style-type: none"> Improves congestion on freeway system. Flexible (serves carpoolers, demand can be adjusted through price). Revenue helps defray cost.
Alternative 4 (Reduced Toll Options + Freeway Widening)	Drop from further consideration.	<ul style="list-style-type: none"> High cost relative to mobility benefits. Mobility benefits are not additive.
Alternative 4 (Toll Free Options* + Freeway Widening)	Drop from further consideration.	<ul style="list-style-type: none"> High cost relative to mobility benefits. Mobility benefits are not additive.

* Note: the toll road system is projected to become toll free by 2041.

Additionally, the initial alternatives contain rail and transit elements as well as several roadway features which also underwent a preliminary screening analysis. Rail and transit improvements were examined based on mobility criteria such as travel times, accessibility, estimated ridership and productivity (ridership per vehicle service hour). Roadway elements were analyzed based upon levels of service, reductions of delay, and operational benefits. Potential for impacts and feasibility / constructability issues were also taken into account during the screening analysis.

This step was performed as part of the screening analysis so that the most competitive features of the initial set of alternatives could be brought forward and included in the Reduced Set of Alternative Strategies. In some cases, the screening analysis led to modifications of the proposed improvements in order to improve their relative performance. In other cases, certain features were eliminated from further study. The technical recommendations that resulted from this step in the screening analysis are presented in Table S-2.

Table S-2
Screening Recommendation – Key Features and Elements

Key Feature / Element	Recommended Action	Rationale
New Lake Forest Rail Station [Transit Medium]	Carry forward. [Transit Medium]	<ul style="list-style-type: none"> Added accessibility for rail users. Robust boardings at Lake Forest Station. Net increase in rail ridership.
Express Bus Routes on Toll Roads [Transit Low]	Drop from further consideration.	<ul style="list-style-type: none"> Extremely low productivity.
Western BRT Corridor from Tustin Station to Irvine Station [Transit High]	Carry forward. [Transit High]	<ul style="list-style-type: none"> Good productivity.
Western BRT Corridor from Irvine Station to Dana Point Harbor [Transit High]	Carry forward, but truncate route at San Juan Capistrano Station. [Transit High]	<ul style="list-style-type: none"> Reasonable productivity.
Eastern BRT Corridor from Tustin to Mission Viejo [Transit High]	Drop from further consideration.	<ul style="list-style-type: none"> Low productivity.
Passenger Rail (Double Track LOSSAN Corridor) [Transit High]	Carry forward. [Transit High]	<ul style="list-style-type: none"> Ridership improvement. Helps address need for weekend service / intercity passenger rail.
Passenger Rail, Eastern Alignment Option [Transit High – Option]	Drop from further consideration.	<ul style="list-style-type: none"> Extremely high cost and lower ridership potential relative to other rail choices.
Low Transit Package Concept	Merge with Transit Medium Package of Improvements.	<ul style="list-style-type: none"> Need for robust level of transit service in the study area.
Medium Transit Package	Carry forward.	<ul style="list-style-type: none"> Solid performance relative to cost.

Table S-2 Continued
Screening Recommendation – Key Features and Elements

Key Feature / Element	Recommended Action	Rationale
High Transit Package	Carry forward as modified.	<ul style="list-style-type: none"> Need to provide competitive rail / transit choices to attract the discretionary rider.
SR-73/SR-241 Connector [Alternatives 2, 4]	Carry forward as part of integrated package of east-west arterial improvements.	<ul style="list-style-type: none"> Addresses need for added east-west arterial capacity in critical location.
Oso Parkway Ortega Highway [Alternative 3]	Carry forward as part of integrated package of east-west arterial improvements.	<ul style="list-style-type: none"> Addresses need for added east-west arterial capacity in critical location.
Truck Bypass Lane in the North Direction of I-5 from El Toro Rd. to Lake Forest Drive [Alternatives 1, 2]	Drop from further consideration.	<ul style="list-style-type: none"> Minimal level of benefit relative to potential right of way impacts for this element.
Truck Climbing Lanes in the vicinity of Avenida Pico [Alternatives 3, 4]	Carry forward.	<ul style="list-style-type: none"> Improves existing mainline operational deficiency when no other freeway capacity is being added.
Direct Connector Ramps to Tustin Station [Transit High]	Drop northbound connector ramps. Retain southbound ramps for further study. [Transit High]	<ul style="list-style-type: none"> High potential impact (northbound) Feasibility / constructability concerns. Low cost-benefit.
Direct Connector Ramps to Laguna Niguel / Mission Viejo Station [Transit High]	Carry forward as part of Saddleback Connector concept. [Transit High]	<ul style="list-style-type: none"> Physically feasible as opposed to direct connection to I-5. Improves access to rail station.

In the last step of alternatives screening, the selected transit packages and roadway features from Table S-2 were matched with the recommended roadway design concepts (Table S-1) to form a draft set of six multimodal alternative strategies. Final adjustments were then made to the draft multimodal strategies to help ensure that they make clear distinctions among choices and that they address different aspects of purpose and need.

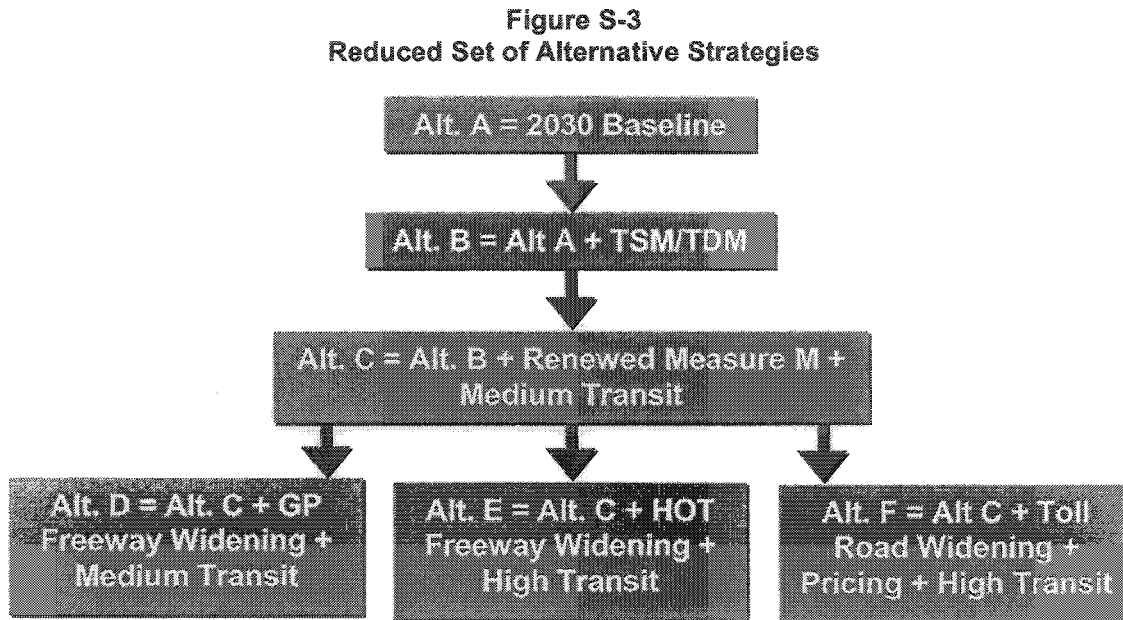
The South Orange County MIS Technical Advisory Committee approved the technical screening findings and recommendation on July 12, 2007. This technical recommendation was reviewed by the Stakeholders Working Group on July 25, 2007. On August 1, 2007, the Policy Advisory Committee discussed the findings and added their recommendation for the Reduced Set of Alternative Strategies.

S.8 RECOMMENDED ALTERNATIVE STRATEGIES

As a result of alternatives screening, six alternative strategies are recommended for consideration by the OCTA Board of Directors. These recommended alternatives

incorporate refinements that occurred through the screening process. The Reduced Set of Alternative Strategies provides a range of choices for further study that seek to accomplish slightly different objectives.

The reduced set of six alternative strategies has been labeled "A" through "F" and is illustrated in Figure S-3:



- Alternative A – 2030 Baseline:** This alternative represents the future baseline transportation system for the planning horizon year, which is the year 2030. 2030 Baseline includes not only facilities and services in place today, but also those transportation improvements funded and committed for implementation prior to 2030. Examples of future baseline projects in the south Orange County study area include: completion of Foothill South (SR-241) Toll Road; widening portions of the toll road system by one lane in each direction; 30 minute frequency Metrolink service; and completion of arterial roadway projects such as La Pata Road, Alton Parkway Extension, Tustin Ranch Road Extension, and Cow Camp Road.
- Alternative B – Transportation Systems Management (TSM) / Transportation Demand Management Alternative (TDM):** The TSM/TDM Alternative consists primarily of operational investments, policies and actions aimed at improving traffic movement, promoting travel safety, and increasing transit usage and rideshare participation in the south Orange County study area. These TSM/TDM measures are generally classified as ‘soft’ improvements that do not require extensive construction, right of way acquisition and the resulting high capital cost to fund those improvements. The proposed TSM/TDM freeway measures include auxiliary lanes and minor interchange improvements such as ramp widening and intersection improvements at ramp termini. On the arterial system, the TSM/TDM measures include signal coordination, bus turnouts and other safety and operational improvements. The freeway and arterial improvements are coupled with technology

to maximize traffic information gathering and sharing to improve system-wide efficiency. In addition, transit and intermodal improvements such as increased bus service, new park and ride facilities, and bicycle and pedestrian improvements are included as well as rideshare programs, marketing and educational initiatives on alternative modes, and workplace flex time.

- **Alternative C – Renewed Measure M + Medium Transit:** Alternative C is a multimodal package of transportation improvements that provides a major investment in the Master Plan of Arterial Highways (MPAH) system; the freeway system; and transit in the south Orange County study area. This alternative is structured to be generally consistent with the Long Range Transportation Plan (LRTP) Balanced Plan that forms the basis for the Renewed Measure M program of projects. Consequently, Alternative C includes widening portions of I-5 and I-405 by one lane in each direction and selected interchange improvements as well as buildout of the MPAH system within the study area. Alternative C also provides for increases in local bus, express bus, community shuttles, and Metrolink feeder/distributor bus services; and also improvements at Metrolink rail stations (access, parking, and platforms), increased train service, and added multimodal centers.
- **Alternative D – General Purpose Freeway Widening + Medium Transit:** Alternative D builds upon Alternative C and emphasizes an investment in the freeway and roadway system within south Orange County. Alternative D proposes widening both I-5 and I-405 in the study area by one lane in each direction above what is planned to be constructed in the Renewed Measure M program of projects. Alternative D reflects an emphasis in general purpose travel in that the additional freeway capacity is largely devoted to mixed flow lanes. Additionally, Alternative D proposes a level of rail and transit improvements that is the same as Alternative C.
- **Alternative E – High Occupancy Toll Freeway Widening + High Transit:** Alternative E also builds upon Alternative C and emphasizes an investment in the freeway and roadway system within south Orange County. Alternative D proposes widening both I-5 and I-405 in the study area by one lane in each direction above what is planned to be constructed in the Renewed Measure M program of projects. However, Alternative E presents an option whereby the additional lanes are managed as High Occupancy Toll (HOT) lanes that serve carpools and single-occupant vehicles willing to buy their way in to the HOT lane by paying a toll. Alternative E introduces a higher level of rail and transit improvements in the study area, including double-tracking the LOSSAN rail corridor, adding bus rapid transit (BRT) routes, and increased rail service.
- **Alternative F – Toll Road Widening + Pricing + High Transit:** Alternative F also builds upon Alternative C, however Alternative F emphasizes an investment in the toll road system within south Orange County. Alternative F proposes widening the toll roads in the study area by one lane in each direction above the 2030 baseline condition. This alternative also examines how a change in pricing such as a reduced toll would affect travel demand in south Orange County. As with Alternative E, Alternative F includes a high level of investment in the rail and transit system.

These six alternatives are further described in the *Technical Recommendation – Reduced Set of Alternative Strategies (July 12, 2007)*. A detailed list of the transportation improvements included in each alternative is also provided.

S.9 NEXT STEPS

Upon approval, the Reduced Set of Alternative Strategies will be taken out for public review through a series of community presentations, local briefings, and open houses. At the same time, these alternatives will undergo further technical analysis. Conceptual layouts will be developed as necessary to provide order of magnitude cost estimates and an assessment of the environmental and community impacts and benefits of each alternative. Travel demand forecasts will be performed to estimate the future usage of proposed transportation improvements included in each alternative. A sketch level financial analysis will be conducted to assess the financial implications of each alternative as well as identify potential funding sources.

South Orange County Major Investment Study Reduced Set of Alternative Strategies – Draft

Alternative A – 2030 Baseline

The 2030 Baseline alternative consists of existing transportation system plus project with identified funding that are included in the Regional Transportation Improvement Program and/or have received environmental clearance. Consequently, the 2030 Baseline alternative represents future travel conditions in the study area for the year 2030 assuming no improvement to the transportation system beyond those described above. This is the baseline against which candidate transportation alternatives proposed for the South Orange County Major Investment Study (SOCMIS) are assessed. The future year “baseline” condition (2030) from the 2006 Long Range Transportation Plan (*Directions 2030*), prepared by the Orange County Transportation Authority, was used as the starting point for the SOCMIS 2030 Baseline alternative, which was then updated.

The following is a partial list of some of the major transportation improvements that are planned and committed, and that relates to the study area. A detailed list is available upon request.

- Completion of the Foothill Transportation Corridor (State Route 241) south toll road (Oso Parkway to the San Diego Freeway [Interstate 5]);
- Widening portions of the toll road by one lane in each direction;
- 30-minute frequency Metrolink service; and
- Arterial Roadways, such as:
 - Completion of La Pata Road
 - Alton Parkway Extension
 - Tustin Ranch Road Extension
 - Cow Camp Road

In general terms, “committed” means that the project has obtained environmental clearance and/or sufficient funding has been programmed for construction or implementation. Only those projects that affect travel conditions to a measurable degree are included in the 2030 Baseline alternative.

Alternative B - Transportation System Management (TSM) / Transportation Demand Management (TDM)

Element	Strategy	Location
Freeway System	Improved traffic surveillance	Add upgraded loop detection systems between each major interchange on the I-5 and I-405 for a total of 30 locations. Upgrade the Surveillance system along on the I-5 and I-405 with new CCTV sites at 2 miles intervals for a total of 16 locations.
	Improved Motorist information systems	CMS in each direction at the I-405/I-5 interchange (3) and the I-5/SR-73 confluence (3)
	Improved signage on I-5 and I-405	Locations to be determined
	HOV Ramp Bypass Lanes and advanced ramp metering	All existing on-ramps including additional vehicle presence detection and adaptive signal control utilizing Caltrans specified 2070LN controllers
	Incorporate Real Time Adaptive Ramp Metering (RTARM) Control System to ATMS	
	Freeway Mainline Improvements	See Detail List of Freeway System Operational Improvements.
	Interchange Improvements	See Detail List of Freeway System Operational Improvements.
Arterial Roadway System	Safety and Operational Improvements	Santiago Canyon Road (SR-241 to Live Oak Canyon Road)
	Safety and Operational Improvements	25 key locations within the study area (primarily near the interchanges)
	Upgrade selected arterials with smart street elements (e.g., signal coordination, bus turnouts, intersection improvements, ATIS, etc.)	Red Hill Avenue – Jamboree Road – Culver Drive – Jeffrey Road - El Toro Road - Oso Parkway - Pacific Coast Highway Crown Valley Parkway/Alicia Parkway Camino Capistrano/Marguerite Parkway Golden Lantern/Moulton Parkway/Irvine Center Drive Irvine Boulevard/Trabuco Road

Alternative B - Transportation System Management (TSM) / Transportation Demand Management (TDM)

Element	Strategy	Location
<i>ATMS Improvements</i>	Advanced Vehicle Detection Systems	All key arterial and freeway ramp intersections along the I-5 corridor
	Closed Circuit Television Surveillance	Strategic CCTV locations along the I-5 corridor at the major interchanges with shared video feed among agencies
	Links among City TMC's (Traffic Signal System) and with Caltrans TMC	Cities with a TMC
	Upgrade to new technology for fiber system network at all hub locations and at Traffic Management Center (TMC) and upgrade fiber system network at TMC	Caltrans and local TMC's
	Traffic Signal Coordination and Adaptive Control Techniques	Link all the traffic signals in the study area to the Caltrans District 12 TMC and/or City TMC's
	Interoperability of TMC's to overtake local TMC's after hours by MOU	Cities with a TMC
	Upgrade existing ATMS to latest version of hardware and software	Along I-5 and I-405 Corridors and adjacent cities
	Implement incident module to the latest ATMS	Along I-5 and I-405 Corridors and adjacent cities
	Integrate traffic signal system into ATMS	Along I-5 and I-405 Corridors and adjacent cities
	Incorporate Arterial Highway Vehicle Detection System into ATMS	Along I-5 and I-405 Corridors and adjacent cities
	Traffic signal synchronization improvements at railroad at-grade crossings	At-grade rail crossings in the study area
	Incorporate Real Time Adaptive Ramp Metering (RTARM) Control System to ATMS	All interchanges
	Geometric Improvements for additional storage/auxiliary lanes to facilitate RTARM	All interchanges with RTARM system

Alternative B - Transportation System Management (TSM) / Transportation Demand Management (TDM)

Element	Strategy	Location
Advanced Traveler Information System (ATIS) Improvements	Changeable Message Signs (CMS)	In advance of major interchanges, intersections or other points at which driver routing decisions can be affected by the presence of motorists' information.
	Link to Caltrans and City's Traveler Information Systems	Along I-5 and I-405 Corridors
	Joint CCTV interoperability with traveler information capabilities	Along I-5 and I-405 Corridors
Backbone Communication System Improvements	Communication system to support the deployment of the related elements	Along I-5 and I-405 Corridors with hubs to City TMC's
Incident Management	Monitoring, detecting and responding to incidents	Along I-5 and I-405 Corridors
	Centralize Event and Incident Management System at Caltrans TMC	Caltrans TMC with ties to local TMC's
Non-motorized Transportation Improvements	Completion of the Bicycle Master Plan	Along arterials that will be improved within the TSM/TDM alternative
	Improvement and addition of pedestrian facilities	At major intersections and interchanges, at over-crossings of freeways and arterials, and near Metrolink stations.
Transit	Increase existing bus service by 25% over No Build	Across study area
	Public transit vehicle operations improvements such as transit signal priority with City agreement	Along most heavily used bus routes
Intermodal	New and Improved Bike and Pedestrian facilities	Connecting to rail stations and intermodal facilities
	Development of improved Park and Ride facilities in the study area	I-5 and Jeffrey in City of Irvine (State Owned) and at key locations near freeways and toll roads
	Safety and access control measures to help mitigate train traffic and noise	At at-grade rail crossings
	New pedestrian and bikeway bridge	Pacific Coast Highway/Doheny Park Road/San Juan Creek

Alternative B - Transportation System Management (TSM) / Transportation Demand Management (TDM)

Element	Strategy	Location
TDM	Expanded TDM programs that make use of flexible work schedules	At major employment centers
	Increase funding for vanpool and carpool programs	Across study area
	Development of policies that promote and market alternative modes of transportation by providing improved education	Across study area
	Encourage formation of Transportation Management Associations at additional employment centers (e.g. Spectrumotion at the Spectrum in Irvine)	At major employment centers

ALTERNATIVE C – Renewed Measure M + Medium Transit

ALTERNATIVE C is a multimodal package of improvements that provides an investment in the Master Plan of Arterial Highways (MPAH) system; the freeway system; and transit within the South Orange County Study Area. Alternative C is structured to be generally consistent with the Long Range Transportation Plan (LRTP) Balanced Plan that forms the basis of the Renewed Measure M program of projects in south Orange County.

ALTERNATIVE C includes the following transportation improvements:

All 2030 BASELINE Improvements (ALTERNATIVE A)

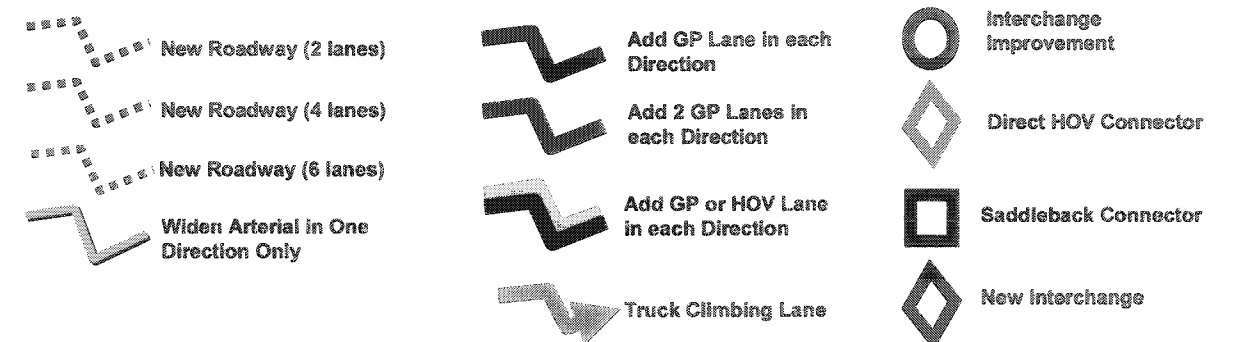
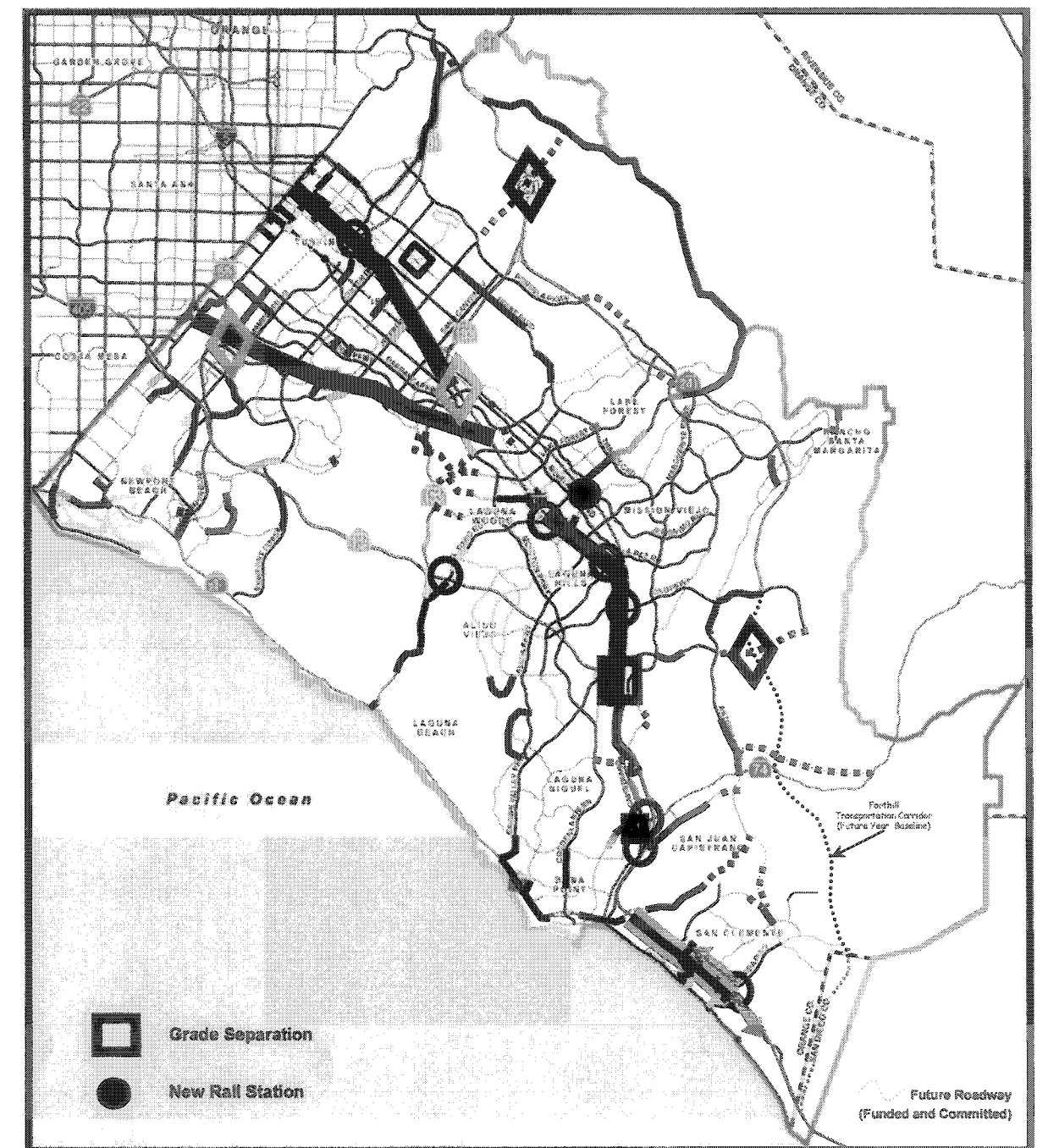
All Transportation Systems Management / Travel Demand Management TSM / TDM Improvements (ALTERNATIVE B)

FREEWAY / ROADWAY

- Safety and operation improvements at key locations on selected arterials within the study area (primarily near the freeway and toll road interchanges)
- Full Build-Out of the Master Plan of Arterial Highways (MPAH) System [Note: Ultimate build-out (construction/encumbering funds) of designated MPAH facilities would require initiation by the jurisdictions within which the facilities are located.]
- Improve connectivity, flow, and access at the SR-73 / Laguna Canyon Rd / El Toro Rd interchange
- New interchanges at Jeffrey Rd/SR-241 and at Crown Valley Pkwy/SR-241
- Interchange Modifications on I-5 (Jamboree Rd, El Toro Rd, La Paz Rd, Oso Pkwy, Avery Pkwy, Ortega Hwy (SR-74), Stonehill Dr, Avenida Pico)
- "Saddleback Connector" on I-5 between Crown Valley Parkway and Avery Parkway
- Add 1 General Purpose lane in each direction on I-5 (SR-55 to vicinity of SR-133 and El Toro Rd to SR-73)
- Add 1 General Purpose or HOV lane in each direction on I-5 from PCH to Avenida Pico
- Add truck climbing lane on NB I-5 from Avenida Pico to Camino de Estrella and on SB I-5 from Avenida Pico to Avenida Palizada.
- Add 1 General Purpose lane in each direction on I-405 (SR-55 to I-5)

TRANSIT (MEDIUM Level of Investment)

- Increase fixed route bus service by ~20% over the TSM/TDM Alternative
- Increase express bus service by ~10% over the TSM/TDM Alternative
- Substantial investment in Community Based Shuttles (more than doubles the level of this service proposed in the TSM/TDM Alternative)
- Beach buses and special event buses
- Longer Platforms/Train sets
- Add 2-3 additional train round trips, including weekends, between Orange County and San Diego County
- Increase station parking by ~25% over 2030 Baseline Alternative
- Increased access near stations (street improvements, intermodal support facilities)
- Increase in rail feeder/distributor bus service (~100% over TSM/TDM Alternative)
- High capacity rubber tire trolley type "Go Local" connectors to Metrolink stations
- High capacity fixed guideway transit line at selected Metrolink stations (e.g. Irvine)
- New Metrolink station in Lake Forest with feeder bus that includes a connection to Laguna Hills Transportation Center
- Direct HOV connector at existing overcrossings: Von Karman Ave and I-405 and at Barranca Pkwy and I-5 (missing ramps)
- Grade separation at Del Obispo St.
- Multimodal centers with HOV, bus, BRT, specialty bus, carpool, vanpool, and parking facilities
- Accommodate City initiatives for Transit Oriented Development (TOD) near stations
- Inter-jurisdictional policy mechanisms to plan and develop selected transportation systems with a regional view:
 - Policy committee to plan Metrolink station improvements (Cities with Metrolink stations)
 - Integrate passenger rail systems for Los Angeles, Orange, and San Diego counties (Metrolink, Coaster, Amtrak)
- [Note: increases in bus transit service are characterized by increases in revenue vehicle service hours, which reflect added/extended routes, improved frequencies, and/or increased span of service.]



ALTERNATIVE D – ALT C + General Purpose Freeway Widening + Medium Transit

ALTERNATIVE D builds upon Alternative C and emphasizes an investment in the freeway and roadway system within south Orange County. Alternative D proposes widening both I-5 and I-405 in the study area by one lane in each direction above what is planned to be constructed in the Renewed Measure M program of projects. Alternative D reflects an emphasis in general purpose travel in that the additional freeway capacity is largely devoted to mixed flow lanes.

ALTERNATIVE D includes the following transportation improvements:

All 2030 BASELINE Improvements (ALTERNATIVE A)

All Transportation Systems Management / Travel Demand Management (TSM/TDM) Improvements (ALTERNATIVE B)

FREEWAY / ROADWAY (ALTERNATIVE C)

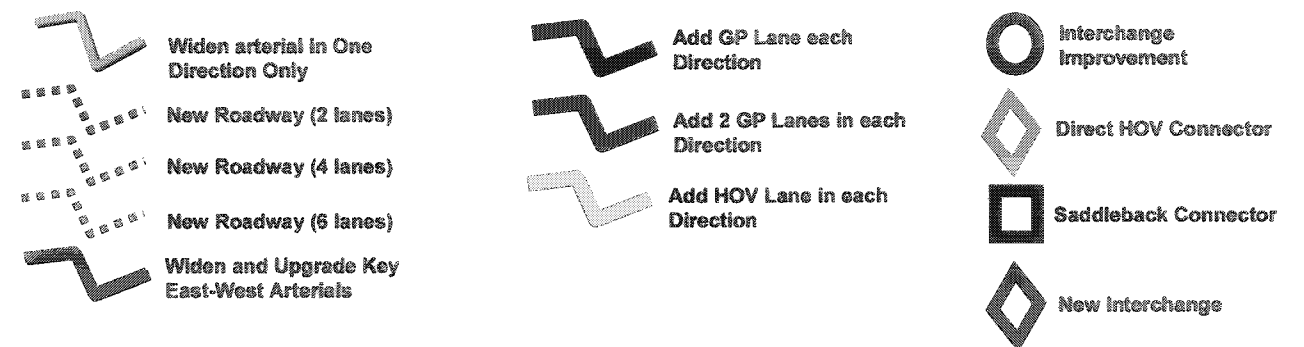
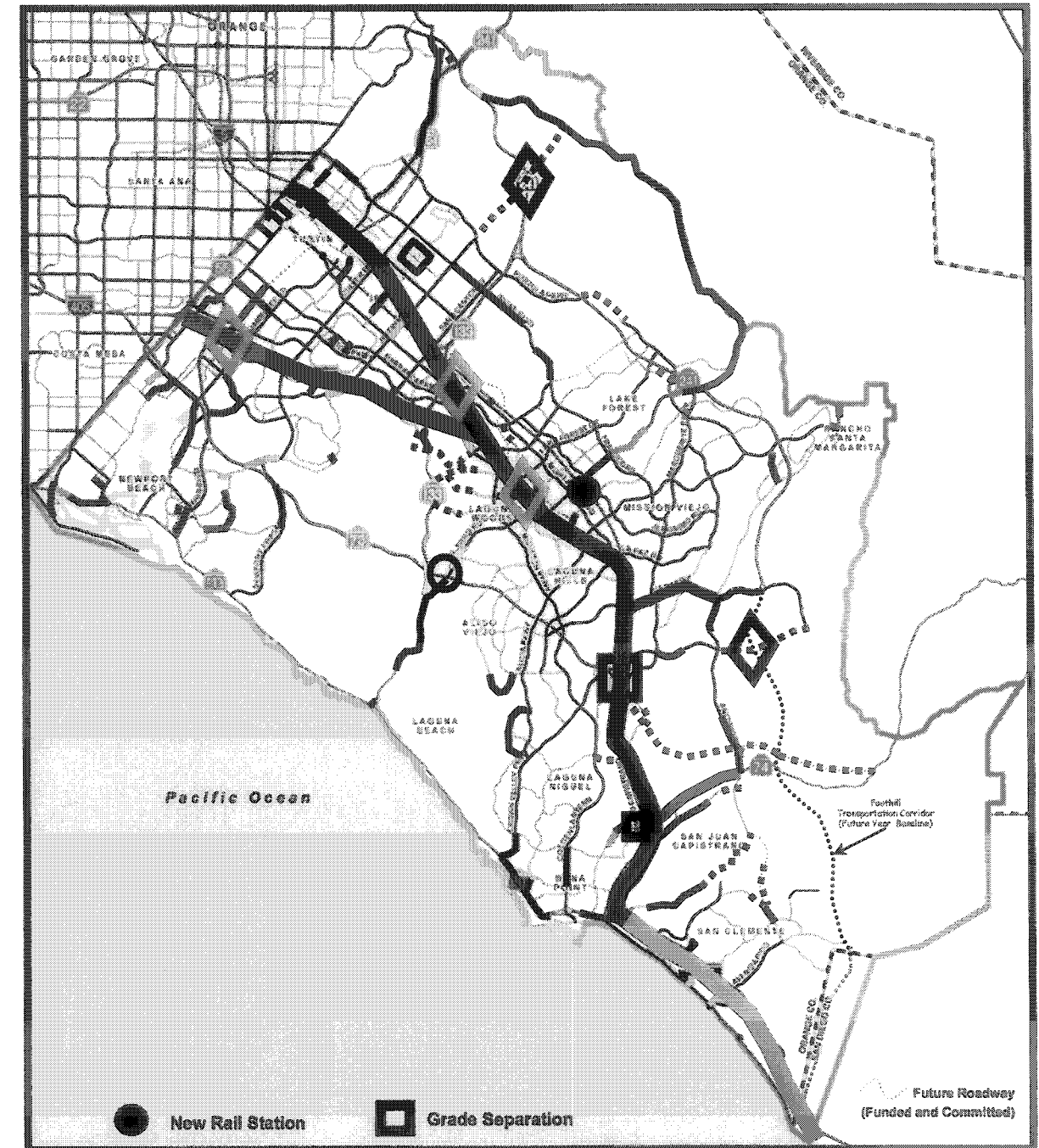
- Safety and operation improvements at key locations on selected arterials within the study area (primarily near the freeway and toll road interchanges)
- Full Build-Out of the Master Plan of Arterial Highways (MPAH) System [Note: Ultimate build-out (construction/encumbering funds) of designated MPAH facilities would require initiation by the jurisdictions within which the facilities are located.]
- Improve connectivity, flow, and access at the SR-73 / Laguna Canyon Rd / El Toro Rd interchange
- New interchanges at Jeffrey Rd/SR-241 and at Crown Valley Pkwy/SR-241
- Interchange Modifications on I-5 (Jamboree Rd, El Toro Rd, La Paz Rd, Oso Pkwy, Avery Pkwy, Ortega Hwy (SR-74), Stonehill Dr, Avenida Pico)
- "Saddleback Connector" on I-5 between Crown Valley Parkway and Avery Parkway
- Add 1 General Purpose lane in each direction on I-5 (SR-55 to vicinity of SR-133 and El Toro Rd to SR-73)
- Add 1 HOV lane in each direction on I-5 from PCH to Avenida Pico
- Add 1 General Purpose lane in each direction on I-405 (SR-55 to I-5)

FREEWAY (Widening Outside of ROW) / ROADWAY

- Add new 4 lane limited access roadway connecting SR-73 to Antonio Parkway and Cow Camp Road (SR-73 Extension)
- Add Additional "East-West" Capacity to Arterial System:
 - Upgrade and expand Oso Pkwy from I-5 to Antonio Pkwy
 - Upgrade and expand Ortega Hwy from I-5 to Antonio Pkwy
- ATMS (Arterial/Freeway Corridor Management): Provide more green time to arterials parallel to freeway corridors via adaptive control during congested periods and incidents to provide additional corridor capacity. (e.g. Moulton Pkwy, Muirlands Blvd, Irvine Center Dr)
- Grade separating selected arterial intersections (3-4 locations)
- Add second General Purpose lane on I-5 in each direction from SR-55 to SR-133, resulting in 2 added GP lanes in each direction
- Add one General Purpose lane on I-5 in each direction from SR-133 to El Toro Road
- Add second General Purpose lane on I-5 in each direction from El Toro Road to SR-73, resulting in 2 added GP lanes in each direction.
- Add one General Purpose lane on I-5 in each direction between SR-73 and PCH.
- Add one HOV lane on I-5 in each direction between Avenida Pico and county line.
- Add second General Purpose lane on I-405 in each direction from SR-55 to I-5, resulting in 2 added GP lanes in each direction.
- Improve all interchanges on I-5 and on I-405. [Note: for purposes of legibility, all of these are not shown on the adjacent map.]

TRANSIT (MEDIUM Level of Investment)

- Increase fixed route bus service by ~20% over the TSM/TDM Alternative
- Increase express bus service by ~10% over the TSM/TDM Alternative
- Substantial investment in Community Based Shuttles (more than doubles the level of this service proposed in the TSM/TDM Alternative)
- Beach buses and special event buses
- Longer Platforms/Train sets
- Add 2-3 additional train round trips, including weekends, between Orange County and San Diego County
- Increase station parking by ~25% over 2030 Baseline Alternative
- Increased access near stations (street improvements, intermodal support facilities)
- Increase in rail feeder/distributor bus service (~100% over TSM/TDM Alternative)
- High capacity rubber tire trolley type "Go Local" connectors to Metrolink stations
- High capacity fixed guideway transit line at selected Metrolink stations (e.g. Irvine)
- New Metrolink station in Lake Forest with feeder bus that includes a connection to Laguna Hills Transportation Center
- Direct HOV connector at existing overcrossings: Von Karmen Ave and I-405 and at Barranca Pkwy and I-5 (missing ramps)
- Grade separation at Del Obispo St.
- Multimodal centers with HOV, bus, BRT, specialty bus, carpool, vanpool, and parking facilities
- Accommodate City initiatives for Transit Oriented Development (TOD) near stations
- Inter-jurisdictional policy mechanisms to plan and develop selected transportation systems with a regional view:
 - Policy committee to plan Metrolink station improvements (Cities with Metrolink stations)
 - Integrate passenger rail systems for Los Angeles, Orange, and San Diego counties (Metrolink, Coaster, Amtrak)
- [Note: increases in bus transit service are characterized by increases in revenue vehicle service hours, which reflect added/extended routes, improved frequencies, and/or increased span of service.]



ALTERNATIVE E – ALT C + HOT Lane Freeway Widening + High Transit

ALTERNATIVE E builds upon Alternative C and emphasizes an investment in the freeway and roadway system within south Orange County. Alternative E proposes widening both I-5 and I-405 in the study area by one lane in each direction above what is planned to be constructed in the Renewed Measure M program of projects. However, Alternative E presents an option whereby the additional lanes would be managed as High Occupancy Toll (HOT) lanes that serve carpools and single-occupant vehicles willing to buy their way in to the HOT Lanes by paying a toll.

ALTERNATIVE E includes the following transportation improvements:

All 2030 BASELINE Improvements (ALTERNATIVE A)

All Transportation Systems Management / Travel Demand Management (TSM/TDM) Improvements (ALTERNATIVE B)

FREEWAY / ROADWAY (ALTERNATIVE C)

- Safety and operation improvements at key locations on selected arterials within the study area (primarily near the freeway and toll road interchanges)
- Full Build-Out of the Master Plan of Arterial Highways (MPAH) System [Note: Ultimate build-out (construction/encumbering funds) of designated MPAH facilities would require initiation by the jurisdictions within which the facilities are located.]
- Improve connectivity, flow, and access at the SR-73 / Laguna Canyon Rd / El Toro Rd interchange
- New interchanges at Jeffrey Rd/SR-241 and at Crown Valley Pkwy/SR-241
- Interchange Modifications on I-5 (Jamboree Rd, El Toro Rd, La Paz Rd, Oso Pkwy, Avery Pkwy, Ortega Hwy (SR-74), Stonehill Dr, Avenida Pico)
- "Saddleback Connector" on I-5 between Crown Valley Parkway and Avery Parkway
- Add 1 General Purpose lane in each direction on I-5 (SR-55 to vicinity of SR-133 and El Toro Rd to SR-73)
- Add 1 General Purpose lane in each direction on I-405 (SR-55 to I-5)

FREEWAY (Widening Outside of ROW) / ROADWAY

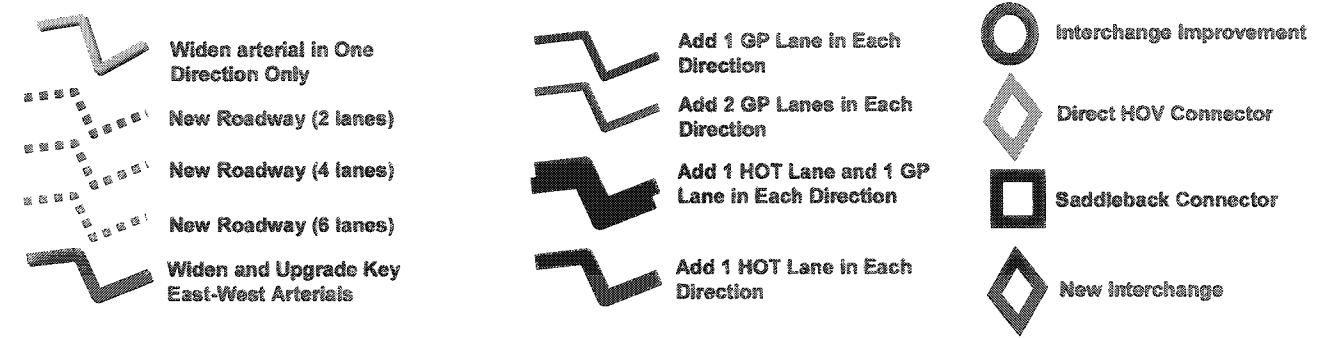
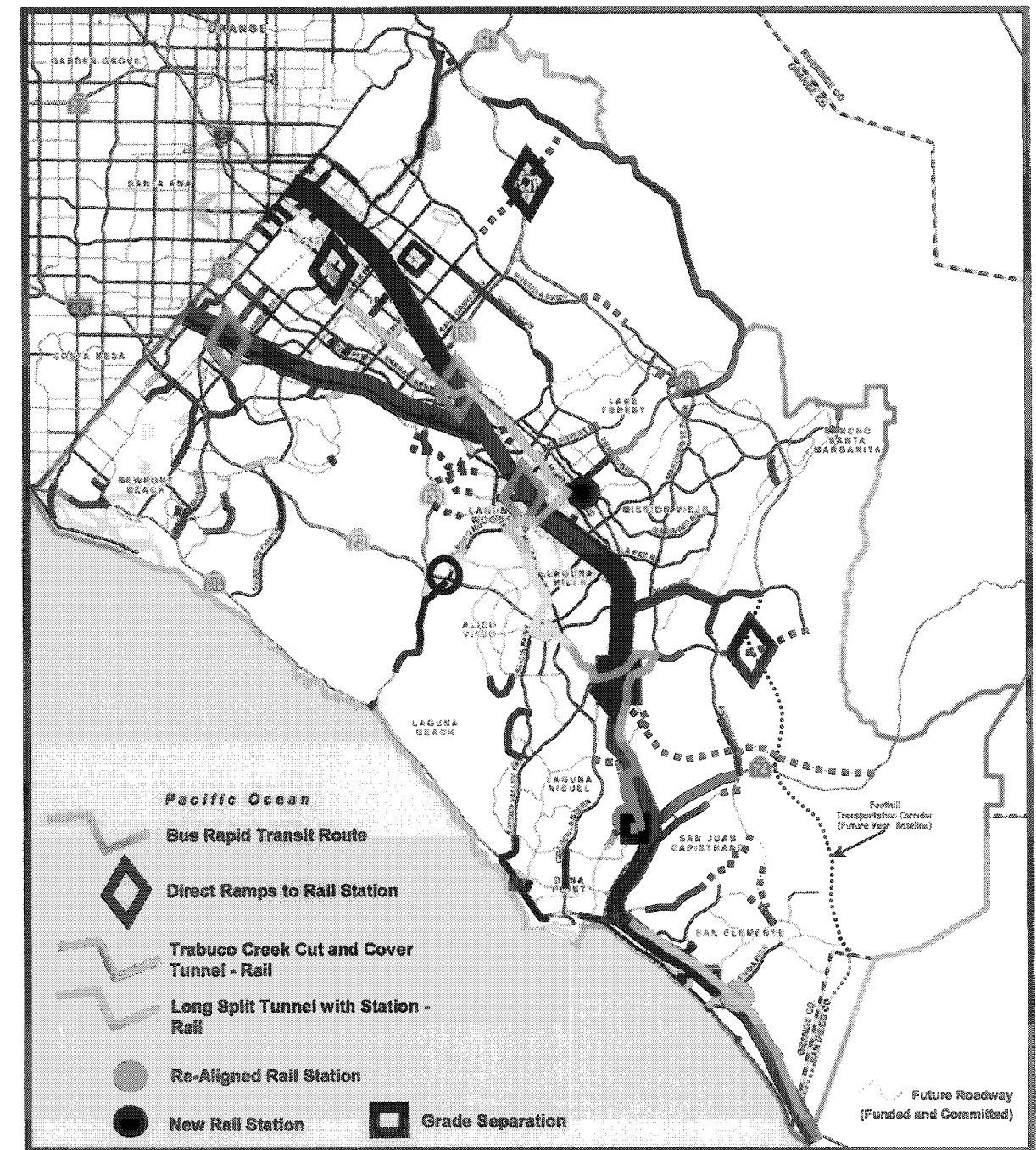
- Add new 4 lane limited access roadway connecting SR-73 to Antonio Parkway and Cow Camp Road (SR-73 Extension)
- Add Additional "East-West" Capacity to Arterial System:
 - Upgrade and expand Oso Pkwy from I-5 to Antonio Pkwy
 - Upgrade and expand Ortega Hwy from I-5 to Antonio Pkwy
- ATMS (Arterial/Freeway Corridor Management): Provide more green time to arterials parallel to freeway corridors via adaptive control during congested periods and incidents to provide additional corridor capacity. (e.g. Moulton Pkwy, Muirlands Blvd, Irvine Center Dr)
- Grade separating selected arterial intersections (3-4 locations)
- Add one HOT lane on I-5 in each direction from SR-55 to PCH, resulting in 2 HOT lanes in each direction.
- Add one HOT lane on I-5 in each direction between Avenida Pico and county line.
- Add one HOT lane on I-405 in each direction from SR-55 to I-5, resulting in 2 HOT lanes in each direction.
- [Note: Alternative E presumes that the existing HOV lanes on I-5 and I-405 would be managed as part of the proposed HOT lane facilities.]
- Improve all interchanges on I-5 and on I-405. [Note: for purposes of legibility, all of these are not shown on the adjacent map.]

TRANSIT (MEDIUM Level of Investment)

- Increase fixed route bus service by ~20% over the TSM/TDM Alternative
- Increase express bus service by ~10% over the TSM/TDM Alternative
- Substantial investment in Community Based Shuttles (more than doubles the level of this service proposed in the TSM/TDM Alternative)
- Beach buses and special event buses
- Longer Platforms/Train sets
- Add 2-3 additional train round trips, including weekends, between Orange County and San Diego County
- Increase station parking by ~25% over 2030 Baseline Alternative
- Increased access near stations (street improvements, intermodal support facilities)
- Increase in rail feeder/distributor bus service (~100% over TSM/TDM Alternative)
- High capacity rubber tire trolley type "Go Local" connectors to Metrolink stations
- High capacity fixed guideway transit line at selected Metrolink stations (e.g. Irvine)
- New Metrolink station in Lake Forest with feeder bus that includes a connection to Laguna Hills Transportation Center
- Direct HOV connector at existing overcrossings: Von Karmen Ave and I-405 and at Barranca Pkwy and I-5 (missing ramps)
- Grade separation at Del Obispo St.
- Multimodal centers with HOV, bus, BRT, specialty bus, carpool, vanpool, and parking facilities
- Accommodate City initiatives for Transit Oriented Development (TOD) near stations
- Inter-jurisdictional policy mechanisms to plan and develop selected transportation systems with a regional view:
 - Policy committee to plan Metrolink station improvements (Cities with Metrolink stations)
 - Integrate passenger rail systems for Los Angeles, Orange, and San Diego counties (Metrolink, Coaster, Amtrak)
- [Note: increases in bus transit service are characterized by increases in revenue vehicle service hours, which reflect added/extended routes, improved frequencies, and/or increased span of service.]

TRANSIT (HIGH Level of Investment)

- North-south Bus Rapid Transit (BRT) Corridor from Tustin Station to downtown San Juan Capistrano, serving transit centers and major activity centers along the route
- Double track LOSSAN in San Juan Capistrano via cut and cover tunnel with new station west of existing alignment from Junipero Serra to north of Del Obispo then rejoining existing rail right-of-way. Double track from just north of Avenida Aeropuerto in San Juan Capistrano under I-5 via trench/split tunnel with new station at Avenida Pico continuing to Basilone Road then rejoining existing rail right-of-way.
- Increase rail service by 25% over Medium Transit Levels (e.g., mostly south of Laguna Niguel/Mission Viejo station.)
- Direct HOV connectors at one new location at existing overcrossing: on I-5 at Ridge Route Drive
- High capacity transit service to two additional Metrolink stations (e.g., Tustin Station, Laguna Niguel/Mission Viejo Station)
- Direct freeway ramps from I-5 to Laguna Niguel/Mission Viejo Station via the Saddleback Connector
- Direct ramps from Jamboree Road to Tustin Station in the southbound direction only.



ALTERNATIVE F – ALT C + Toll Road Widening + Pricing + High Transit

ALTERNATIVE F also builds upon Alternative C, however Alternative F emphasizes an investment in the toll road system within south Orange County. Alternative F proposed widening the toll roads in the study area by one lane in each direction above the 2030 baseline condition. Alternative F also examines how a change in pricing such as a reduced toll would affect travel demand within the South Orange County Study Area.

ALTERNATIVE F includes the following transportation improvements:

All 2030 BASELINE Improvements (ALTERNATIVE A)

All Transportation Systems Management / Travel Demand Management (TSM/TDM) Improvements (ALTERNATIVE B)

FREEWAY / ROADWAY (ALTERNATIVE C)

- Safety and operation improvements at key locations on selected arterials within the study area (primarily near the freeway and toll road interchanges)
- Full Build-Out of the Master Plan of Arterial Highways (MPAH) System [Note: Ultimate build-out (construction/encumbering funds) of designated MPAH facilities would require initiation by the jurisdictions within which the facilities are located.]
- Improve connectivity, flow, and access at the SR-73 / Laguna Canyon Rd / El Toro Rd interchange
- New interchanges at Jeffrey Rd/SR-241 and at Crown Valley Pkwy/SR-241
- Interchange Modifications on I-5 (Jamboree Rd, El Toro Rd, La Paz Rd, Oso Pkwy, Avery Pkwy, Ortega Hwy (SR-74), Stonehill Dr, Avenida Pico)
- "Saddleback Connector" on I-5 between Crown Valley Parkway and Avery Parkway
- Add 1 General Purpose lane in each direction on I-5 (SR-55 to vicinity of SR-133 and El Toro Rd to SR-73)
- Add 1 General Purpose or HOV lane in each direction on I-5 from PCH to Avenida Pico
- Add 1 General Purpose lane in each direction on I-405 (SR-55 to I-5)

TOLL ROAD / PRICING OPTION / ROADWAY

- Add 1 General Purpose lane in each direction on SR-133, SR-73, and SR-241
- Add new 4 lane limited access roadway connecting SR-73 to Antonio Parkway and Cow Camp Road (SR-73 Extension)
- Upgrade and expand Oso Parkway from I-5 to Antonio Parkway
- Upgrade and expand Ortega Highway from I-5 to Antonio Parkway
- New interchange at Avenue CC/SR-241
- Test toll facilities with a reduced toll called a "shadow toll" to fill additional capacity

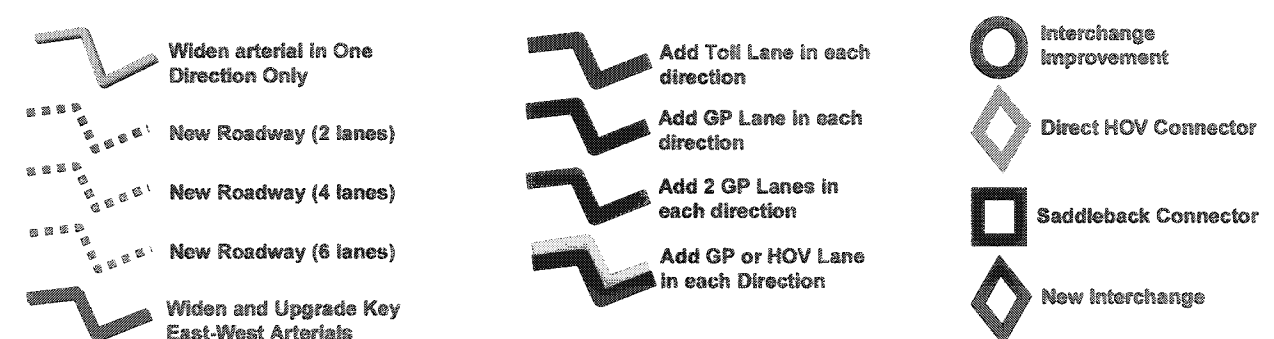
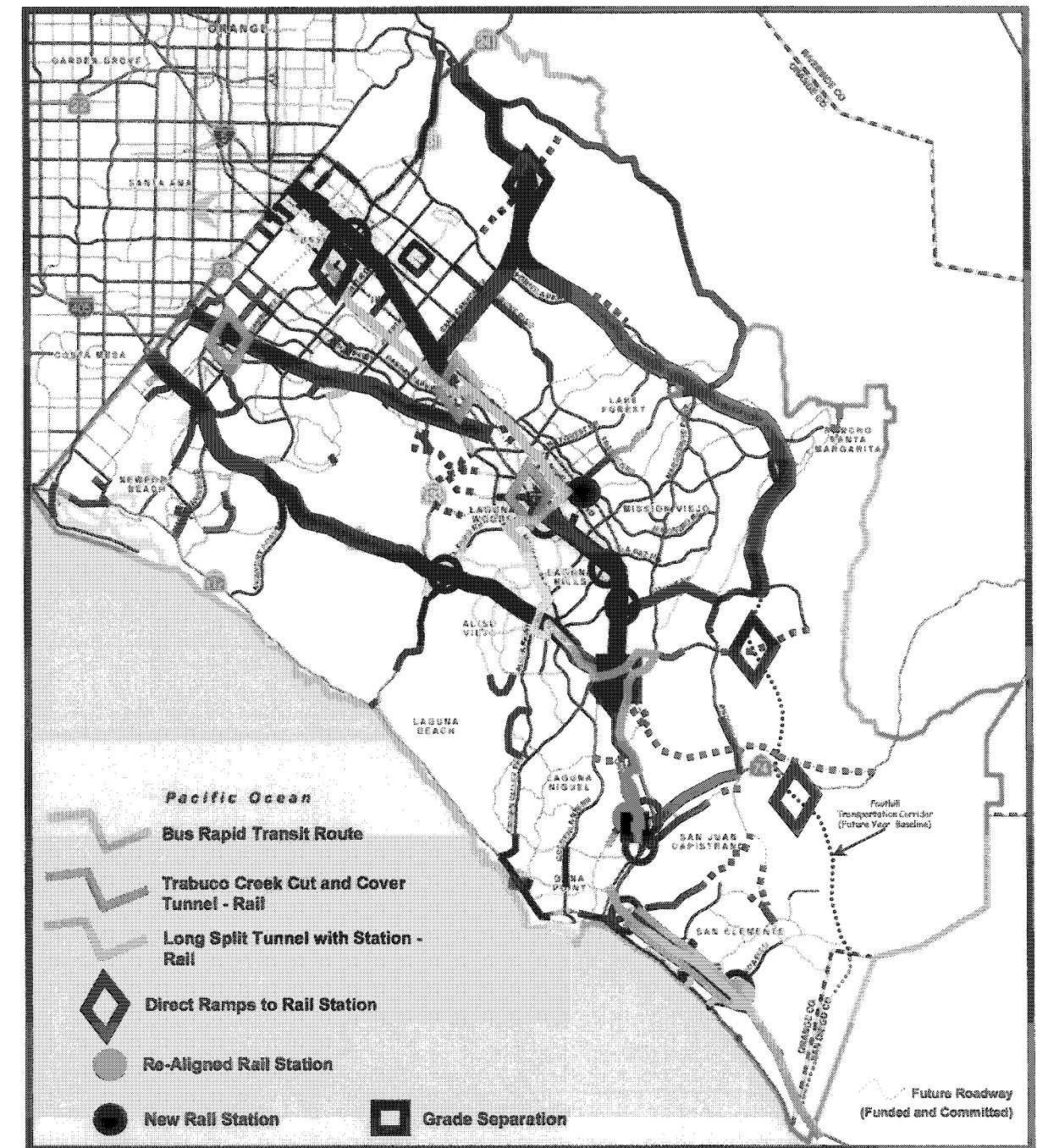
Note: The development and examination of toll pricing options must be coordinated with the TCA and will include an assessment of travel demand as well as the financial implications.

TRANSIT (MEDIUM Level of Investment)

- Increase fixed route bus service by ~20% over the TSM/TDM Alternative
- Increase express bus service by ~10% over the TSM/TDM Alternative
- Substantial investment in Community Based Shuttles (more than doubles the level of this service proposed in the TSM/TDM Alternative)
- Beach buses and special event buses
- Longer Platforms/Train sets
- Add 2-3 additional train round trips, including weekends, between Orange County and San Diego County
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- Increased access near stations (street improvements, intermodal support facilities)
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- High capacity rubber tire trolley type "Go Local" connectors to Metrolink stations
- High capacity fixed guideway transit line at selected Metrolink stations (e.g. Irvine)
- New Metrolink station in Lake Forest with feeder bus that includes a connection to Laguna Hills Transportation Center
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- Grade separation at Del Obispo St.
- Multimodal centers with HOV, bus, BRT, specialty bus, carpool, vanpool, and parking facilities
- Accommodate City initiatives for Transit Oriented Development (TOD) near stations
- Inter-jurisdictional policy mechanisms to plan and develop selected transportation systems with a regional view:
 - Policy committee to plan Metrolink station improvements (Cities with Metrolink stations)
 - Integrate passenger rail systems for Los Angeles, Orange, and San Diego counties (Metrolink, Coaster, Amtrak)
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TRANSIT (HIGH Level of Investment)

- North-south Bus Rapid Transit (BRT) Corridor from Tustin Station to downtown San Juan Capistrano, serving transit centers and major activity centers along the route
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- Increase rail service by 25% over Medium Transit Levels (e.g., mostly south of Laguna Niguel/Mission Viejo station.)
- Direct HOV connectors at one new location at existing overcrossing: on I-5 at Ridge Route Drive
- High capacity transit service to two additional Metrolink stations (e.g., Tustin Station, Laguna Niguel/Mission Viejo Station)
- Direct freeway ramps from I-5 to Laguna Niguel/Mission Viejo Station via the Saddleback Connector
- Direct ramps from Jamboree Road to Tustin Station in the southbound direction only.





BOARD COMMITTEE TRANSMITTAL

October 22, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Renewed Measure M Environmental Committees Selection Process

Transportation 2020 Committee

October 15, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (reflects change from staff recommendation)

- A. Committee Chairman to appoint an ad-hoc sub-committee consisting of Director Campbell and Director Cavecche to review applications for environmental committee appointment.
- B. Sub-committee to provide recommendations for appointment to the environmental committees to the full Board on October 22, 2007.

Committee Discussion

Committee Members agreed to designate a sub-committee to review the applications, consider input from Members of the Committee and make recommendations on the selection of environmental committee membership to the full Board of Directors for approval on October 22, 2007.

October 17, 2007

Attached are copies of Revised Attachments A, B, and C, which were provided to Committee Members for their meeting on October 15, 2007.

Results of the ad-hoc committee's appointments will be provided under separate cover and prior to the Board meeting for your information.

Thank you –



Environmental Cleanup Allocation Committee Applicants

Following is a list of the Environmental Cleanup Allocation Committee applicants. Each candidate's application and resume are attached. Any additional applications received after October 5 will be sent under separate cover.

<i>Caltrans (1 Representative)</i>	Title/Affiliation
Hector B. Salas	Associate Environmental Planner; Water Quality Specialist

<i>County of Orange (1 Representative)</i>	Title/Affiliation
Mary Anne Skorpanich	Watershed and Coastal Resources Program Director

City Representatives <i>(1 Representative per Supervisorial District)</i>	Title/Affiliation
Thom Coughran	Water Manager, Santa Ana, First District
John Bahorski	City Manager, Cypress, Second District
Byron De Arakal	Former Costa Mesa Parks and Recreation Commissioner, Second District
Tony Olmos	City Engineer, Brea, Third District
Dick Wilson	Environmental Services Manager, Anaheim, Fourth District
Steve Castellanos	Public Works Director, La Habra, Fourth District
Tim Casey	City Manager, Laguna Niguel, Fifth District
Richard Schlesinger	City Engineer, Mission Viejo, Fifth District

Santa Ana Regional Water Quality Control Board <i>(1 Non-Voting Representative)</i>	Title/Affiliation
TBD	

San Diego Regional Water Quality Control Board (1 Non-Voting Representative)	Title/Affiliation
TBD	

Water or Wastewater Public Agencies (2 Representatives)	Title/Affiliation
Karen I. Baroldi	Orange County Sanitation District Regulatory Specialist, Environmental Compliance and Regulatory Affairs Division
Paul D. Jones II, P.E.	Irvine Ranch Water District General Manager
Tom Rosales	South Orange County Wastewater Authority General Manager
John Schatz	Santa Margarita Water District General Manager

Development Industry (1 Representative)	Title/Affiliation
Ernie Schneider	BIA member; Hunsaker & Associates Irvine, Inc. Chief Operating Officer
Satoru Tamaribuchi	The Irvine Company Vice President of Environmental Affairs

Scientific/Academic Community (1 Representative)	Title/Affiliation
William J. Cooper	UC Irvine Professor of the Department of Civil and Environmental Engineering and director of the Urban Water Research Center
Philip Hughes	Santa Ana College Professor; Upper Newport Bay Naturalists and Friends Member
Jean-Daniel Saphores	UC Irvine Institute of Transportation Studies Associate Professor
Stephen B. Weisberg	Southern California Coastal Water Research Project Authority Executive Director

Private/Non-Profit Organizations <i>(1 Representative)</i>	Title/Affiliation
Garry Brown	Orange County Coast Keeper President and Chief Executive Officer
Chris Bunyan	Surfrider Organization Member
Andrew Gregg	Miller Brooks Environmental, Inc. President
John Kinney	Laguna Niguel Traffic and Transportation Commissioner; PALM Foundation Founder and Board Member
Robert L. Seat	Orange County Farm Bureau Director
Kris Weber	Hunsaker & Associates Irvine, Inc. Principal



Mitigation and Resource Protection Oversight Committee Applicants

Following is a list of the Mitigation and Resource Protection Oversight Committee applicants. Each candidate's application and resume are attached. Any additional applications received after October 5 will be sent under separate cover.

OCTA (2 Representatives with 1 serving as chair)	Title/Affiliation
Committee Chair: TBD	
TBD	

Caltrans (1 Representative)	Title/Affiliation
Sylvia Vega	Office Chief of Environmental Planning

California Department of Fish and Game (1 Representative)	Title/Affiliation
Kevin Hunting	Regional Manager

US Fish and Wildlife Service (1 Representative)	Title/Affiliation
Jonathan D. Snyder	Wildlife Biologist

Army Corps of Engineers (1 Representative)	Title/Affiliation
Mark Cohen	Senior Project Manager

California Wildlife Conservation Board (1 Representative)	Title/Affiliation
Debbie Townsend	Assistant Executive Director, Land Acquisition Program

Taxpayers Oversight Committee (1 Representative)	Title/Affiliation
Merlin Henry	Retired Teacher

Non-Governmental Environmental Organizations (2 Representatives)	Title/Affiliation
Denny Bean	OC Regional Recreational Trails Advisory Committee member; Friends of Harbors, Beaches & Parks member
Chris Bunyan	Surfrider Organization Member
Sherri Loveland	OC Green Vision Working Group Vice President
Phil McWilliams	Silverado-Modjeska Recreation and Park District Grants Manager
Claire Schlotterbeck	Hills for Everyone Executive Director; Environmental Consultant
Melanie Schlotterbeck	Measure M Support Groups Coordinator; Environmental Consultant
Kathleen Shanfield	Fullerton Parks and Recreation Commissioner; Friends of Coyote Hills member
Dan Silver	Endangered Habitats League Executive Director

Public Members (2 Representatives)	Title/Affiliation
J. Steven Brooks	Carter & Burgess Project Manager for NEPA and CEQA documents; National Association of Environmental Professionals Member, CA Association of Environmental Professionals Member
Tim Brown	Parks, Beaches and Recreation Commissioner
Amna Chaudhary	United States Bankruptcy Court Law Clerk
Donald R. Froelich	City of Glendale Water and Power Project Manager
Greg Gauthier	California State Coastal Conservancy, Coastal Project Development Analyst
Nancy A. Jimeno	Cal State Fullerton American Government Professor
John Kinney	Laguna Niguel Traffic and Transportation Commissioner; PALM Foundation Founder and Board Member
Judy McKeehan	SWCA Environmental Consultants Project Manager
Adam Probolsky	Irvine Planning Commissioner; Probolsky Research Chairman & CEO



Selection Process Scoring Table

Environmental Cleanup Allocation Committee

The following agencies have appointed one representative and do not need to be scored.

CALTRANS *(1 Representative)*

Hector B. Salas, Associate Environmental Planner; Water Quality Specialist

COUNTY OF ORANGE *(1 Representative)*

Mary Anne Skorpanich, Director, Watershed and Coastal Resources Program

CITY REPRESENTATIVES

(As recommended by the Orange County City Managers Association)

First District	Thom Coughran, Water Manager, Santa Ana
Second District	John Bahorski, City Manager, Cypress
Third District	Tony Olmos, City Engineer, Brea
Fourth District	Dick Wilson, Environmental Services Manager, Anaheim
Fifth District	Tim Casey, City Manager, Laguna Niguel

SANTA ANA REGIONAL WATER QUALITY CONTROL BOARD *(Non-Voting)*

TBD

SAN DIEGO REGIONAL WATER QUALITY CONTROL BOARD *(Non-Voting)*

TBD

Please provide each of the following applicants a numerical score as follows:

- 5 – Excellent Candidate
- 4 – Good Candidate
- 3 – Average Candidate
- 2 – Poor Candidate

WATER OR WASTEWATER PUBLIC AGENCIES (2 Representatives)

Applicant	Score
Karen I. Baroldi Orange County Sanitation District	
Paul D. Jones II, P.E. Irvine Ranch Water District	
Tom Rosales South Orange County Wastewater Authority	
John J. Schatz Santa Margarita Water District	

DEVELOPMENT INDUSTRY(1 Representative)

Applicant	Score
Ernie Schneider BIA member; Hunsaker & Associates Irvine, Inc.	
Satoru Tamaribuchi Environmental Affairs, The Irvine Company	

SCIENTIFIC/ACADEMIC COMMUNITY (1 Representative)

Applicant	Score
William J. Cooper Department of Civil & Environmental Engineering, UC Irvine	
Philip Hughes Santa Ana College	
Jean-Daniel Saphores UC Irvine Institute of Transportation Studies	
Stephen B. Weisberg Southern California Coastal Water Research Project Authority	

PRIVATE/NON-PROFIT ORGANIZATIONS (1 Representative)

Applicant	Score
Garry Brown Orange County CoastKeeper	
Chris Bunyan Surfrider Organization	
Andrew Gregg Miller Brooks Environmental, Inc.	
John Kinney Laguna Niguel Traffic and Transportation Commission; PALM Foundation	
Robert L. Seat Orange County Farm Bureau	
Kris Weber Hunsaker & Associates Irvine, Inc.	

Transportation 2020 Committee Member _____



Selection Process Scoring Table

Mitigation and Resource Protection Oversight Committee

The following agencies have appointed one representative and do not need to be scored.

OCTA *(2 Representatives - 1 Serving as Chair)*

Committee Chair: TBD

TBD

CALTRANS *(1 Representative)*

Sylvia Vega, Office Chief of Environmental Planning

CALIFORNIA DEPARTMENT OF FISH AND GAME *(1 Representative)*

Kevin Hunting, Regional Manager

UNITED STATES FISH AND WILDLIFE SERVICE *(1 Representative)*

Jonathan D. Snyder, Wildlife Biologist

ARMY CORPS OF ENGINEERS *(1 Representative)*

Mark Cohen, Senior Project Manager

CALIFORNIA WILDLIFE CONSERVATION BOARD *(1 Representative)*

Debbie Townsend, Assistant Executive Director, Land Acquisition Program

TAXPAYERS OVERSIGHT COMMITTEE *(1 Representative)*

Merlin Henry

Please provide each of the following applicants a numerical score as follows:

5 – Excellent Candidate

4 – Good Candidate

3 – Average Candidate

2 – Poor Candidate

NON-GOVERNMENTAL ENVIRONMENTAL ORGANIZATIONS (2 Representatives)

Applicant	Score
Denny Bean OC Regional Recreational Trails Advisory Committee; Friends of Harbors, Beaches & Parks	
Chris Bunyan Surfrider Organization	
Sherri Loveland OC Green Vision Working Group	
Phil McWilliams Silverado-Modjeska Recreation and Park District	
Claire Schlotterbeck Hills for Everyone; Environmental Consultant	
Melanie Schlotterbeck Measure M Support Groups; Environmental Consultant	
Kathleen Shanfield Fullerton Parks and Recreation Commission; Friends of Coyote Hills	
Dan Silver Endangered Habitats League	

PUBLIC MEMBERS (2 Representatives)

Applicant	Score
J. Steven Brooks Carter& Burgess; National Association of Environmental Professionals	
Tim Brown Parks, Beaches, and Recreation Commission	
Amna Chaudhary United States Bankruptcy Court	
Donald R. Froelich City of Glendale Water and Power	
Greg Gauthier California State Coastal Conservancy	
Nancy A. Jimeno Cal State Fullerton American Government Professor	
John Kinney Laguna Niguel Traffic and Transportation Commission; PALM Foundation	
Judy McKeehan SWCA Environmental Consultants	
Adam Probolsky Irvine Planning Commission; Probolsky Research	

Transportation 2020 Committee Member _____



October 15, 2007

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Renewed Measure M Environmental Committees Selection Process

Overview

On September 15, 2007, the Transportation 2020 Committee directed staff to initiate recruitment for the Environmental Cleanup Allocation Committee and the Mitigation and Resource Protection Oversight Committee. Applications are presented for evaluation and selection.

Recommendation

Select the 12 voting members and two non-voting members for the Environmental Cleanup Allocation Committee and the 12 members for the Mitigation and Resource Protection Oversight Committee.

Background

The Renewed Measure M (M2) Early Action Plan calls for the Environmental Cleanup Program and the Environmental Freeway Mitigation Program to be launched within the next five years. According to the Renewed Measure M ordinance, the Environmental Cleanup Allocation Committee (Allocation Committee) and the Mitigation and Resource Protection Oversight Committee (Environmental Oversight Committee) must be in place before the programs can be developed and funds can be allocated.

The Orange County Transportation Authority (OCTA) Board of Directors (Board) must appoint the Allocation Committee and the Environmental Oversight Committee. The Allocation Committee will recommend a competitive grant process for the allocation of environmental cleanup revenues, review project submittals, and recommend funding allocations to the OCTA Board. The Environmental Oversight Committee will make recommendations to the OCTA Board on the allocation of mitigation funds and monitor the implementation of the Master Agreement. The Master Agreement, between OCTA and state and federal resource agencies, will provide for environmental

benefits such as habitat protection and resource preservation in exchange for streamlined project approvals for the freeway program as a whole.

Discussion

Pursuant to direction received from the Transportation 2020 Committee, staff conducted an outreach campaign to solicit applicants for the Allocation Committee and the Environmental Oversight Committee. Over 200 applications were mailed to the committee designations called out in the M2 ordinance. Other OCTA stakeholders such as Orange County mayors and city managers, the Citizens Advisory Committee, the Taxpayers Oversight Committee, and environmental consultants were also notified of the recruitment and requested to assist in the distribution of the applications to interested candidates.

Applications were also posted on the OCTA website and an ad for the committees ran in the Los Angeles Times and the Orange County Register. Articles about the committee recruitment process ran in The Daily Pilot as well as Brown and Caldwell's online publication "California Water News," with an estimated 30,000 daily readers.

As a result of these outreach efforts, 25 applications were received for the Allocation Committee (Attachment A) and 22 applications were received for the Environmental Oversight Committee (Attachment B) at the time of report preparation. Any additional applications received after this report is filed will be sent under separate cover.

The Selection Process Scoring Table outlines how each applicant is proposed to be evaluated and ranked by members of the Committee (Attachment C). Each applicant under the given designation will be assessed a numerical score by the Transportation 2020 Committee member and ranked according to their average score. The applicant(s) with the highest average score will be deemed selected and recommended to the full Board for appointment.

Summary

After an extensive outreach effort, applicants for the Allocation Committee and the Environmental Oversight Committee are presented for selection.

Attachments


- A. Environmental Cleanup Allocation Committee Applicants
- B. Mitigation and Resource Protection Oversight Committee Applicants
- C. Selection Process Scoring Table

Prepared by:



Br
Marissa Espino
Senior Community Relations Specialist
(714) 560-5607

Approved by:



EB
Ellen S. Burton
Executive Director, External Affairs
(714) 560-5923



Environmental Cleanup Allocation Committee Applicants

Following is a list of the Environmental Cleanup Allocation Committee applicants. Each candidate's application and resume are attached. Any additional applications received after October 5 will be sent under separate cover.

<i>Caltrans (1 Representative)</i>	Title/Affiliation
Hector B. Salas	Associate Environmental Planner; Water Quality Specialist

<i>County of Orange (1 Representative)</i>	Title/Affiliation
Mary Anne Skorpanich	Watershed and Coastal Resources Program Director

City Representatives <i>(1 Representative per Supervisorial District)</i>	Title/Affiliation
David N. Ream	City Manager, Santa Ana, First District
John Bahorski	City Manager, Cypress, Second District
Byron De Arakal	Former Costa Mesa Parks and Recreation Commissioner, Second District
Tony Olmos	City Engineer, Brea, Third District
Dick Wilson	Environmental Services Manager, Anaheim, Fourth District
Steve Castellanos	Public Works Director, La Habra, Fourth District
Tim Casey	City Manager, Laguna Niguel, Fifth District
Richard Schlesinger	City Engineer, Mission Viejo, Fifth District

Santa Ana Regional Water Quality Control Board <i>(1 Non-Voting Representative)</i>	Title/Affiliation
TBD	

San Diego Regional Water Quality Control Board (1 Non-Voting Representative)	Title/Affiliation
TBD	

Water or Wastewater Public Agencies (2 Representatives)	Title/Affiliation
Karen I. Baroldi	Orange County Sanitation District Regulatory Specialist, Environmental Compliance and Regulatory Affairs Division
Paul D. Jones II, P.E.	Irvine Ranch Water District General Manager
Tom Rosales	South Orange County Wastewater Authority General Manager
John Schatz	Santa Margarita Water District General Manager

Development Industry (1 Representative)	Title/Affiliation
Ernie Schneider	BIA member; Hunsaker & Associates Irvine, Inc. Chief Operating Officer
Satoru Tamaribuchi	The Irvine Company Vice President of Environmental Affairs

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William J. Cooper	UC Irvine Professor of the Department of Civil and Environmental Engineering and director of the Urban Water Research Center
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Jean-Daniel Saphores	UC Irvine Institute of Transportation Studies Associate Professor
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Chris Bunyan	Surfrider Organization Member
Andrew Gregg	Miller Brooks Environmental, Inc. President
John Kinney	Laguna Niguel Traffic and Transportation Commissioner; PALM Foundation Founder and Board Member
Kris Weber	Hunsaker & Associates Irvine, Inc. Principal

CALTRANS

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Hector Salas

Address 3337 Michelson Drive, Suite 380

City Irvine Zip Code 92612-8894

Business Phone (949) 724-2625 Fax Number ()

Home Phone (562) 691-6860 Email hector_salas@dot.ca.gov

Type/Name of organization represented Caltrans Title/Affiliation

(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

Caltrans has been involved in water quality protection for over 10 years. Caltrans is currently the only owner of a statewide municipal NPDES storm water permit issued by the State Water Resources Control Board. This permit applies to Caltrans construction projects, highways and facilities (maintenance stations, Park and Ride lots). Part of our permit requires us to apply water quality treatment BMPs to our new construction projects to mitigate storm water runoff.

2) What is the nature of your activities and duties with your organization?

Implement policy to ensure that Caltrans projects comply with NPDES permit requirements. This includes maintaining communication with the local Regional Water Quality Control Boards (RWQCB), monitor and report storm water runoff, develop water quality technical studies for environmental documents, design water quality treatment BMPs for highway and maintenance facilities, and provide training to Caltrans personnel and consultants on water quality guidelines.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

I have over 8 years experience in planning, implementing and maintenance of transportation facilities. All 8 years with Caltrans was focused in the area of Water Quality.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature



Date

10/3/07

Hector B. Salas

3337 Michelson Drive, Suite 380 • Irvine, CA 92612-8894 • (949) 724-2625 • hector_salas@dot.ca.gov

OBJECTIVE

A career position in the environmental field with an emphasis in water quality and storm water runoff

EDUCATION

University of California, Irvine

Bachelor of Arts, June 1999

Major: Environmental Analysis and Design

ENVIRONMENTAL EXPERIENCE

California Department of Transportation, District 12

September 2000 – Present

Associate Environmental Planner, NPDES/ Storm Water Unit

- Ensure compliance with the Clean Water Act and the Department's National Pollutant Discharge Elimination System (NPDES) Storm Water Permit
- Maintain communication with the Regional Water Quality Control Board
- Monitor and report storm water runoff from Department properties, facilities and activities
- Review and prepare environmental documents (CEQA/ NEPA) for water quality
- Develop technical water quality studies for transportation projects
- Prepare and review Storm Water Pollution Prevention Plans (SWPPP) for construction projects
- Designed Treatment Best Management Practices (BMPs) for highway and maintenance facilities
- Provided training to Department personnel and consultants on water quality guidelines

California Department of Transportation, District 12

July 1999 – August 2000

Environmental Planner, Office of Environmental Planning

- Ensure environmental compliance with CEQA and NEPA for transportation projects
- Develop technical water quality studies for transportation projects
- Assisted in developing guidelines for compliance with the Department's NPDES Permit
- Developed a storm water monitoring database

Environmental Health and Molecular Biology Research Assistant

September 1998 – June 1999

Dr. Betty H. Olson, University of California, Irvine

- Independent research in a molecular biology laboratory
- Researched the occurrence of the *E. coli* toxin gene LTIIa in small and large human wastewater treatment facilities
- Presented research results at the UC Irvine Annual Research Symposium

RELEVANT COURSEWORK

- California Water Regulations
- Microbial Pollution
- Water Quality Sampling and Analysis on Construction Sites
- Management of Construction Site Dewatering Operations
- Inspection of Water Pollution Control on Construction Sites
- Erosion Control for Designers
- Mastering NEPA
- Successful CEQA Compliance

SKILLS

- Collection of Stream Samples
- Inoculation of Bacteria Cultures
- DNA Extraction on Pure Cultures and Environmental Waters
- Microsoft Word, Excel, PowerPoint
- ArcView GIS
- Bilingual (Spanish)

HONORS

- Deans Honor List, UC Irvine, 1999
- UC Irvine Honors Society: Excellence in Research, 1999

COUNTY OF ORANGE

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Mary Anne Skorpanich

Address 300 N. Flower Street

City Santa Ana Zip Code 92703

Business Phone (714-834-5067) Fax Number (714-834-5106)

Home Phone () Email maryanne.skorpanich@rdmd.ocgov.com

Type/Name of organization represented County of Orange Title/Affiliation Director, WCR
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

Lead countywide water quality programs, including areawide NPDES permits on behalf of the 34 cities, Orange County Flood Control District, and County; Total Maximum Daily Load programs; integrated water resource planning; and watershed management planning.

2) What is the nature of your activities and duties with your organization?

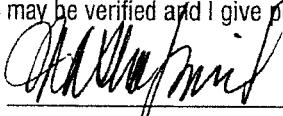
Director, Watershed & Coastal Resources Program

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

Experience planning, implementing, and maintaining water quality infrastructure

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature



Date

9/28/07

Mary Anne Skorpanich

300 North Flower Street
Santa Ana, CA 92703
714-834-5067
maryanne.skorpanich@rdmd.ocgov.com

OBJECTIVE

OCTA Environmental Allocation Committee

EMPLOYMENT HISTORY

Director (7/2007 – Present)
Assistant Director (10/2006 – 7/2007)
Planning Manager (4/2000 – 10/2007)

Watershed & Coastal Resources Program
Resources & Development Management Department
County of Orange, CA

Current Duties

Responsible for day-to-day operations of Watershed & Coastal Resources Division. Duties include overseeing 45 scientific, technical, and administrative staff, managing Fund 100-034, budgeting, personnel, Business Plan, and Strategic Financial Plan. Formulate programmatic and policy approaches for meeting environmental compliance programs and implement policy initiatives by the Board of Supervisors such as Watershed Management Areas. Ensure the County's compliance with state and federal water quality regulations as well as enforce local ordinances. Administer the countywide Stormwater Program on behalf of the County, Flood Control District, and 34 cities. Administer four existing Total Maximum Daily Load compliance programs and participate in the regulatory process for several more under development. Serve in a regional leadership role on water quality programs, integrated water resource planning, and shared funding mechanisms. Lead diverse stakeholder groups of regulators, cities, the scientific community, nongovernmental organizations, and the public. Interface with members and staff of the state and federal delegations on legislative and funding needs. Serve as technical moderator for monthly Coastal Coalition meeting moderated by Second and Fifth District officials.

Assistant Director, Management Services (6/1999 - 4/2000)

Public Facilities & Resources Department
County of Orange, CA

Duties

Assist the Director in overseeing the administrative function of the department, including

budget, human resources, information systems, and purchasing. Duties included developing and implementing a restructuring proposal for Management Services, analyzing and improving work flow processes, conducting special studies, writing the PFRD Business Plan, and serving as PFRD Public Information Officer.

Assistant to the Director (9/1996 - 6/1999)

Public Facilities & Resources Department
County of Orange, CA

Duties

Assisted the Director of Environmental Management Agency and General Services Agency on implementation of CEO's countywide restructuring plan to eliminate these two agencies and decentralize major functions such as purchasing, architectural services, and facilities operations. Managed the reallocation of over 2,500 positions to new and existing departments and agencies. Wrote the initial Business Plan proposal for Public Facilities and Resources Department and Housing Department. Assisted CEO's office with performance metrics and general implementation for the restructuring plan. Beginning in 1997 when PFRD was created, I served as the staff to the Director's Office overseeing the ongoing restructuring measures within the department, writing the annual Business Plan, coordinating weekly Board agenda submittals, and conducting special studies. Served as PFRD Public Information Officer for day-to-day media relations, Emergency Operations Center activations, and SONGS exercises. Developed employee recognition program; developed and edited the monthly employee newsletter; developed and edited the monthly Board status reports; and served as the employee ombudsman.

Annexation & Incorporations Manager (2/1996 - 9/1996)

County Executive Office
County of Orange, CA

Duties

Responsible for coordinating all annexation and incorporation activities for the County and for LAFCO relations. Initiated annexation negotiations with cities. Managed protest process for the Board of Supervisors' hearing on a special district dissolution.

Chief, Econometric Analysis Section (3/1995 - 2/1996)

Environmental Management Agency
County of Orange, CA

Duties

Responsible for countywide annexation and incorporation issues, demographics program,

2000 Census preparation, and infrastructure fee programs. Responsible for EMA's legislation program and special studies.

Chief, Forecasting and Strategic Planning (9/1989 - 3/1995)

Environmental Management Agency
County of Orange, CA

Duties

Developed and ran econometric forecasting models for property and highway user tax revenues and building permits. Developed financial plans for 20 funds, including five year projections of cost, revenue, and cash flow. Responsible for all fee studies, procedures, financial subsystems for over 200 fees. Prepared numerous cost and revenue monitoring reports. Analyzed various fiscal matters such as state budget and legislation impacts, contracts, and downsizing activities. Prepared the agency strategic plan.

Research Analyst IV (2/1984 - 9/1989)

County Administrative Office
County of Orange, CA

Duties

Developed 30-year forecasts of population, housing and employment. Projected service demands, staffing needs, and revenue for County services such as jail bed, library, and fire station demand. Conducted research studies on various topics for the Board of Supervisors. Consulted to County departments on research methods and statistical analysis. Coordinated work of analysts, geographers, and programmers as team leader on major projects. Directed development of a geographic information system. Served as liaison with cities and state officials on demographics.

EDUCATIONAL AND PROFESSIONAL ACTIVITIES

Master's of Arts and Bachelor's of Arts from University of California-Irvine in interdisciplinary studies, an applied research program utilizing an ecological approach to addressing the problems of people and the environment. Emphasis in environmental science, regional planning, and research methods.

Orange County Leadership Academy, 2007

Orange County Management Academy, 1994

Member, California Stormwater Quality Association. 2001 to present

Member, American Statistical Association. 1982 to 1994

Newsletter editor, American Statistical Association, Southern California Chapter. 1989-90

Vice President for Professional Affairs, American Statistical Association, Southern California Chapter. 1987-89

Environmental Design Research Association's Student Paper Award. Environmental Design Research Association. 1983

Distinguished Student Scholar. Thesis project honored for outstanding student research and creative achievement by University of California-Irvine. 1983

Field Study Award. Undergraduate excellence in achievements beyond course work recognized by the Program in Social Ecology at University of California-Irvine. 1980

Dean's Honor List, University of California-Irvine. 1977-80

PUBLICATIONS AND PRESENTATIONS

US Army Corps of Engineers Planning Community of Practice Conference. Roundtable session participant on collaboration for integrated water resource management. San Francisco, California. 2006

Santa Ana River Conference. Organizing committee and moderator, water conservation and land use design for water resources panels. Anaheim, California. 2006

Creek Week. Organizing committee and moderator. Orange, California. 2005

Watershed Science for Teachers, Ocean Institute. Summer course for teachers on scientific underpinning of watershed protection programs. Dana Point, California. 2004 to present.

Headwaters to Ocean Conference. Moderator, wetlands impairment panel. Long Beach, California. 2004

Creek Week. Organizing committee and moderator. Orange, California. 2004

Skorpanich, M. A., T. H. Taylor, and H. Anton-Culver. Mapping Disease and Risk Factors to identify Public Health Concerns. Proceedings of the 26th Annual Conference of the Urban and Regional Information Systems Association, Los Angeles, California. 1988

Gayk, W. F., M. A. Skorpanich, and J. Thomas. Estimating Southeast Asian Population by Small Geographic Areas. Proceedings of the 25th Annual Conference of the Urban and Regional Information Systems Association, Fort Lauderdale, Florida. 1987

Gayk, W. F., M. A. Skorpanich, and A. Diogostine. A Methodology for Estimating Hispanic Population. Proceedings of the 24th Annual Conference of the Urban and Regional Information Systems Association, Denver, Colorado. 1986.

Gayk, W. F., and M. A. Skorpanich. Balancing Political Reality and Methodological Rigor in Forecasting. Proceedings of the 23th Annual Conference of the Urban and Regional Information Systems Association, Ottawa, Canada. 1985.

Evans, G. W., M. A. Skorpanich, T. Garling, KJ. Bryant, and B. Breslin. The effects of pathway configuration, landmarks and stress on environmental cognition. *Journal of Environmental Psychology* 4:323-335. 1984

Evans, G. W., P. L. Brennan, M. A. Skorpanich, and D. Held. Environmental cognition and the elderly. *Journal of Gerontology* 39:452-467. 1984

Skorpanich, M. A. Urban Design and Environmental Cognition. Unpublished master's thesis, University of California, Irvine. 1983

Skorpanich, M. A. Urban Design and Environmental Cognition. In the Proceedings of the 14th Annual Conference of the Environmental Design Research Association, San Luis Obispo, California. 1983

Ahrentzen, S., G. M. Jue, M. A. Skorpanich, and G. W. Evans. School Environments and Stress (book chapter). In G. W. Evans (Ed.) *Environmental Stress*. New York: Cambridge University Press, 1982

Ahrentzen, S., M. Jacobi, M. A. Skorpanich, and R. Ross. Women Researchers in Environment-Behavior Research. In the Proceedings of the 13th Annual Conference of the Environmental Design Research Association, Washington, D. C. 1982

Jue, G. M. and M. A. Skorpanich. Person-Environment Interactions in the Classroom. Symposium presented at the 12th Annual Conference of the Environmental Design Research Association, Ames, Iowa. 1981

Whiteley, J. M. and Associates. The Sierra Project: A Developmental Intervention in Higher Education. Pre-convention Workshop, American College Personnel Association Convention, Los Angeles, California. 1979

CITY REPRESENTATIVES

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. David N. Ream 1st Dist.

Address City of Santa Ana, PO Box 1988

City Santa Ana, CA Zip Code 92702

Business Phone (714) 547-5200 Fax Number (714) 647-6954

Home Phone () _____ Email dream@santa-ana.org

Type/Name of organization represented Cities (1st Dist) Title/Affiliation City Manager
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

Santa Ana is fully compliant with NPDES and engages in regular public outreach related to water quality protection. We are one of the few cities in Orange County to establish funding to replace worn out sewer laterals between the main lines in the streets and residents.

2) What is the nature of your activities and duties with your organization?

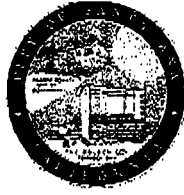
I am the City Manager for Orange County's largest city and am ultimately responsible for all municipal programs and services, including the public's infrastructure.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

Yes, more than 21 years of experience as the City Manager for Santa Ana.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature David N. Ream Date 10/5/07



BIOGRAPHICAL SKETCH

DAVID N. REAM

Mr. David Ream is a Southern California native and veteran public administrator, currently serving in his thirteenth year as City Manager for the City of Santa Ana. He has been with Santa Ana for twenty-one years and also served as Deputy City Manager, Director of Community Development, and Budget Officer. Prior to Santa Ana, he worked for the cities of Lakewood and Long Beach.

Dave is a graduate of Arizona State University and Cal-State Long Beach, holding a master's degree in business administration. He has also participated in special programs for senior state and local government executives at Harvard University in 1983, 1984, and 1985.

Dave oversees a \$296,239,968 budget for fiscal year 1999-2000 and 1,727 fulltime employees. As head of the City's Executive Management Team, comprised of all department directors, Dave has instituted a comprehensive Total Quality Service program involving virtually every member of City staff. Teamwork, customer orientation and systems improvement through fact-based decision making are the keystones of the program. Through continuous improvement, the City has been able to implement new development standards while maintaining a very strong level of business activity and decrease crime over 60% in the past seven years.

In 1980 along with several other City Managers he helped to form the California Redevelopment Agencies Association and served on the Board of Directors for over ten years including a term as president in 1987-88. As Community Development Director, Dave led the expansion of the City's Redevelopment Program from one project area to six project areas, including most of the City's industrial and commercial land.

In 1988 Dave was elected to represent cities over 200,000 in population on the executive committee of the League of California Cities, and served as the Chairman of the Department's Committee on the Advancement of Women and Minorities in Local Government for four years. He is proud of the Committee's efforts and also of the fact that Santa Ana has increased its own minority hiring rate from 37% to 85% since 1989.

Dave and his wife Diane are the parents of three children.

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. John Bahorski

Address 5275 Orange Avenue

City Cypress 2nd District Zip Code 90630

Business Phone (714) 229-6688 Fax Number (714) 229-6682

Home Phone () N/A Email jbahorski@ci.cypress.ca.us

Type/Name of organization represented City of Cypress Title/Affiliation City Manager
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?
I have served on the City Manager's Water Quality Committee and have
worked with Orange County staff on a variety of water quality issues.
I have extensive experience with the NPDES permit renewal process.

2) What is the nature of your activities and duties with your organization?
As the City Manager of Cypress I have been involved with water quality
issues and have a detailed knowledge of the NPDES permit. In addition,
I have working knowledge of the Santa Ana RWQCB and their regulations.
I possess a working knowledge of the County's NPDES permit.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?
Cypress has an extensive capital improvement program that includes
streets, storm drains, water quality improvement and sewer system
upgrades. Cypress has a seven-year CIP that includes a variety of
water quality improvements.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature  Date 9/27/07

Professional Biography

City Manager John Bahorski

John Bahorski currently serves as the City Manager for the City of Cypress. Prior to Cypress, he served as the City Manager in the cities of Seal Beach (from 2001 to February of 2007), Dana Point (from 1997 to 2001) and Grover Beach (from 1995-1997). Additionally, he served as the City Administrator for the City of Calistoga from 1992-1995 and has worked in the cities of Del Mar, and Dallas, Texas. In total, he brings more than 21 years of public service experience to Cypress.

He holds a Bachelor's degree from Wayne State University in Public Affairs, and a Master's Degree in Public Administration, with a specialty in Urban Administration, from Ohio State University.

John has served on the Orange County City Managers Association Water Quality Committee and has work with the County of Orange NPDES staff. The City of Cypress is within the Santa Ana Regional Water Quality Control Board jurisdiction.

Cypress is a fiscally sound City that delivers high quality services and programs. The City is located in the northwest portion of Orange County with a population of 50,000. As the City Manager of Cypress, John prepares and manages an annual budget of \$61 million in addition to overseeing a staff of more than 250 full- and part-time employees. The City of Cypress is a full-service, Charter City, operating in a Council-Manager format.

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. BYRON DE ARAKAL

Address 2977 REDWOOD AVE.

City COSTA MESA ^{2nd} DISTRICT Zip Code 92626

Business Phone (949) 706-3060 Fax Number (949) 706-3080

Home Phone (714) 435-1744 Email BYRON@BDA COMMUNICATIONS.COM

Type/Name of organization represented CITY / COSTA MESA Title/Affiliation PRIVATE CITIZEN
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

AS CHAIR OF COSTA MESA PARKS/RECREATION COMMISSION,
I REVIEWED AND PROVIDED RECOMMENDATIONS ON PLANS FOR
THE FAIRVIEW PARK SEASONAL CREEK/RIPARIAN HABITAT
PROJECT.

2) What is the nature of your activities and duties with your organization?

POST CHAIR / FORMER MEMBER OF COSTA MESA PARKS/
RECREATION COMMISSION; FORMER MEMBER OF BRISTOL
STREET SPECIAL PLAN COMMITTEE; FORMER COM
REPRESENTATIVE ON OCTA CITIZEN ADVISORY COMMITTEE.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

I HAVE EXTENSIVE EXPERIENCE AS A COMMUNICATIONS
CONSULTANT PROVIDING COMMUNICATIONS, MARKETING STRATEGIES
TO MORE THAN A HALF DOZEN STATE TRANSPORTATION AGENCIES/
PRIVATE SECTOR INTERESTS WITH RESPECT TO IMPLEMENTATION AND
MARKET INTRODUCTION OF ELECTRONIC TOLL COLLECTION

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so. AND ITS SYSTEMS

Signature  Date 9/25/07

Byron LeRoy de Arakal
2977 Redwood Avenue
Costa Mesa, CA 92626
(714) 435-1755
Cell: (714) 227-4620
byron@bdacommunications.com
www.bdacommunications.com
D.O.B. – December 12, 1958

SKILLS SUMMARY Senior strategic communications consultant and writer with 24 years of experience in journalism, corporate communications, corporate marketing, media relations, public affairs, community relations and advertising. Extensive experience in the development of strategic, integrated communications initiatives for public agencies and corporations in the real estate development, banking and finance, transportation, pharmaceuticals, professional sports, hospitality and political campaign industries. Skilled in the development of multi-discipline communications policies, strategies and programs, coalition development, video production, collateral materials production, and internet initiatives. Excellent background in editorial and marketing communications writing, including scripts, white papers, op-ed, brochures, speeches, annual reports, campaign materials, testimony, and web content.

EMPLOYMENT **Principal** April 1991-Present
Byron de Arakal Communications
Newport Beach, California

- Operate strategic communications and media relations consultancy serving mid-size companies and national corporations.
- Develop and implement corporate communications, campaign communications, land use and entitlement, media relations and issues management strategies and plans.
- Develop and produce community relations outreach programs, news conferences, video productions, internet initiatives, editorial and earned media programs, collateral materials, political campaign communications, print and broadcast advertising programs, and press materials.
- Provide media audits, community assessment and relationship development, public hearing presentations, message platform development, media relationship development and assessment, government agency and consumer group relationship development and assessment, crisis mitigation and opportunity enhancement communications, and editorial board briefings

Senior Director/Community Communications (Interim) August 2002 – February 2003
The Irvine Company
Newport Beach, California

- Directed the production of public affairs, community relations and media communications programs, tools and events to facilitate the entitlement of The Irvine Company's Northern Sphere and East Orange master plans.

Vice President/Public Relations May 1990 – April 1991
Kovach Marketing
Irvine, California

- Executive in charge of eight-member public relations department for residential real estate marketing agency.
- Developed public relations programs for the agency's home building clients, including special events, earned media campaigns, philanthropic initiatives, and corporate communications.

Vice President/Corporate Communications October 1985 – March 1990
Carole Eichen Interiors, Inc.

Irvine, California

- Senior communications adviser to the President/Chief Executive Officer of international model home interior design firm.
- Developed and oversaw 4-person corporate communications team and half-million dollar annual budget.
- Developed consumer- and homebuilder-directed corporate communications strategies and plans around consumer lifestyle trends and their impact on home design.
- Developed multi-media presentations, speech presentations and special events in support of the company's national homebuilder marketing objectives.

Executive Editor June 1984 – September 1985
Business-To-Business Magazine

Newport Beach, California

- Editor in charge of 3-person editorial department for Orange County-based business-to-business monthly magazine.
- Developed editorial strategies, calendars and budgets.
- Managed team of freelance journalists.
- Directed editorial illustration strategies.

Executive Editor May 1981 – May 1984
Orange Coast Magazine

Irvine, California

- Editor in charge of 2-person editorial department and team of 15 freelance journalists for largest Orange County-based consumer lifestyle magazine.
- Responsible for editorial theme and content development, freelance journalist assignment, editing and story illustration for 228-page monthly.

EDUCATION

California State University, Fullerton 1979 - 1981
School of Communications/Journalism Emphasis

University of California, Irvine 1977 - 1981
School of Biological Sciences/Pre-Medical Studies

OTHER

ACCOMPLISHMENTS

- Syndicated freelance journalist with Singer Media Corporation. Developed profiles of international business leaders and entertainment personalities for international publication in Australia, Malaysia, Singapore, Israel, United Kingdom, Sweden, and Taiwan.
- Published more than 200 op-ed columns on political, cultural and social issues in the Los Angeles Times, Orange County Register and the Daily Pilot.
- Daily Pilot Columnist – Wrote *Between the Lines* and *Watchdog* columns for the Daily Pilot, covering Newport Beach and Costa Mesa Government
- Guest lecturer on creative writing and feature story writing at California State University, Fullerton and Saddleback Community College.
- Past Chair and former member of the Parks and Recreation Commission of the City of Costa Mesa.
- Former member of the Orange County Transportation Authority Citizens Advisory Committee.
- Former member of the Costa Mesa Senior Center Board of Directors
- Former member of the Orange Coast Middle College High School Advisory Board and Site Council.

REFERENCES AVAILABLE UPON REQUEST

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Tony Olmos

Address 1 Civic Center Circle

City Brea- 3rd District Zip Code 92821

Business Phone () (714) 990-7763 Fax Number () (714) 990-2258

Home Phone () (714) 521-9129 Email tonyo@cityofbrea.net

Type/Name of organization represented City of Brea Title/Affiliation City Engineer
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

Under my direction, our organization has continued to maintain and implement a solid NPDES program. City staff has been involved in performing cleanup of illicit discharges into storm drains/channels and has worked closely with the

County of Orange and RWQCB in addressing violations.

2) What is the nature of your activities and duties with your organization?

As City Engineer, I'm responsible for implementation of the City's NPDES and Capital Improvement Project (CIP) programs. Also responsible for overseeing Development Engineering, Traffic Engineering, and Construction Engineering sections.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

For nearly 15 years, I've been working on public infrastructure and/or transportation projects. My work experience includes large freeway and large municipal arterial improvement projects.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature  Date October 3, 2007

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Dick Wilson

Address 201 S. Anaheim Blvd., Suite 601

City Anaheim, CA 4th District Zip Code 92805

Business Phone (714) 765-4277 Fax Number (714) 765-4135

Home Phone (714) 996-9144 Email dwilson@anaheim.net

Type/Name of organization represented City of Anaheim Title/Affiliation Env'r. Svs. Mgr.
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

a) Manage UST Cleanup Program in Anaheim, often require cleanup at gas station sites.

b) Manage well programs in Anaheim including destruction of abandoned wells.

c) Manage storm water compliance for the Department.

2) What is the nature of your activities and duties with your organization?

I manage the Environmental Services Division of the Public Utilities Department,

directing environmental compliance, backflow, water quality and groundwater

protection programs, as well as review site assessments and site remediation designs.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

The Public Utilities Department has dozens of facilities where I manage hazardous waste,

materials, stormwater, etc. I am involved in the planning of these facilities and the CEQA

process. As a member of the TAC for the MSRC, I review grant applications for transportation facilities.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature *Rickard Wilson* Date 10-1-07

EMPLOYMENT AND EDUCATION SUMMARY

Dick Wilson
Environmental Services Manager
City of Anaheim, Public Utilities Department
714-765-4277
dwilson@anaheim.net

Employment

Environmental Services Manager

Since March, 2001, managed the Environmental Services Division of Anaheim Public Utilities Department directing environmental and water quality compliance efforts for the water and electric utilities. Some of the duties include: air permitting, emission reporting, hazardous materials and waste management, industrial hygiene issues, surface water pollution prevention, CEQA coordination, site assessment and remediation, water quality monitoring and reporting, backflow protection and groundwater protection efforts. The Division has a staff of 11 and a budget of approximately \$1.5 million.

The Division is also the Local Implementing Agency for underground storage tank cleanups in Anaheim. It directs corrective actions per the California Regional Water Quality Control Board guidelines and issues No Further Action letters when the remediation has been adequately completed.

As part of the groundwater protection efforts, three grants have been obtained from the State of California: \$1.5 million from the State Water Resources Control Board (SWRCB) Emergency, Abandoned, Recalcitrant Account to cleanup an abandoned gas station; \$259,000 from the SWRCB's Orphan Site Cleanup Account to assess contamination at an abandoned car wash; and, \$250,000 from the Department of Water Resources Local Groundwater Management Program to destroy wells abandoned in Anaheim.

Other Employment

Also with the City of Anaheim – 10 years as an Environmental Services Specialist and about five years with the System Planning Division working on various research and technical programs. Other past employment includes Research Assistant, Range Technician and Fire Fighter.

Committees

South Coast AQMD, MSRC Technical Advisory Committee
Santa Ana Watershed Project Authority, One Water, One Watershed Water Quality Committee

Education

B.S., Range Management, 1980, California State University at Humboldt
M.S., Natural Resources, 1985, University of Nevada Reno
Certificate in Hazardous Materials Management, 1992, UCI Extension
Certificate in Site Assessment and Remediation, 1995, UCI Extension

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. STEVE CASTELLANOS

Address 621 W. LAMBERT ROAD

City LA HABRA-LHM DISTRICT Zip Code 90631-6755

Business Phone (562) 905-9789 Fax Number (562) 691-1626

Home Phone (62) 693-3901 Email STEVE@lahabra-city.com

Type/Name of organization represented CITY OF LA HABRA Title/Affiliation DIRECTOR OF PUBLIC WORKS
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

THE CITY IS A CO-PARTNER TO ORANGE COUNTY IN THE CURRENT AND PAST NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM, WATER QUALITY EFFORT TOWARD PUBLIC WORKS, VOLUNTEER WORK AND COMPLIANCE. I HAVE BEEN INVOLVED IN PUBLIC WORKS FOR OVER 30 YEARS.

2) What is the nature of your activities and duties with your organization?

AS THE DIRECTOR OF PUBLIC WORKS FOR TWO CITIES FOR A TOTAL OF 7 1/2 YEARS, I AM RESPONSIBLE FOR MAINTAINING AND BUILDING THE CITY'S INFRASTRUCTURE, INCLUDING STREETS, WATER, SAND & STORM DRAIN LINES, PARKS AND OTHER CITY FACILITIES AND FOR COMPLIANCE WITH MANY DIFFERENT ENVIRONMENTAL PROGRAMS.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

PUBLIC INFRASTRUCTURE MAINTENANCE, REPAIR AND INSTALLATION AND CONTRACT MANAGEMENT IS MY AREA OF EXPERTISE

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature [Signature] Date 10/1/07

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. TIM CASEY

Address 27801 LA PAZ ROAD

City LAGUNA NIGUEL-5th DISTRICT Zip Code 92677

Business Phone (949) 362-4300 Fax Number (949) 362-4352

Home Phone (949) 248-1644 Email TCASEY@CI.LAGUNA-NIGUEL.CA.US

Type/Name of organization represented CITY OF LAGUNA NIGUEL Title/Affiliation CITY MANAGER
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

SEE ATTACHED ADDENDUM

2) What is the nature of your activities and duties with your organization?

SEE ATTACHED ADDENDUM

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

SEE ATTACHED ADDENDUM

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Tim Casey Date 10/3/07

**Environmental Cleanup Allocation Committee Application – 2007
Addendum**

(1) How have you and/or your organization been involved in water quality protection and/or cleanup?

- I have been the Chairman of the Orange County City Managers Association Water Quality Committee since its inception.
- I have extensive knowledge of the requirements of the Orange County Municipal Storm Water NPDES Permits for the San Diego and Santa Ana Regions.
- The City of Laguna Niguel has undertaken over \$7 Million in Water Quality Improvement Projects related to urban runoff including, but not limited to, Ultra Violet Treatment Systems, Constructed Wetlands and Catch Basin Inserts/Screens.
- I have worked with the County of Orange and Orange County Cities on the County's Drainage Area Management Plan (DAMP), Local Storm Water Program Implementation Plans (LIPs), and the 5-Year Renewal of the Municipal Storm Water NPDES Permits.

(2) What is the nature of your activities and duties with your organization?

- As City Manager, I am the Chief Executive Officer of the City of Laguna Niguel. I have served in that position for 17 years.

(3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

- I have extensive experience with the planning, implementation or maintenance of transportation facilities and public infrastructure including local streets and highways, local bridges, parking structures and lots, the Laguna Niguel/Mission Viejo Metrolink Station, as well as the retrofitting of existing facilities to deal with urban runoff issues, pollution prevention and improved water quality.

Tim Casey Short Bio

- **Tim Casey, City Manager, City of Laguna Niguel**
- **Education:** B.A. in Sociology, USC, 1972
M.P.A. (Master of Public Administration), UCLA, 1977
- **Experience:** 35 Years in California Local Government
26 Years as City Manager
 - ▶ **City of Manhattan Beach, 1972-1974**
 - ▶ **City of Ventura, 1974-1975**
 - ▶ **City of Redondo Beach, 1975-1990**
 - **City Manager, 1981-1990**
 - ▶ **City of Laguna Niguel, City Manager, 1990-Present**
- **Past President, Orange County City Manager's Association**
- **Past President, South Bay City Manager's Association**
- **Current Professional Activities:**
 - ▶ **Member, Orange County City Manager's Association Executive Committee**
 - ▶ **Chairman, Orange County City Manager's Association Water Quality Committee**
 - ▶ **Chairman, Orange County City Manager's Association Library Committee**
 - ▶ **Chairman, City Manager's Budget and Finance Committee, Orange County Fire Authority**
- ▶ **ICMA Award for Excellence in Economic Development**
 - ▶ **South Bay Galleria Project, Redondo Beach**
- ▶ **Personal**
 - ▶ **Lives in Laguna Niguel**
 - ▶ **Married to Wife, Rosalind, for 28 Years**
 - ▶ **One Adult Daughter, Shannon, Age 26 - 2003 Graduate of UC San Diego - Works and Resides in San Diego**
 - ▶ **Enjoys Golf and Walking with Roz**

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. RICHARD SCHLESINGER

Address 200 CIVIC CENTER

City MISSION VIEJO Sth DISTRICT Zip Code 92691

Business Phone () 949-470-3079 Fax Number () 949-581-5394

Home Phone () 949-448-9162 Email rschlesinger@cityofmissionviejo.org

Type/Name of organization represented City of Mission Viejo Title/Affiliation City Engineer
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

The City of Mission Viejo is extensively involved in protecting water quality as a result of our NPDES Permit issued by the State of California. The City has an extensive water quality program designed to educate our businesses/residents about how to protect the environment, as well as strict requirements to implement water quality enhancing features/designs into new development as well as redevelopment and roadway projects.


2) What is the nature of your activities and duties with your organization?

City Engineer: Overall management and responsibility for the City's Engineering Division. This division is responsible for the review and approval of all roadway projects, compliance with Measure M, NPDES programs, pavement management programs, grading, land development and redevelopment, and encroachment permits.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

I have extensive experience in these areas. I have worked on the planning, design, construction, and maintenance of numerous roads, bridges, storm drains, drainage channels, and land development projects.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature  Date 9/28/07

RICHARD SCHLESINGER, P.E.

City Engineer
City of Mission Viejo
200 Civic Center
Mission Viejo, CA 92691
(949) 470-3079

EDUCATION

M.B.A., California State University, Long Beach
B.S. Civil Engineering, University of California, Irvine

REGISTRATION

Professional Civil Engineer – California

EXPERIENCE

Mr. Schlesinger has over 17 years public sector experience in addition to over five years private sector experience managing, designing, and overseeing complex civil engineering projects and programs. Most notably, during the past ten years Mr. Schlesinger has developed and implemented the City of Mission Viejo's National Pollutant Discharge Elimination System (NPDES) Program, Geographical Information System (GIS), and the City's Pavement Management Program. Mr. Schlesinger is responsible for ensuring that the City is in compliance with both the City's San Diego Regional Water Quality Control Board (SDRWQCB) NPDES Permit, and OCTA's Measure M.

Mr. Schlesinger has overall management and budgetary responsibility for the City of Mission Viejo's Engineering Division. This division is responsible for the review and approval of all roadway capital improvement projects, compliance with Measure M, NPDES Programs, Pavement Management Programs, Grading, Land Development and Redevelopment, and Encroachment Permits.

Mr. Schlesinger has extensive experience implementing and evaluating water quality "Best Available Technologies" (BET) and "Best Management Practices" (BMP) in order to assess the cost effectiveness and environmental benefits of these projects, devices, or programs.

Mr. Schlesinger has appeared before the State of California Water Resources Control Board regarding the City of Mission Viejo's NPDES Permit, and has extensive experience representing the City in numerous forums. Mr. Schlesinger regularly represents the City in meetings and on committees regarding transportation issues/projects and water quality in partnership with OCTA, Caltrans, the County of Orange, and the SDRWQCB. Mr. Schlesinger regularly attends OCTA Technical Advisory Committee (TAC) and Technical Steering Committee (TSC) meetings, South Orange County Major Investment Study (SOCMIS) meetings, and is up to date regarding numerous transportation and water quality funding programs.



City of Mission Viejo

Office of the City Manager

Gail Reavis
Mayor

John Paul "J.P." Ledesma
Mayor Pro Tempore

Trish Kelley
Council Member

Lance R. MacLean
Council Member

Frank Ury
Council Member

September 28, 2007

Ms. Kelly Hart
Orange County Transportation Authority
External Affairs, Local Government Relations
550 S. Main St
P.O. Box 14184
Orange, CA 92863-1584

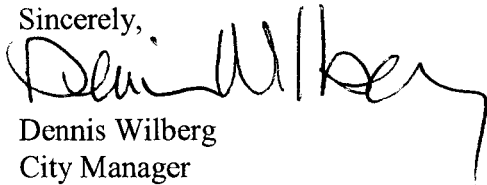
Subject: Environmental Cleanup Allocation Committee

Dear Ms. Hart,

On behalf of the City of Mission Viejo, I would like to nominate our City Engineer Richard Schlesinger to serve on the Environmental Cleanup Allocation Committee. Mr. Schlesinger has been managing the City's National Pollutant Discharge Elimination System (N.P.D.E.S.) Water Quality Program for over ten years, and also regularly attends OCTA's Technical Steering Committee and Technical Advisory Committee meetings. Mr. Schlesinger will be forwarding his formal application and resume shortly.

If you have any questions, I can be contacted at 949-470-3007, or you may contact Mr. Schlesinger directly at 949-470-3079.

Sincerely,



Dennis Wilberg
City Manager



**SANTA ANA
REGIONAL WATER
QUALITY BOARD**

**Santa Ana Regional Water Quality Control Board
To Be Determined**

**SAN DIEGO
REGIONAL WATER
QUALITY BOARD**

**San Diego Regional Water Quality Control Board
To Be Determined**

**WATER OR
WASTEWATER
PUBLIC AGENCIES**

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Karen I. Baroldi

Address 10844 Ellis Avenue

City Fountain Valley Zip Code 92708-8127

Business Phone (714) 593-7461 Fax Number (714) 962-2591

Home Phone (562) 690-6303 Email kbaroldi@ocsd.com

Type/Name of organization represented Sanitation District (OCSD) Title/Affiliation Public Agency
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

OCSD is the largest wastewater treatment plant in Orange County and treats approximately 250 million gallons a day of wastewater for 2.4 million Orange County residents and businesses. OCSD has been highly involved in and proactive with federal, state, and local water quality related issues and environmental improvement projects. OCSD is a partner in the Ground Water Replenishment System, participated with local cities to divert urban runoff into OCSD's facilities, has been involved in numerous watershed projects, and staff has participated and testified to legislative bodies on a multitude of water quality issues.

2) What is the nature of your activities and duties with your organization?

I am a Regulatory Specialist within the Environmental Compliance and Regulatory Affairs Division. The division is responsible for regulatory compliance and implementing environmental projects or studies related to OCSD's water quality, air quality and biosolids management programs. I work directly with outside organizations to coordinate watershed and regulatory activities.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

I have a Masters Degree in Environmental Science and approximately eight years of experience working at OCSD on environmental compliance matters. OCSD is currently undergoing a massive capital improvement program to upgrade the agency's treatment facilities to ensure a higher level of treated wastewater. I have been involved in project planning activities associated with this capital improvement program.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Karen I. Baroldi Date 10/5/07

KAREN I. BAROLDI
135 Reposado Dr.
La Habra Heights, CA 90631
(562) 690-6303 kbaroldi@adelphia.net

EDUCATION

1998-2001 **California State University, Fullerton, California**
Master of Science Degree in Environmental Studies
Concentration in Environmental Policy and Planning

1989-1993 **Colorado State University, Ft. Collins, Colorado**
Bachelor of Arts Degree in Social Sciences
Concentration in Political Sciences

RELEVANT EMPLOYMENT

2001-Present **Regulatory Specialist, Environmental Compliance and Regulatory Affairs Division, OCSD.**
Duties included monitoring environmental programs and projects to ensure regulatory compliance. Participation in numerous associations and interaction with state, federal and local regulatory agencies on behalf of OCSD and presented to several OCSD Board of Directors committees on compliance and technical aspects of various OCSD programs. Formalized and managed the agencies grants and legislative programs. Monitored and provide analysis on proposed legislation and regulations impacting a multitude of OCSD programs.

1998-2001 **Senior Environmental Specialist, Environmental Compliance and Monitoring Division and Legislative Advocacy and Grants Division OCSD.**
Duties involved regulatory oversight of the construction dewatering and stormwater management programs. Developed, implemented and managed OCSD's legislative advocacy and grants program. Developed components of OCSD's Biosolids Environmental Management System. Drafted compliance reports and conducted inspections of the biosolids, underground storage tank and stormwater site programs. Responsible for responding to sewage spills.

SKILLS

- Experience with regulatory issues within and technical aspects of the environmental field
- Familiar with environmental laws and regulations impacting the wastewater industry
- Comprehensive understanding of the state and federal legislative process
- Ability to communicate effectively orally and in writing
- Ability to develop, implement and evaluate programs with minimal oversight
- Ability to work effectively in a team environment or independently

Karen Baroldi
Resume
Page 2

PROFESSIONAL EXPERIENCE

- Currently participating in the Stormwater Quality task Force (SWQTF) in assessing "designated uses" and other water quality objectives for regional waterbodies
- Worked with SWQTF on Amendments to the Basin Plan
- Prepared written comments on the draft State Water Resources Control Board (SWRCB) Stormwater Construction Permit
- Provided oral and written comments to Santa Ana Region Water Quality Control Board (RWQCB) and SWRCB staff regarding the Water Board's Strategic Plan updates
- Actively participating in and/or representing OCSD at North Orange County Integrated Regional Water Management Plan (IRWMP), California Coalition for Clean Water (CCCW), SWQTF, California Stormwater Quality Association (CASQA), RWQCB and Southern California Alliance of POTWs on a regular basis
- Assisted with NPDES permit compliance activities
- Identified, tracked, and provided analysis on legislation and regulations affecting the wastewater industry
- Presented formally and informally at Tri-TAC, WEFTEC and the RWQCB
- Monitored biosolids, stormwater, construction dewatering and grants programs for regulatory compliance
- Formalized OCSD's Legislative Program and provide oversight of OCSD's lobbyists
- Crafted the Legislative Agenda on behalf of the OCSD Board of Directors
- Assisted with drafting of OCSD's Design-Build legislation
- Participated in the Legislative Advocacy Committee with OCSD Board of Directors and Executive Management Team members
- Provided Grants Program updates to the Finance, Administration and Human Resources Committee and Steering Committee (FAHR) and the Executive Management Team
- Developed, implemented, and managed OCSD's Grant Program
- Submitted compliance reports in accordance with grant agreements
- Created Drug Awareness Training and Minority-owned Business /Women-owned Business Contracting compliance program for compliance with federal grant provisions
- Developed and implemented Communication and Public Outreach components of the Biosolids Environmental Management System
- Addressed stakeholder questions and concerns regarding sensitive biosolids issues
- Drafted regulatory compliance reports 40 CFR Part 503 Annual Report and NANIs for the Biosolids Management Program
- Developed and conducted a Biosolids Spill Response Workshop for internal and external stakeholders

PROFESSIONAL AFFILIATIONS AND CERTIFICATIONS

- Member of CASQA
- Member of SWQTF
- Participant in CCCW
- Participant in North Orange County Integrated Regional Water Management Plan
- Participant in SCAP
- Certified Stormwater Inspector by the National Stormwater Center
- Certified Grants Manager by Management Concepts
- Certified in Biosolids Land Management by California Water Environment Association



ORANGE COUNTY SANITATION DISTRICT

October 4, 2007

phone:
(714) 962-2411

mailing address:
P.O. Box 8127
Fountain Valley, CA
92728-8127

street address:
10844 Ellis Avenue
Fountain Valley, CA
92708-7018

Kelly Hart
Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92863-1684

SUBJECT: Endorsement of Orange County Sanitation District Staff Member
Karen Baroldi for the OCTA Environmental Cleanup Allocation
Committee

Member Agencies



Cities

- Anaheim
- Brea
- Buena Park
- Cypress
- Fountain Valley
- Fullerton
- Garden Grove
- Huntington Beach
- Irvine
- La Habra
- La Palma
- Los Alamitos
- Newport Beach
- Orange
- Placentia
- Santa Ana
- Seal Beach
- Stanton
- Tustin
- Villa Park
- Yorba Linda

County of Orange

City Districts

- Costa Mesa
- Midway City

Water Districts

- Irvine Ranch

I am pleased to endorse Karen I. Baroldi as a candidate for the OCTA Environmental Cleanup Allocation Committee. During the eight years Karen has worked at the Orange County Sanitation District (OCSD), she was responsible for successfully planning, implementing and maintaining several important water quality and environmental related projects and programs.

Karen was responsible for developing the Biosolids Environmental Management System, which resulted in OCSD becoming the first agency in the nation to receive this certification. On behalf of OCSD's Board of Directors Karen successfully developed and implemented OCSD's first Legislative Agenda and Grants Program. Karen also worked closely with OCSD's Operations and Engineering staff on stormwater management compliance issues for OCSD's construction projects and industrial facilities and is familiar with the public infrastructure planning and construction process.

Karen continues to be responsible for numerous aspects of OCSD's regulatory compliance requirements and is a liaison with many of our stakeholders on regulatory matters. I have worked directly with Karen while she was responsible for our Legislative Advocacy and Grant Programs and believe she has the ability and professionalism to make a positive contribution on the OCTA Environmental Cleanup Allocation Committee.

On behalf of OCSD as the wastewater/public agency representative, please find enclosed a completed candidate application form and resume for Karen I. Baroldi. If you have any questions regarding OCSD's involvement in water quality protection and environmental cleanup matters or the qualifications of this candidate please contact me at (714) 593-7400.

Robert P. Ghirelli, D.Env.
Assistant General Manager

KB:wh

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Enclosures

"To Protect the Public Health and the Environment through Excellence in Wastewater Systems"

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. PAUL D. JONES II, P.E.

Address 7241 E. GROVEWOOD LANE

City ORANGE Zip Code 92869

Business Phone (444) 453-5310 Fax Number (444) 453-1228

Home Phone (714) 289-9812 Email JONES@IRWD.COM

Type/Name of organization represented IRVINE RANCH WATER DISTRICT Title/Affiliation GENERAL MANAGER
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?
AT IRVINE RANCH WATER DISTRICT WE HAVE IMPLEMENTED NUMEROUS PROJECTS TO MITIGATE URBAN RUNOFF WATER QUALITY IMPACTS AND PROVIDE POLLUTION PREVENTION THROUGH SOURCE CONTROL.

THESE INCLUDE WATER TREATMENT, ENGINEERED WETLANDS, TRASH CONTROL/BOOM, AND VARIOUS WATER CONSERVATION/RUNOFF REDUCTION PROGRAMS.

2) What is the nature of your activities and duties with your organization?
I AM THE GENERAL MANAGER RESPONSIBLE FOR OVERALL OPERATIONS. I HAVE BEEN PERSONALLY INVOLVED IN THE FORMATION AND IMPLEMENTATION OF THE DISTRICT'S RUNOFF MANAGEMENT PROGRAMS, AND SERVE ON THE NEWPORT BAY WATERSHED EXECUTIVE COMMITTEE.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?
I AM A REGISTERED CIVIL ENGINEER WITH AN ENVIRONMENTAL ENGINEERING EMPHASIS AND IN MY ENTIRE PROFESSIONAL CAREER HAVE BEEN INVOLVED IN TRANSPORTATION, PUBLIC WORKS, WATER/WASTEWATER AND ENVIRONMENTAL MANAGEMENT PROJECTS.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Paul D. Jones II Date 10.5.07

Paul D. Jones II, P.E.
7241 E. Grovewood Lane
Orange Ca. 92869
949-887-8477

Paul D. Jones II is currently the General Manager of the Irvine Ranch Water District (IRWD) and has held the post since February, 1999. IRWD serves a population of 325,000 in the Orange County area of Southern California. The district is nationally recognized for its diverse water resource management programs, one of the largest systems of tertiary-treated recycled water in the U.S., and for its urban runoff treatment program and natural resource management in the San Joaquin Marsh and Wildlife Sanctuary.

Jones was previously the general manager of Central and West Basin Municipal Water Districts in Carson, CA. There he was responsible for the operation of two wholesale water districts governed by separate publicly elected boards. Central and West Basin Municipal Water Districts are member agencies of the Metropolitan Water District of Southern California and serve a population of 2.3 million people in 41 cities. The districts own and operate one of the largest water recycling projects in the nation.

Jones previously worked as a principal engineer for a private environmental engineering firm, John M. Tetterer and Associates, and served as senior engineer and assistant to the general manager at Municipal Water District of Orange County. In these capacities he coordinated and managed a wide range of water resources, water agency program management, and environmental restoration projects.

Jones also served as director of regional infrastructure planning and manager of infrastructure project engineering with The Irvine Company. In these positions he managed the planning and implementation of a variety of transportation and infrastructure projects and provided governmental entitlement support for new development approvals.

Jones received his Bachelor of Science degree with honors in civil engineering with an emphasis in environmental/water resources from California State Polytechnic University, Pomona in 1982. He is a Registered Civil Engineer in the State of California and a member of the National Engineering Honor Society, Tau Beta Pi.

Jones formerly served on the City of Tustin Planning Commission, and currently serves as the President of the Board of the Nature Reserve of Orange County, a non-profit corporation established to oversee the Orange County Central and Coastal Natural Community Conservation Planning habitat reserve of over 37,000 acres. Jones is also the President of the Board of a non-profit music association for children, serves on the Newport Bay Watershed Executive Committee, and as the Vice President of the board of the Orange County Water Association.

Jones and his wife, Julie, reside in Orange with their four children.

Paul D. Jones II, P.E.
7241 E. Grovewood Lane,
Orange, CA 92869
(714) 289-9812
pjones6744@aol.com

Over 23 years of professional experience in the public and private sector in transportation, water/wastewater, environmental management and infrastructure planning including: project development, business plan implementation, budgeting and finance, operations, environmental clearance, elected official working relationships and policy implementation, staff oversight and leadership, and interagency liaison responsibilities.

EXPERIENCE:

February 1999 to
Present

**General Manager
Irvine Ranch Water District**

Responsibilities: General Manager for a retail water and waste water district serving six cities and portions of unincorporated Orange County with a resident population of 320,000. IRWD has a five member publicly elected board, staff of 315 and a combined annual operating and capital budget of over \$200 million. The district owns and operates a major well field, potable and reclaimed water storage and distribution systems, wastewater collection system and two tertiary waste water treatment/water reclamation plants. IRWD is considered an innovative industry leader in water resources management, water reclamation, municipal finance, urban runoff treatment and environmental resource management. Duties include responsibility for all aspects of district operations and administration, including staff leadership, board of directors working relationships, policy implementation, governmental and public affairs management and interagency relationships.

Report to: Publicly elected board of five directors

January 1996 to
January 1999

**General Manager/Senior Manager
Central and West Basin Municipal Water Districts**

Responsibilities: General Manager for two water districts with two five member boards, a joint in-house staff of 41 and a contract staff of 45. The districts, which are member agencies of the Metropolitan Water District of Southern California (MWD), have a combined service area population of 2.2 million encompassing 42 cities, and an annual combined operating budget of \$139.2 million. Duties include responsibility for all aspects of district business and administrative functions, treatment plant and water system operations, Board of Directors working relationships and policy implementation, staff leadership, governmental and public affairs management, and interagency liaison with MWD. Prior to General Manager appointment, was responsible for the Operations, Engineering, Water Quality and Finance.

Reported to: Publicly elected board of ten directors

September 1994
To January 1996

**Manager of Environmental Engineering
John M. Tetteimer & Associates, Ltd.**

Responsibilities: Coordinated and managed a wide range of water resource, water agency program management, drainage area management, wetland and sensitive environmental restoration projects. Prepared project proposals, budgets, schedules and provided oversight for plan, specification and report preparation. Prepared technical analyses, completed policy and technical reports, and conducted oral presentations. Provided interface with public and private sector clients and State and Federal resource agency staff members and management. Supervised staff of five.

Reported to: John M. Tetteimer, Company President and Owner

February 1993 to
September 1994

**Assistant to the General Manager/Senior Engineer,
Municipal Water District of Orange County**

Responsibilities: Directed, coordinated and managed assigned engineering and planning services for the District, and provided direct oversight of the preparation and approval of the District's \$2.4 million annual operating budget. Supervised the Governmental and Public Affairs departments including water conservation programs, and coordinated these services with the district's 27 member agencies. Acted as an inter-governmental liaison between the District, its member agencies and MWD. Prepared and delivered oral and written reports and communications to the Board of Directors. Supervised a staff of eight.

Reported to: Stanley E. Sprague, General Manager

July 1991 to
January 1993

**Director of Regional Infrastructure Planning,
The Irvine Company**

Responsibilities: Directed planning and development of water, sewer and flood control infrastructure needed for the Company's 60,000 acres of land holdings in seven jurisdictions. Identified key regulatory, economic, scheduling and procedural requirements for infrastructure development, and prepared strategies to assure timely and successful implementation. Acted as primary liaison with public agency management, and governing bodies on major infrastructure programs, policies and legislation affecting the Company's interests. Managed a substantial departmental and consulting budget.

Reported to: Hugh Fitzpatrick, Vice President of Infrastructure Development

Paul D. Jones II
Page 3

May 1984 to
July 1991

**Manager of Project Engineering/
Senior and Associate Transportation Engineer
The Irvine Company**

Responsibilities: Supervised engineering and planning of infrastructure and site improvements for major land development projects including the company's premier Newport Coast and Newport Ridge planned communities. Managed required technical work for jurisdictional entitlement approvals including all water, sewer, drainage and transportation engineering studies. Participated in briefing decision-makers, negotiating conditions of approval, and in giving oral presentations at public hearings and homeowner associations. Managed a significant consultant contract budget totaling over \$1 million.

Reported to: Mike Ellis, Vice President & General Manager, Coastal Community Builders

March 1982
to April 1984

**Assistant Civil Engineer - Transportation,
Weston Pringle and Associates**

Responsibilities: Conducted transportation engineering for proposed public infrastructure and land development projects.

Supervisor: Weston Pringle, Principal/Owner

EDUCATION: California State Polytechnic University, Pomona
Graduated with Honors, June 1982
Bachelor of Science, Civil Engineering with Environmental and Water Resources Emphasis

REGISTRATION: Registered Civil Engineer, State of California (RCE# 40809)

AFFILIATIONS: TAU BETA PI – National Engineering Honor Society
Board Vice President: Orange County Water Association
Board President: Nature Reserve of Orange County
Board of Directors: The Shadetree Partnership
Board President: Orange Coast Musical Arts

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Tom Rosales

Address 34156 Del Obispo

City Dana Pt. Zip Code 92629

Business Phone 949 234.5421 Fax Number 949 234 5422

Home Phone 760 757 7517 Email trosales@socwa.com

Type/Name of organization represented South Orange County Wastewater Authority Title/Affiliation General Manager
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

Yes - the South Orange County Wastewater Authority (SOCWA) operates 4 wastewater facilities and 2 ocean outfalls

2) What is the nature of your activities and duties with your organization?

I am the General Manager, responsible for carrying out Board policy, administering budgets and managing daily activities of the organization, employees 64 FTEs

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

Yes w/respect to public infrastructure related to water and wastewater

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Tom Rosales Date 9/27/07

Tom Rosales
2352 Caddie Court Oceanside, CA 92056
Tel: 760.757.7517

Summary of Qualifications

More than twenty years of experience and progressive advancement in public utility operations and management. Strength is in project and policy development with the sound management foundation skills needed to effectively manage organizational change to meet the present and future challenges within the water or wastewater industries.

Professional Experience

In my current role as the General Manager of the South Orange County Wastewater Authority, my primary responsibility is to carry out the mission and policies of the wastewater JPA. The JPA, with an annual budget of approximately \$24M, operates four wastewater treatment facilities and two ocean outfalls with a workforce of 64 and a ten-member Board of Directors. The treatment facilities currently discharge 40 million gallons/day of secondary treated effluent to the Pacific Ocean and produce approximately 14,000 ac-ft of recycled water each year. Examples of past or current work efforts include:

- Supervise the development, planning and management of the agency's Asset Management and 10-Year Capital Improvement Plan. Plan is annually adopted by the Board
- Manage the negotiation process with employee group(s) to successfully negotiate multi-year labor agreements
- Prepared organizational assessment plan, focusing on staff development, succession planning and organizational structural issues. Implemented plan's recommended actions
- Member of Governance Committee for Regional Water Management Planning group to secure Prop 50 funding for local projects. Secured \$25M in November 2006.
- Supervise the preparation of request for proposals, conduct negotiations and secure contractual arrangements for professional support services
- Develop and implement agency policies, Board resolutions and management objectives to meet the successful completion of the agency's goals

South Orange County Wastewater Authority
Dana Point, California

General Manager – Promoted to position in 2005

Assistant GM/Director of Technical Services – Promoted to position in 2000

Environmental Compliance Manager – Promoted to position in 1997

Wastewater Operations – Hired into classification series in 1988

2352 Caddie Court Oceanside, California 760.757.7517

State of California, DHS, Drinking Water Program
San Diego, California

Engineering Assistant

(June 1986 – December 1988)

- Provided general assistance to staff engineers
- Reviewed and took action on water monitoring reports from agencies throughout San Diego, Riverside and Imperial County
- Reviewed and provided comments on engineering and planning documents. Performed field inspections of water systems.
- Major accomplishment: applied for EPA grant funding for a study of radon in drinking water well systems. Administered the field sampling program for the 6-month study, compiled the results and presented the findings at an American Society of Civil Engineers conference.

Education & Certifications

Master of Science, Environmental Studies – California State University Fullerton, 2002

Bachelor of Arts, Economics – California State University Long Beach, 1992

California State Water Resources Control Board Wastewater Treatment Plant Operator Certification – Grade 4

Affiliations

Water Environment Federation – Member

California Water Environment Association – Member

Orange County ASCE Infrastructure Report Card Task Force – Committee Member

Orange County Water Association – Member

National Association Clean Water Agencies (NACWA) - Biosolids Committee member

References

References will be furnished upon request

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. JOHN J. SCHATZ

Address Santa Margarita Water District, P.O. Box 7005

City Mission Viejo Zip Code CA 92690-7005

Business Phone (949) 459-6602 Fax Number (949) 459-6463

Home Phone (949) 716-8808 Email johns@smwd.com

Type/Name of organization represented Santa Margarita Water District Title/Affiliation General Manager
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

The District has operated the Oso Barrier since 1979, which has collected and reused urban runoff instead of releasing into the environment. Have completed construction of Horno for similar operation and are planning construction of the Gobernadora Basin for same.

2) What is the nature of your activities and duties with your organization?

The General Manager and General Counsel for the Santa Margarita Water District, involved in all aspects of water and water quality issues.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

Yes, concerning water facilities, wastewater facilities and recycled water and water quality projects.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature John J. Schatz Date 10/05/07

JOHN J. SCHATZ

EMPLOYMENT

- General Manager/General Counsel of Santa Margarita Water District (1994-Present)
- General Manager of Jurupa Community Services District (1984-1994); General Counsel (1990-1993)
- Administrative Manager, Laboratory Manager, Field Laborer-Rancho California Water District (1977-1984)

EDUCATION

- Juris Doctor; Western State University College of Law, Fullerton (1987); American Jurisprudence Award: Legal Research and Appellate Brief Writing; Law Review (1985-1987) and author of *San Marcos Water District v. San Marcos Unified School District; Special Assessments and the Fallacy of Exempting Public Entities from Contributions to Capital Improvements* (Western State University Law Review, Spring 1987, Vol. 14 No. 2); Honor Roll (two semesters)
- Bachelor of Science, Business Administration, University of Redlands (1983)
- Associate of Science (math/engineering major), Mount San Jacinto Junior College (1976)
- Mount Palomar Junior College; courses in water treatment and distribution (1977-1979)

PROFESSIONAL ASSOCIATIONS AND CERTIFICATIONS

- State Bar of California (admitted in 1989); single examination sitting
- Water treatment Operator Certificate Grade IV (1980)
- Water Distribution Operator Grade II (1978)

OTHER ACTIVITIES

- Appointed by State Legislature in 1998 to Commission on Local Governance for the 21st Century
- Instructor for University of California Irvine course entitled: "Water Policy In Southern California", (2000 – 2004)
- Member Association of California Water Agencies State Legislative Committee

DEVELOPMENT INDUSTRY

Environmental Cleanup Allocation Committee Application - 2007

Please print.

Mr. Ms. Mrs. Ernie Schneider

Address Hunsaker & Associates Irvine, Inc - 3 Hughes

City Irvine Zip Code 92618

Business Phone (949) 768-2594 Fax Number (949) 465-1294

Home Phone (949) 283-2284 Email eschneider@hunsaker.com

Type/Name of organization represented BIA Title/Affiliation _____

(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?
H&A prepares SWPPP; files NOI applications; selects BMPs to be a part of each SWPPP - and have done so since 1998. H&A also prepares various WQMPs, SWSMPs and WPCPs required by local jurisdictions, counties and Caltrans.

2) What is the nature of your activities and duties with your organization? Chief Operating Officer. Planning, directing and managing all administrative, financial and operational activities to deliver the firm's planning, surveying, civil engineering and advocacy services. Management/oversight of finance, information technology, construction, marketing, administration, litigation resolution, and leasing. Work with the Board of Directors to develop long-term strategic plans and annual budgets.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

Former Director of Orange County Environmental Management Agency responsible for County unincorporated land use, transportation planning and implementation of other major infrastructures. Former County Administrative Officer and Board Member of the San Diego Regional Water Quality Control Board.

I hereby declare the information provided in this application for OCFR's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Ernie Schneider Date 10/14/07



Professional Resume

Ernie Schneider
Chief Operating Officer

Technical Expertise:
Governmental and Community Liaison, Project Management, Land Use and Development Entitlement

Credentials:
BA California State University, Fullerton, 1971, Political Science
MA California State University, Fullerton, 1973, Public Administration
Graduate, University of California, Irvine, 1985, Graduate School of Executive Management

Professional Experience:
A proven manager/administrator of large and complex organizations, Mr. Schneider has over 30 years of extensive and varied governmental experience. He is a proven problem solver with an excellent working relationship with Orange County governmental entities and the development, planning and engineering communities. Mr. Schneider, former County Administrative Officer of Orange County, Director of the Orange County Environmental Management Agency and Chief of Staff to the Orange County Board of Supervisors, joined Hunsaker & Associates in May 1995. His in-depth knowledge of the development/entitlement process accompanied with excellent oral and written communication skills make him a superb addition to the H&A Team. He has an excellent knowledge of the Orange County political environment including local, regional and state government. A successful negotiator and consensus builder, Mr. Schneider has represented county government in Sacramento, Washington, D. C. and in New York financial markets.

In addition, Mr. Schneider is familiar with the Southern California regulatory agencies including the Air Quality Management District, Southern California Association of Governments, Solid Waste Enforcement Agency, Regional Water Quality Control Board, among many others.

Professional Achievements:
As Orange County Administrative Officer from December 1989 to March 1995, Mr. Schneider was responsible for corporate analysis, recommendations and administration of Orange County's \$3.6 billion budget employing a workforce of over 17,600 people. He assisted the Board of Supervisors in administration and direction of all county departments and agencies. Mr. Schneider's department responsibilities included: Risk Management Program, Bond/Capital Finance Program, County Redevelopment Agency, legislative coordination, monitoring and forecast analysis and budget coordination and reported directly to the Board of Supervisors.

For 3 years Mr. Schneider served as the Director of the Orange County Environmental Management Agency (OCEMA), an agency consisting of approximately 1,500 employees with an \$850 million annual budget. Mr. Schneider was responsible for administration and implementation of all agency activities in accordance with policies and directives emanating from the Board of Supervisors. Agency responsibilities include: Land Use Planning, Parks and Recreation, Public Works, Transportation Planning, Orange County Flood Control District, Orange County Harbors, Beaches and Parks District, Regulation Development Enforcement, and Housing/Community Development. Mr. Schneider reported directly to the Board of Supervisors.

As Chief Executive Assistant to the Third District Supervisor of Orange County Board of Supervisors from 1981 to 1986, Mr. Schneider supervised a staff of ten and was responsible for the administration of an annual office budget in excess of \$500,000. He was also responsible for

Offices Located In:

Irvine
3 Hughes
Irvine, CA 92618
(949) 583-1010
(949) 583-0759 FAX

Los Angeles
26074 Avenue Mall
Suite 22
Valencia, CA 91355
(661) 294-2211
(661) 294-9890 FAX

Riverside
2900 Adams Street
Suite A-15
Riverside, CA 92504
(909) 352-7200
(909) 352-8269 FAX

San Diego
10179 Huennekens Street
Suite 200
San Diego, CA 91212
(858) 558-4500
(858) 558-1414 FAX



the coordination of all aspects of County budget (in excess of \$1 billion annually), operations and management, with particular emphasis on land use, transportation, housing, law enforcement, hazardous materials and landfill operations.

Appointed Offices/Civic Activities:

- Outstanding Public Administrator
American Society of Public Administration (ASPA), Orange County Chapter
- Member
San Diego Regional Water Quality Control Board
Appointed by Governor George Deukmejian
- Board of Directors
Orange County Marine Studies Institute
- Board of Directors
Santa Ana/Tustin YMCA
- Member
East Orange Specific Plan/Policy Plan Steering Committee
- Alternate Director
Orange County San Joaquin Hills and Foothill/Eastern Transportation Corridor
Joint Powers Agency
- Member
Orange County Overall Economic Development Program Committee
- Executive Director
Orange County Development Agency
- Member
Governor's Task Force on Community/Economic Development
Appointed by Governor Pete Wilson
- Administrator in Residence for 1996
California State University at Fullerton
- Member
Board of Advisors Chapman University School of Real Estate and
Environmental Studies
- Member
Board of Directors and Founding Board Member Surfing Heritage Foundation

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Sat Tamariuchi

Address The Irvine Company, 550 Newport Center Dr,

City Newport Beach Zip Code 92660

Business Phone (949) 720-2371 Fax Number (949) 720-2448

Home Phone 949 854-7061 Email tamari@irvinecompany.com

Type/Name of organization represented The Irvine Company Title/Affiliation Vice Pres
(See types of eligible organizations under "Committee Requirements" on front page.) Swiren, Affairs

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

We have worked with Federal, State, and local government over the past 30+ years to protect and improve water quality on the Irvine Ranch, e.g., Newport Bay 208 Plan, TMDL's, and Natural Treatment System.

2) What is the nature of your activities and duties with your organization?

Management of environmental issues with emphasis on water quality and supply.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

Over 40 years of experience including 3 years as a Navy Public Works Officer, 4 years as a State Water Resources engineer, and the remainder with The Irvine Company.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature



Date

9/28/07

SATORU TAMARIBUCHI

Sat Tamaribuchi is vice president of Environmental Affairs at The Irvine Company, a century-old, privately held company best known for its comprehensive focus on quality of life in the balanced, sustainable communities it has planned and developed on the Irvine Ranch in Orange County, California.

As vice president of Environmental Affairs, Mr. Tamaribuchi is responsible for management and coordination of The Irvine Company's environmental policies and plans.

Mr. Tamaribuchi has been with The Irvine Company since 1973, except for a seven-month period in 1977-78 when he was the manager of planning for the Irvine Ranch Water District. He has worked on a wide range of assignments, which have included the Section 208 Plan for the Newport Bay Watershed, the San Joaquin Marsh Master Plan, the Natural Communities Conservation Plan and various environmental programs, plans and projects.

Mr. Tamaribuchi received a Bachelor of Science degree in Civil Engineering from San Jose State College in 1965. He served on active duty in the Navy from 1965 to 1969 as a Civil Engineer Corps Officer. From 1969 to 1973 he worked in the Delta Studies Section of the California Department of Water Resources as an engineer. In 1973 he received a Master of Business Administration from California State University at Sacramento.

Mr. Tamaribuchi is a California Professional Engineer and a retired Naval Reserve Captain. He serves on boards for the Coalition for Environmental Protection, Restoration and Development and THINK Together.

SCIENTIFIC/ACADEMIC COMMUNITY

Environmental Cleanup Allocation Committee Application - 2007

Orange County, California

Please print.

Mr. Ms. Mrs. WILLIAM J COOPER

Address DEPT CIVIL & ENVIRONMENTAL ENGR, UC Irvine

City Irvine Zip Code 92697

Business Phone (714) 824-5820 Fax Number (714) 824-3672

Home Phone (714) 533-9402 Email wcooper@uci.edu

Type/Name of organization represented UNIVERSITY Title/Affiliation PROFESSOR
(See types of eligible organizations under "Committee Requirements" on front page.) Director

Urban Water Res. Center

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

Conduct research in various areas of water quality.

2) What is the nature of your activities and duties with your organization?

I teach Environmental Chemistry. I Direct the Urban Water Research Center.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

No

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature William J Cooper Date Oct 4, 2007

William J. Cooper
Professor
Civil and Environmental Engineering
University of California, Irvine

Research Interests

My research has taken several intersecting paths over the past years. Initially, my interest was in the field of organic geochemistry - the origin of oil and coal, which provided both a foundation in field work and the natural fate and transport of organic matter in the environment. I was then introduced to the area of disinfection and worked as part of a team to develop a new analytical method for determining free available chlorine. My interest in analytical chemistry was always in the background. After that I started my studies of water reuse at the interface of chemistry and engineering. This led me to my studies for a Ph. D. focused on marine and atmospheric processes and the photochemistry of natural organic matter. From there I took a side-step and became interested in biogenic sulfur species as part of the biogeochemical cycling of sulfur. The next big step was taking aquatic photochemistry and applying those fundamental ideas to the application of free radical treatment of hazardous wastes, using radiation chemistry as the underlying science of the electron beam process. Most recently, I have been involved in a team looking at the application of ozone to treating ballast water to minimize the introduction of invasive species through shipping.

With that as a brief background, my present research interests are focused in three areas:

- The first is aquatic photochemistry where I am interested in looking at the interaction of sunlight and natural organic matter in water. This can be looked at from three different points of view **a)** the formation of reactive oxygen species (e.g. H₂O₂, singlet oxygen etc), **b)** carbon cycling as affected by sunlight, and **c)** molecular characterization of this natural organic matter, in particular changes in structure resulting from photochemical reactions.
- The second is free radical chemistry as it underlies the application of advanced oxidation processes (AOPs) in water treatment (water in its broadest sense). Here the ultimate goal is to build kinetic models that describe in detail the destruction of chemicals in AOPs. We first evaluate reaction rate constants using techniques such as pulse radiolysis, then using ionizing radiation (cobalt-60) we elucidate reaction mechanisms (the steps or pathways from parent compound to mineralization), and lastly we assemble this information in a linear form and model the system. The two major classes of compounds that I am interested in how are disinfection by-products and emerging pollutants of concern.
- The third area is the application of ozone to treating ballast water in ships to prevent the transfer of invasive species from one location to another. In this area we have a partnership with several companies and have installed an ozone generator on a working oil tanker (*ST Prince William Sound*) to conduct "real-world" studies.

WILLIAM J. COOPER

Home:

46 Vista Del Valle
Aliso Viejo, CA 92656

949-273-6664

Work:

Professor
Department of Civil and Environmental
Engineering
University of California, Irvine
Irvine, CA 92697

949-824-5620
949-824-3672 (FAX)
949-533-9402 (Cell)
wcooper@uci.edu

Environmental Chemist

PERSONAL:

Born: December 1, 1945, Rochester, N.Y.

EDUCATION:

B.S. Allegheny College, Meadville, PA, (Chemistry) 1969

M.S. Pennsylvania State University, University Park, PA, (Fuel Science/Organic Geochemistry) 1971
Geochemistry of Lipid Components in Peat Forming Environments of the Florida Everglades.

Ph.D. University of Miami, Miami, FL, (Marine and Atmospheric Chemistry) 1987
Short Term Variability of Hydrogen Peroxide in Surface Oceans.

WORK EXPERIENCE

- Jul. 2006 – present Professor, Department of Civil and Environmental Engineering, University of California, Irvine, Irvine, CA 92697 and Director, Urban Water Research Center.
- Jul. 1997 – Jul. 2006 Professor (and Chair 1997 to 2000), Department of Chemistry, University of North Carolina at Wilmington, Wilmington, NC 28403.
- Aug. 1992-Jun. 1997 Associate Professor, Department of Chemistry, Florida International University, Miami, FL. 33199. Tenured in 1995.
- Oct. 1996-Jun. 1997 Research Professor, Drinking Water Research Center, College of Engineering, Florida International University, Miami, FL. 33199. *The focus of the research program was in the reactions of drinking water oxidants with natural organic matter application of ionizing radiation to pollution control and surface water photochemistry.*
- Jan. 1980-Oct 1996 Associate Research Professor, Director (1982-1996), Drinking Water Research Center, College of Engineering, Florida International University, Miami, FL. 33199. *Administrative responsibilities included developing strategic plans for the Center in line with the overall objectives and priorities of the University and the State. Compile data for annual reviews conducted at the University and State level (Board of Regents) to insure that objectives have been met. Implement the policies and procedures of the University. Recommend hiring of new faculty in four academic departments within the University. Research responsibilities include participation in research projects for improving water treatment technology. Research interests in the areas of halogen/organic interactions, aquatic*

photochemistry, analytical methods development and radiation chemistry.

July 1978-Jan. 1980 Department of the Army Civilian with the U.S. Army Medical Bioengineering R & D Laboratory, Environmental Protection Research Division, Ft. Detrick, Frederick, MD. GS-13. *Responsibilities were research area manager for wastewater reuse research. As research area manager, was responsible for management of the Wastewater Reuse Research Program, in response to user requirements, for water quality criteria for consumptive and non-consumptive reuse, for treatment process design of medically-unique wastes, and for development of analytical methodology of water intended for reuse. The research area manager exercised Centralized management authority over the planning, direction, control and execution of waste water reuse research. The program included technology transfer to user organizations, the cognizant Federal, State, and Local agencies responsible for water reuse, the professional and industrial groups concerned within the research area.*

Dec. 1974-July 1978 Department of the Army Civilian with the U.S. Army Medical Bioengineering R & D Laboratory, Environmental Protection Research Division, Ft. Detrick, Frederick, MD. GS-13. *Responsibilities were as principal investigator of a research project utilizing the gas chromatograph/mass spectrometer. The areas of research involved chemical degradation of pesticides, characterization of trace organics in waters and waste waters and identification of impurities in chemicals for toxicological testing.*

MILITARY EXPERIENCE

Jan. 1972-Dec. 1974 Commissioned Officer, Captain. Originally with the U.S. Army Medical Environmental Engineering Research Unit, which became the U.S. Army Medical Bioengineering R & D Laboratory, Environmental Protection Research Division, Ft. Detrick, Frederick, MD. *Primary responsibilities were as project officer for various research projects concerned with both air and water pollution.*

March 1971-Jan. 1972 Enlisted service, Specialist 4th Class, U.S. Army Environmental Hygiene Agency, Air Pollution Engineering Division. *Primary responsibilities were analytical methods development for stationary source and ambient air pollution surveys.*

PROFESSIONAL SERVICE

International Committees

International Atomic Energy Agency
Member, Electron Beam Destruction of Toxic Organic Compounds in Contaminated Waters and Sludges, Committee and Cooperative Research Programs, Vienna, Austria, 1995- present

National Committees

National Research Council Commission on Engineering and Technical Systems; Water Science and Technology Board
- Committee on Recycling, Reuse and Conservation in Water Management for Arid Areas (~1985-1986).
- Committee on Innovative Technologies (1994 - 96)

American Water Works Association Committees,
Disinfection 816
Disinfection Committee 707
Organic Contaminants 727

Division of Environmental Chemistry, American Chemical Society,
Executive Committee. 1980-1985
Student Awards Committee 1992-1993

State of Florida Committees

Appointed by the president of the Florida Senate to the TASK Force Committee on Towing, twelve appointees

charged with the conduct of an in-depth review of Florida's towing industry and the problems associated with abandoned vehicles.

Dade County Committees

Northwest Well Field Technical Committee

West Well Field Technical Committee

Attended monthly meetings and participated in subcommittee assignments relating to the technical aspects of protecting well fields from pollution/contamination.

Symposia

Member, Executive Committee, Water Reuse Symposium, Washington, D.C., March 1979

Chairman, "Chemistry and Chemical Analysis of Water/Waste Water Intended for Reuse," Division of Environmental Chemistry, 179th National American Chemical Society Meeting, Houston, TX, March 1980.

Member, Executive Committee, Water Reuse Symposium II, Washington D.C., August 1981.

Chairman of Workshop, "Water Reuse - An Alternative in Water Resource Management," Orlando, FL., Nov. 1981.

Member, Executive Committee, 5th World's Congress on Water Resources, Buenos Aires, Argentina, Sept. 1982.

Member, Advisory Scientific Committee, 4th International Conference on Chemistry for Protection of the Environment, Toulouse, France, Sept. 1983.

Member, Advisory Scientific Committee, 5th International Conference on Chemistry for Protection of the Environment, Leuven, Belgium, Sept. 1985.

Co-Chairman, "Aquatic Photochemistry," Joint Division Symposium, Geochemistry and Environmental Chemistry, 189th National American Chemical Society Meeting, Miami, FL, April/May, 1985.

Co-Chairman, "Biogenic Sulfur in the Environment," held at the National American Chemical Society Meeting in New Orleans, Aug 30-Sept 4, 1987.

Session Chairman, "Chemical Oceanography Gordon Conference" held at Kimball Union Academy, Meriden, New Hampshire, Aug 14-18, 1989.

Forum Presiding Officer and Panelist, 1993 American Water Works Association Water Quality Technology Conference, Miami, FL.

Panelist, AWWA Research Foundation Microbial and Disinfection By-Products Expert Workshop, Denver, CO., November, 1993.

Member, Organizing Committee, 1995 Environmental Protection Agency/American Chemical Society Waste Testing & Quality Assurance Symposium.

Member, International Scientific Committee for the First International Conference on Advanced Oxidation Technologies for Water and Air Remediation, June 25-30, 1994

Chair, Organizing Committee for "Environmental Applications of Ionizing Radiation: Water, Wastewater, Industrial Waste and Hazardous Waste Treatment and Air Pollution Abatement" symposium at the 1995 International Chemical Congress of Pacific Basin Societies, Honolulu, Hawaii, December 17-22, 1995.

Organizing Committee and Session Chair, "The Third International Conference on Advanced Oxidation Technologies for Water and Air Remediation," Cincinnati, OH, October 26-29, 1996.

Chair, Organizing Committee for "Environmental Applications of Ionizing Radiation" symposium at the 2000 International Chemical Congress of Pacific Basin Societies, Honolulu, Hawaii, December 14-19, 2000.

Chair, Organizing Committee for "Free Radical Chemistry in the Environment" symposium at the 2005 International Chemical Congress of Pacific Basin Societies, Honolulu, Hawaii, December 2005.

Co-Chair, Organizing Committee, "Dissolved Organic Matter Quality: Linking Environmental Dynamics to Molecular Structure" symposium at the ASLO 2007 Aquatic Sciences Meeting, Santa Fe, NM, Feb 4 - 9, 2007.

Co-Chair, Organizing Committee, "Formation and Fate of Reactive Oxygen Species in Aquatic Environments" symposium at the 233rd American Chemical Society National Meeting, Chicago, IL, March 25- 29, 2007

Chair, Workshop on "Innovative and Appropriate Technologies for Treating Water, Wastewater and Water Intended for Reuse," Cairo, Egypt, May 22-24, 2007.

Journal Referee

Archives of Environmental Contamination and Toxicology
Advances in Environmental Research
Applied Geochemistry
Applied Radiation and Isotopes
Atmospheric Environment
Aquatic Sciences
Chemosphere
Deep Sea Research
Ecotoxicology and Environmental Safety
Environmental Engineering Science
Egyptian National Information and Documentation Centre
Environmental Science and Technology
Environmental Technology
Environmental Toxicology and Chemistry
Estuarine, Coastal and Shelf Science
Fuel
Geophysical Research Letters
Hydrobiologia
Industrial and Engineering Chemistry Research
Journal of the American Water Works Association
Journal of Coastal Research
Journal of Environmental Engineering (ASCE)
Journal of Environmental Management
Journal of Geophysical Research
Journal of Great Lakes Research
Journal of Organic Chemistry
Journal of Physical Chemistry
Journal of Physical Organic Chemistry
Journal of the Water Pollution Control Association (now the Research Journal Water Environment Federation)
Industrial and Engineering Chemistry Research
Limnology and Oceanography
Marine Biology
Marine Chemistry
Marine Environmental Research
Nature
Netherlands Journal of Sea Research
Nukleonika (International Journal of Nuclear Research)
Oceanologica Acta
Ozone Science and Engineering
Radiation Physics and Chemistry
Science
Water Quality Research Journal of Canada
Water Research
Water Resources Research

Proposal Reviewer

American Chemical Society – Petroleum Research Fund
The National Science Foundation
The U.S. Geological Survey
The U.S. Environmental Protection Agency
The Louisiana Cancer Trust Fund
Department of Commerce-Sea Grant National Program
Maine Science and Technology Commission's Experimental Program to Stimulate Competitive Research
New York Sea Grant
North Carolina Sea Grant

Oregon Sea Grant
 Israeli Ministry of Science and the Arts
 Natural Environment Research Council (UK)
 Australian Research Council
 Research Corporation
 National Research Council/Department of Defense Environmental Scholarships and Grants
 International Science Foundation
 Water Environment Research Foundation
 Water Resources Research Institute – California
 Water Resources Research Institute – Massachusetts

Invited International Lectures

Austrian Research Centre, Seibersdorf, Austria
 Cawthron Institute, Nelson, New Zealand
 Department of Nuclear Chemistry, Chalmers University of Technology, Göteborg, Sweden
 Institut für Theoretische Chemie und Strahlenchemie der Universität Wien, Vienna, Austria
 Trent University, Peterborough, Canada
 University of Kyoto, Japan
 University of Montreal, Canada
 University of New South Wales, Australia
 University of Otago, New Zealand
 University of Ottawa, Canada
 National Research Centre, Water and Wastewater Section, Cairo, Egypt
 Atomic Energy Center, Radiation Research Section, Cairo, Egypt
 University of the Virgin Islands, St Thomas
 Atomic Energy Authority, Cairo, Egypt
 Water Research and Pollution Control Department, National Research Center, Cairo, Egypt
 Riga Technical University, Riga, Latvia
 University of Jordan, Amman, Jordan
 Yarmouk University, Irbid, Jordan
 The Hashemite University, Zarqa, Jordan

Invited Lectures

Sixth Annual Statewide Environmental Research Expo, University of Florida, Gainesville Fl., October 1992
 (Keynote Speaker).
 Dedication Weekend Chemistry Colloquy: An Alumni Celebration to Commemorate the Inaugural of the Foster B.
 Doane Hall of Chemistry, Allegheny College, Meadville, PA, October, 1993.

International Atomic Energy Agency

Jan 1996 - Dec 1999	Research Coordinated Project “Irradiation Treatment of Water, Wastewater and Sludges”
Feb 19 - 22, 1996	Research Coordinated Meeting, Vienna, Austria
Dec 1-5, 1997	Research Coordinated Meeting, Miami, Florida (Organizer and Host)
Apr 19 - 23, 1999	Research Coordinated Meeting, Sao Paulo, Brazil
Apr 28 - May 2, 1997	Hosted IAEA Fellow Dr. Rosemarie Schrader-Fruh, Chile, “Radiation Processing for Environmental Applications.”
Apr 27 - May 25, 1997	Hosted IAEA Fellow, Dr. Sueli I. Borrely, Brazil, “Practical Applications of Electron Beam Treatment of Toxic Wastes.”
Dec 8 - 10, 1997	Consultants Meeting, “Industrial Wastewater Treatment using Ionizing Radiation,” Miami, Florida.
Sep 28 - Oct 14, 1998	“Radiation Technology for Treatment of Toxic Wastes Wastewater Treatment” King Abdulaziz City for Science and Technology, Riyadh, Saudi Arabia

Oct 17 - 24, 1998	IAEA - Regional (Eastern Europe) Training Workshop "Radiation Treatment of Industrial Wastewater," Shanghai, China
June 21 - 25, 1999	IAEA - Regional (Eastern Europe) Training Workshop "Radiation Treatment of Industrial Wastewater," Vienna, Austria
Dec 19-22, 2000	IAEA Expert Consultant's Meeting, "Electron Beam Applications in Flue Gas Treatment," Honolulu, Hawaii. (Organizer and Host)
Nov 19 - 23, 2001	IAEA - Regional (Eastern Europe) Training Workshop "Radiation Treatment of Water and Wastewater," Istanbul, Turkey
May 6 – 10, 2002	IAEA - Regional (North Africa Training Workshop "Radiation Treatment of Water and Wastewater," Tunis, Tunisia
Oct. 13-16, 2003	IAEA Consultants Meeting, "Status of industrial scale radiation treatment of wastewater and its future," Daejeon, Korea.
<u>Jan – present</u>	Research Coordinated Project "Irradiation of Water and Wastewater for Treatment"
October 15 – 18, 2002	Research Coordinated Meeting, Lisbon, Portugal
June 14-18, 2004	Research Coordinated Meeting, Warsaw, Poland
2006	Research Coordinated Meeting, Korea
June 7 – 21, 2003	IAEA – Expert Consultant, Mauritius "Applications of Ionizing Radiation to Wastewater Treatment"
Sept 25 – Oct 9, 2003	Expert Mission - "Radiation Wastewater/Water Treatment" King Abdulaziz City for Science and Technology, Riyadh, Saudi Arabia
Sept 4 – 8, 2006	Research Coordinated Meeting, Vienna, Austria

PUBLICATIONS BY W.J. COOPER

1 A. Refereed Literature

1. Blumer, M. and W.J. Cooper. Isoprenoid Acids in Recent Sediments. *Science* 158: 1463-1464, 1967.
2. Cooper, W.J. and M. Blumer. Linear, *iso* and *anteiso* Fatty Acids in Recent Sediments of the North Atlantic. *Deep Sea Research* 15: 535-540, 1968.
3. Guter, K.J., W.J. Cooper and C.A. Sorber. Evaluation of Existing Field Test Kits for Determining Free Chlorine Residuals in Aqueous Solutions. *J. Am. Water Works Assoc.* 66: 38-43, 1974.
4. Cooper, W.J., C.A. Sorber and E.P. Meier. A Rapid Specific Free Available Chlorine Test with Syringaldazine (FACTS). *J. Am. Water Works Assoc.* 67: 34-39, 1975.
5. Cowen, W.F., W.J. Cooper and J.W. Highfill. Evacuated Gas Sampling Valve for Quantitative Head Space Analysis of Volatile Organic Compounds in Water by Gas Chromatography. *Anal. Chem.* 47: 2483-2485, 1975.
6. Dennis, W.H. and W.J. Cooper. Catalytic Dechlorination of Organochlorine Compounds. I. DDT. *Bull. of Environ. Contam. and Toxicol.* 14: 738-744, 1975.
7. Miller, T.A., and W.J. Cooper. Portable Outdoor Cages for the Unattended Mating of Female Giant Silkworm Moths (Saturniidae). *J. Lepidopterists' Soc.* 30: 95-104, 1976.
8. Dennis, W. H. and W.J. Cooper. Catalytic Dechlorination of Organochlorine Compounds. II. Heptachlor and Chlordane. *Bull. of Environ. Contam. Toxicol.* 16: 424-430, 1976.
9. Chian, E.S.K., P.P.K. Kuo, W.J. Cooper, W.F. Cowen and R.C. Fuentes. Distillation-Headspace Gas Chromatographic Analysis for Volatile Polar Organics at the ppb Level. *Environ. Sci. Tech.* 11: 282-285, 1977.
10. Dennis, W.H. and W.J. Cooper. Catalytic Dechlorination of Organochlorine Compounds. III Lindane. *Bull. of Environ. Contam. Toxicol.* 18: 57-59, 1977.
11. Miller, T.A., W.J. Cooper and J.W. Highfill. Determination of Sex in Four Species of Giant Silkworm Moth Larvae (Saturniidae). *J. Lepidopterists' Soc.* 31: 144-146, 1977.
12. Miller, T.A. and W.J. Cooper. A Method of Handling Eggs and 1st-Instar Larvae of *Callosamia promethea* (Drury) (Saturniidae). *J. Lepidopterists' Soc.* 31: 146-147, 1977.
13. Miller, T.A. and W.J. Cooper. Oviposition Behavior of Colonized *Callosamia promethea* (Drury) (Saturniidae). *J. Lepidopterists' Soc.* 31: 282-283, 1977.
14. Cooper, W.J. and W.H. Dennis, Jr. Catalytic Dechlorination of Organo-chlorine Compounds. IV. Mass Spectral Identification of DDT and Heptachlor Products. *Chemosphere* 7: 299-306, 1978.
15. Miller, R.D., W.J. Cooper and W.P. Lambert. Pilot Facilities Support Army Wastewater Treatment Needs. *Wat. Poll. Control Assoc. of PA.* Sept-Oct. 4 - 9, 1978.
16. Dennis, W.H., Jr., Y.H. Chang and W.J. Cooper. Catalytic Dechlorination of Organochlorine Compounds. V. Polychlorinated Biphenyls-Arochlor 1254. *Bull. Environ. Contam. Toxicol.* 22: 750-753, 1979.

[THIS RESUME IS 44 PAGES LONG. PLEASE CONTACT MARISSA ESPINO AT 714/560-5607 IF YOU WOULD LIKE TO REVIEW THE REMAINING PUBLICATIONS.]

Environmental Cleanup Allocation Committee Application - 2007

Please print.

Mr. Ms. Mrs. Philip Hughes

Address 2537-B Orange Ave.

City COSTA MESA Zip Code 92627

Business Phone (714) 564-6610 Fax Number (714) 564-6158

Home Phone (714) 574-4874 Email philgeo@earthlink.net

Type/Name of organization represented Santa Ana College Title/Affiliation Professor
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?
I have been involved in educating students and the public about water quality issues both as a professor and as a member of the Upper Newport Bay Naturalists and Friends since 1990.

2) What is the nature of your activities and duties with your organization?
As a professor I teach courses in Geology, Oceanography and Environmental Science. I participate in monthly tours at Upper Newport Bay and have worked with CA Dept of Fish + Game Staff on issues there.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?
In 2002 voters approved the 337 million dollar bond, Measure E, for improvements to the Rancho Santiago Community College District. I have served on committees dealing with the construction of new science buildings.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Philip Hughes Date 10/05/07

Philip Hughes
2537-B Orange Avenue
Costa Mesa, CA 92627

PROFESSIONAL EXPERIENCE

Geology Professor, Santa Ana College, Santa Ana, CA. 1989-90 (sabbatical replacement) and 1991- present. Taught Geology, Chemistry and Environmental Science classes. Served as department chair or co-chair (1994-present) and in the Academic Senate and various committees

Geology Instructor, California State University, Fullerton. CA 9/90-5/91). Taught Physical Geology lecture sections and Historical Geology.

Engineering Assistant, Jet Propulsion Laboratory, Pasadena CA 5/89-8/89. Worked on Geologic Remote Sensing Field Experiment (GRSFE).

Staff Geologist, Earth Technology Corporation, San Bernardino, CA Worked on Geographic Information System (GIS) projects on a contract from the United States Air Force.

Geology Instructor, Adrian College, Adrian, MI. 8/86-12/86. Taught Physical Geology, Structural Geology, and Regional Geography. Sabbatical replacement position. Also coached college soccer team.

EDUCATION

University of Southern California, B.S., Geology, 1983.

Ohio State University, M.S., Geology, 1986. Thesis Title: "Modern Sedimentation in the Terra Nova Bay Polynya, Ross Sea, Antarctica"

California State University, Los Angeles, Secondary teaching credential in Physical Science. 1989

SELECTED PUBLICATIONS:

P. Hughes and L.A. Krissek. 1986. "Modern Sediments of the Terra Nova Bay Polynya, Ross Sea, Antarctica". Antarctic Journal of the United States. vol. 20. pp. 107-108.

P. Hughes. 1994 "The Geology of Upper Newport Bay, Orange County, California". in P. Hughes, R.P. Lozinsky, and G.R. Roquemore, editors. "Field Geology in Orange County, Southern California". National Association of Geology Teachers, Far West Section Guidebook. pp. 90-97.

K.M. Hughes and P. Hughes. 1997. "The Conglomerate of Bear Canyon (Miocene)" in J. Baldwin, L. Lewis, M. Payne, and G.R. Roquemore, editors. "Southern San Andreas Fault-Whitewater to Bombay Beach, Salton Trough, California". South Coast Geological Society Field Trip Guidebook No 25. pp. 324-330.

A. Coleman, & P. Hughes. 1998 "Integrating Information Competency and Technology into the Undergraduate Science Curriculum: A Discipline-Based Approach for Honors Students." Conference on Undergraduate Teaching and Learning, Technology to Enhance Education, El Camino College and CSU Dominguez Hills.

P. Hughes. 1999. "The Cerro Gordo Mine" in J Baldwin, K.M. Hughes, G.M. Sharp, E. Steiner, and M.D. West, editors. "The Long Valley Caldera, Mammoth Lakes & Owens Valley Region". South Coast Geological Society Field Trip Guidebook No 27. pp. 324-329.

MEMBERSHIPS AND AFFILIATIONS

Upper Newport Bay Naturalists and Friends
Geological Society of America
South Coast Geological Society
National Association of Geology Teachers

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Jean-Daniel SAPHORES

Address 24 Newton Court

City IRVINE Zip Code 92617

Business Phone (Area) 824 7334 Fax Number () _____

Home Phone (Area) 856 4454 Email saphores@uci.edu

Type/Name of organization represented UC Irvine Title/Affiliation Associate Professor
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

I taught water resource policy for 5 years,
I conducted research in that area;
recently, one of my papers on a related topic
was published in Transportation Research

2) What is the nature of your activities and duties with your organization?

Research and teaching at UC Irvine.
I am an environmental economist with
a civil engineering background

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

Only through research.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature  Date 10/04/07

Jean-Daniel M. SAPHORES

Curriculum Vitae

Civil & Environmental Engineering
The Henri Samueli School of Engineering
University of California Irvine
Irvine, CA 92697
Phone: (949) 824 7334; Fax: (949) 824 8566.
E-mail: saphores@uci.edu

Home address:
24 Newton Court
Irvine, CA 92617

Phone: (949) 856 4454

Professional Experience

<i>Associate Professor</i> , Civil & Environmental Engineering, U.C. Irvine, CA Core faculty in the Institute of Transportation Studies Courtesy appointments in Economics and Planning, Policy, & Design	07/06-present
<i>Assistant Professor</i> , Planning, Policy, and Design, U.C. Irvine, CA Courtesy appointments in Economics and Civil & Environmental Engineering	07/00-06/06
<i>Consultant</i> , World Bank (Analysis of Romanian Forestry Auctions)	06/03-02/04
<i>Assistant Professor</i> , Department of Economics, Université Laval, Québec	08/97-07/00
<i>Post-Doctoral Fellow</i> , Department of Economics, Université Laval, Québec	01/97-06/97
<i>Summer Intern</i> , The World Bank, Washington, D.C.	07/96-09/96
<i>Research/Teaching Assistant</i> , Cornell University, Ithaca, NY	09/91-12/96
<i>Staff Engineer</i> , Woodward-Clyde Consultants, Denver, CO,	09/89-08/91
<i>Research/Teaching Assistant</i> , University Of Colorado, Boulder, CO	09/87-08/89
<i>Staff Engineer</i> , Woodward-Clyde Consultants, Denver, CO	09/86-08/87

Education

Ph.D. in Agricultural Economics , Cornell University, Ithaca, NY Major subject: Environmental and Resource Economics Minor subjects: Finance and Statistics	01/97
MA in Economics , Cornell University, Ithaca, NY	08/94
MS in Environmental Systems Engineering , Cornell University, Ithaca, NY	08/94
MS in Geotechnical Engineering , University of Colorado, Boulder, CO Thesis title: Some Topics in Embedded Foundations	08/89
Ingénieur Civil , Ecole Nationale des Ponts et Chaussées (ENPC), Paris, France Major subject: Civil Engineering. Minor subject: Applied Mathematics Entered ENPC ranked second following a French national exam	08/88

Dissertation

“Option Value and the Timing of Environmental Policy: an Application to Pesticides, Pollutants, and Forestry.”

Director: Jon Conrad. Committee: Peter Carr, David Ruppert, and William Schultze.

RESEARCH

Publications

Refereed Papers

- **J25** Nixon, H., and Saphores, J.-D., forthcoming. "Impacts of motor vehicle operation on water quality in the US – Cleanup costs and policies," *Transportation Research Part D*.
- **J24** H. Nixon, Saphores, J.-D., O. Ogunseitan, and A. Shapiro, forthcoming. "Understanding Preferences for Recycling Electronic Waste in California: How Environmental Attitudes and Beliefs Influence Willingness to Pay," *Environment and Behavior*.
- **J23** Nixon, H., and Saphores, J.-D., 2007. "Financing Electronic Waste Recycling - Californian Households' Willingness to Pay Advanced Recycling Fees," *Journal of Environmental Management*, 84 (4): 547-559.
- **J22** Lincoln, J.D., O. Ogunseitan, A. Shapiro, and J.-D. Saphores, 2007. "Leaching Assessments of Hazardous Materials in Cellular Telephones," *Environmental Science and Technology* 41: 2572-2578.
- **J21** Saphores, J.-D., H. Nixon, O. Ogunseitan, and A. Shapiro, 2007. "California Households' Willingness to Pay for "Green" Electronics," *Journal of Environmental Planning and Management*, 50(1): 113 – 133.
- **J20** Saphores, J.-D., and M. Boarnet, 2006. "Uncertainty and the Timing of an Urban Congestion Relief Investment - The no-land case," *Journal of Urban Economics* 59 (2):189-208 .
- **J19** Shapiro, A., J.K. Bonner, O. Ogunseitan, J.-D. Saphores and J. Schoenung, 2006. "Implications of Pb-Free Microelectronics Assembly in Aerospace Applications," *IEEE Transactions on Components and Packaging Technologies* 29 (1): 60-70.
- **J18** Saphores, J.-D., H. Nixon, O. Ogunseitan, and A. Shapiro, 2006. "Household Willingness to Recycle Electronic Waste - An Application to California," *Environment and Behavior* 38(2): 183-208.
- **J17** Saphores, J.-D., and I. Aguilar, 2005. "Smelly Local Polluters and Residential Property Values - A Hedonic Analysis of Four Orange County (CA) Cities," *Estudios Económicos* 20 (2): 197-218.
- **J16** Saphores, J.-D., 2005. "The Density of Bounded Diffusions," *Economics Letters* 86(1): 87-93.
- **J15** Saphores, J.-D. and J. Shogren, 2005. "Managing Exotic Pests under Uncertainty," *Ecological Economics* 52(3): 327-39.
- **J14** Schoenung, J., O. Ogunseitan, J.-D. Saphores, and A. Shapiro, 2004. "Policy Differences and Knowledge Gaps on the Adoption of Pb-Free Electronics," *Journal of Industrial Ecology* 8(4): 59-85.
- **J13** Saphores, J.-D., E. Gravel, and J.-T. Bernard, 2004. "Regulation and Investment under Uncertainty- An Application to Power Grid Interconnection," *Journal of Regulatory Economics*

25(2): 169-186.

- **J12** Saphores, J.-D., 2004. "Environmental Uncertainty and the Timing of Environmental Policy," *Natural Resources Modeling* 17(2): 163-190.
- **J11** Saphores, J.-D., 2003. "Harvesting a Renewable Resource under Uncertainty." *Journal of Economic Dynamics and Control* 28 (3): 509-529.
- **J10** Khalaf, L., J.-D. Saphores, and J.-F. Bilodeau, 2003. "Simulation-Based Exact Jump Tests in Models with Conditional Heteroskedasticity," *Journal of Economic Dynamics and Control* 28(3): 531-553.
- **J9** Saphores J.-D., L. Khalaf, and D. Pelletier, 2002. "On ARCH and Jumps in Natural Resource Prices, An Application To Pacific Northwest Stumpage Prices," *American Journal of Agricultural Economics* 84(2): 387-400.
- **J8** Saphores J.-D., and B. Bakshi, 2001. "Global Warming, Forests, and Biodiversity," *Energy Studies Review* 10(1): 49-56.
- **J7** Saphores J.-D., 2000. "The Economic Threshold with a Stochastic Pest Population: A Real Options Approach," *American Journal of Agricultural Economics* 82, 541-555.
- **J6** Barla, P., J. Doucet, and J.-D. Saphores, 2000. "Protecting Natural Habitats on Private Lands: Market Instruments and Canadian Policy," *Canadian Public Policy*, 26.1 (March): 95-110.
- **J5** Meyburg A.H., J.-D. Saphores, and R.E. Schuler, 1998. "The Economic Impacts of a Divisible-Load Permit System for Heavy Vehicles," *Transportation Research, Part A*, 32A.2: 115-127.
- **J4** Meyburg A.H., J.-D. Saphores, and R.E. Schuler, 1996. "Collecting Usage Data for Analyzing a Heavy Vehicles Divisible Load Permit," *Transportation Research Record* 1522 (January): 9-17.
- **J3** Pak R.Y.S. and J.-D. Saphores, 1991. "Rocking Rotation of a Rigid Disc in a Half-Space," *International Journal of Solids and Structures*, 28(3): 389-401.
- **J2** Pak R.Y.S. and J.-D. Saphores, 1991. "Torsion of a Rigid Disc in a Half-Space," *International Journal of Engineering Science*, 29(1): 1-12.
- **J1** Pak R.Y.S. and J.-D. Saphores, 1991. "On the Response of a Partially Embedded Rod to Axial Load," *Journal of Applied Mechanics*, 58(June): 599-602.

World Bank Policy Research Working Papers

- **WBPP1** Saphores, J.-D., J. R. Vincent, V. Marochko, I. Abrudan, L. Bouriaud, and Clifford Zinnes, 2006. "Detecting Collusion in Timber Auctions: An Application to Romania," WPS 4105, Washington, DC.

Refereed Conference Proceedings

- **RCP2** Ogunseitan, O., J. Schoenung, A. Shapiro, J.-D. Saphores, A. Bhuie, and A. Stein, 2003. "Biocomplex Dimensions of Industrial Ecology: Sectoral Trade-Offs on Selecting Alternatives to Lead (Pb) in Electronics," *Sustainable Planning and Development (The Sustainable World)* Vol. 6, Ed. E. Beriatos, A. Kungolos, C. A. Brebbia, ISBN: 1-85312-985-2.
- **RCPI** Nixon, H. and J.-D. Saphores, 2002. "Used Oil Policies to Protect the Environment: An Overview of Canadian Experiences." Pages 73-80 in Volume 1 of *Conference Proceedings of the Third International Conference on Traffic and Transportation Studies*, Guilin, People's Republic of China, July 23-25, K. Wang, G. Xiao, L. Nie, and H. Yang editors. Published by the ASCE.

Refereed Book Chapters

- **RC2** Barla, P., J.-G. Power, J.-D. Saphores, I. Attridge, and S. Hilts, 2003. "Protecting Biodiversity in Canada: The Role of Non-Profit Organizations". Pages 129-176 in *The Nonprofit Sector in Interesting Times*, Vol. III, edited by K. L. Brock and K.G. Banting. Montreal and Kingston, ON: McGill-Queen's University Press.
- **RC1** Saphores, J.-D. and P. Carr (2000). "Real Options and the Timing of Implementation of Emission Limits Under Ecological Uncertainty." Pages 254-271 in *Project Flexibility, Agency, and Competition: New Developments in the Theory and Applications in Real Options*, M. Brennan and L. Trigeorgis Eds. Oxford University Press.

Conference Proceedings

- **CPI** Ogunseitan, O., J. Schoenung, J.-D. Saphores, A. Shapiro, A. Bhuie, H.-Y. Kang, H. Nixon, and A. Stein, 2003. "The Devil that We Know: Pb Replacement Policies under Conditions of Scientific Uncertainty," *Proceedings, The Third International Symposium on Microelectronics and Packaging*, ISBN 0-930815-69-6, Israel (June).

Reports

- **R1** Marochko, V., J.-D. Saphores, J. Vincent, C. Zinnes, L. Brouiard, and L. Padureanu "Governance In The Romanian Forestry Sector," *prepared for the World Bank*, January 2004.

Book Reviews

- **BR4** Saphores, J.-D., 2005. Review of *Mega-Projects – The Changing Politics of Urban Public Investment*, by Alan Altshuler and David Luberoff, Washington, D.C.: Brookings Institution Press and Cambridge, MA: Lincoln Institute of Land Policy, forthcoming in *Transportation Research Part A*.
- **BR3** Saphores, J.-D., 2005. Review of *Earth System Analysis for Sustainability*, Edited By Hans Joachim Schellhuber, Paul J. Crutzen, William C. Clark, Martin Clausen And Herman Held, The MIT Press 2004, forthcoming in *Environmental Conservation*.

- **BR2** Saphores, J.-D., 2003. Review of *The Economic Dynamics of Environmental Law*, by David Driesden; The MIT Press 2003, forthcoming in *International Environmental Agreements: Politics, Law, and Economics*.
- **BR1** Saphores, J.-D., 2002. Review of *Environment, Land Use, and Urban Policy*, D. Banister, K. Button, and P. Nijkamp (Eds.); Edward Elgar Publishing, Inc. 1999. *Transportation Research Part A 37 (2003): 183-190*.

Papers under Review

- **WPR5** Sangkapichai, M., and J.-D. Saphores, 2007. "Understanding the Demand for Hybrid Cars in California," *Working Paper*, University of California Irvine.
- **WPR4** Aguilar, I., and J.-D. Saphores, 2007. "Accountability and Performance: A Case Study of Two Water Utilities at the U.S.-Mexico Border," *Working Paper*, University of California Irvine.
- **WPR3** Aguilar, I., and J.-D. Saphores, 2007. "An Analysis of Non-Payment of Water Services in Nuevo Laredo, Mexico," *Working Paper*, University of California Irvine.
- **WPR2** Saphores, J.-D., 2006. "The timing of relieving urban congestion under uncertainty – The general case" *Working Paper*, University of California Irvine.
- **WPR1** Bakshi, B. and J.-D. Saphores, 2006. "Grandma or the Wolf? A Real Options Framework for Managing Human-Wildlife Conflicts," *Working Paper 03-04-08*, University of California Irvine.

Working Papers (work in progress)

- **WP6** J.-D. Saphores, and M. Sangkapichai, 2007. "Deciding to Abandon Urban Transportation Infrastructure," *Working Paper*, University of California Irvine.
- **WP5** Saphores, J.-D., and I. Aguilar, 2007. "A Tale of Two Cities: Dynamic Panel Data Estimation of Water Demand for Laredo/Nuevo Laredo," *Working Paper*, University of California Irvine.
- **WP4** Saphores, J.-D., K. Solna, and A. Benarri, 2006. "Investing Under Uncertainty: The Time Dimension," *Working Paper*, University of California Irvine.
- **WP3** Saphores, J.-D., and J. Vincent, 2005. "An Empirical Analysis of Bidder Collusion in Romanian Forestry Auctions," *Working Paper*, University of California Irvine.
- **WP2** Saphores, J.-D., and R. Kanouni, 2004. "Valuing Producing Assets in a Deregulated Power Market – A Real Options Approach," *Working Paper*, University of California Irvine.
- **WP1** Saphores, J.-D., and R. Kanouni, 2003. "Setting Emission Limits for a Stock Pollutant Under Economic Uncertainty: A Real Options Analysis," *Working Paper*, Université Laval.

[THIS RESUME IS 20 PAGES LONG. PLEASE CONTACT MARISSA ESPINO AT 714/560-5607 IF YOU WOULD LIKE TO REVIEW THE REMAINING INFORMATION.]

Environmental Cleanup Allocation Committee -APPLICATION-

Name: Stephen B. Weisberg

Address: Southern California Coastal Water Research Project Authority
3535 Harbor Blvd.

City: Costa Mesa Zip Code: 92626

Business Phone: 714 755-3203 Fax Number: 714 755-9699

Home Phone: Email: stevew@sccwrp.org

Type of organization represented (if applicable): Science

Title/Affiliation: Executive Director

Please Respond to the following questions (limit your response to one page total):

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

We are a research organization that helps develop the scientific tools by which managers assess water quality, effects of discharge and effectiveness of various mitigation strategies.

2) What is the nature of your activities and duties with your organization?

I am Executive Director and responsible for developing the scientific focus, ensuring the scientific quality and overseeing all administrative functions.

3) Do you have experience with planning, implementation, or maintenance of transportation facilities and/or public infrastructure?

Public infrastructure: Yes

Transportation facilities: No

STEPHEN B. WEISBERG

Executive Director

Southern California Coastal Water Research Project Authority

EDUCATION:

Ph.D., Biology, University of Delaware, 1981

B.G.S., University of Michigan, 1974

AREAS OF EXPERTISE:

Dr. Weisberg specializes in designing, implementing and interpreting data from environmental monitoring programs. He serves on numerous federal advisory committees, including the National Science and Technology Council's Ocean Research and Resources Advisory Panel, the Alliance for Coastal Technology Stakeholders Council, and the NOAA Oceans and Human Health Scientific Advisory Panel. He also serves on numerous state/regional advisory committees, including those for the University of Southern California Sea Grant Program, the State of California's Clean Beach Task Force and the California Ocean Science Trust.

PROFESSIONAL EXPERIENCE:

Executive Director, Southern California Coastal Water Research Project Authority.

Costa Mesa, CA. 1996-Present

Manager, Monitoring and Field Operations. Versar, Inc. Columbia, MD. 1981-1996

Visiting Assistant Professor, West Chester State University. West Chester, PA. 1980

Research Assistant, University of Delaware. Newark, DE. 1978-1981

Teaching Assistant, University of Delaware. Newark, DE. 1976-1977

Biologist, US Geological Survey. Doraville, GA. 1975-1976

Tour guide, University of Michigan Museum of Natural History. Ann Arbor, MI.

1973-1974

PROFESSIONAL APPOINTMENTS:

Ocean Research and Resources Advisory Panel (2003-2007; Vice-chair 2005-2007)

US Global Ocean Observing System Steering Committee (1998-2007; Co-Chair
2003-2007)

National Science and Technology Council Joint Subcommittee on Ocean Science and
Technology (Ex-officio 2005-2007)

Hollings Marine Laboratory Oceans and Human Health Scientific Advisory Committee
(2004-Present)

US EPA Board of Scientific Counselors Water Quality Committee (2005-2006)

Alliance for Coastal Technologies Stakeholders Council (2001-Present)

Center for Integrated Coastal Observation, Research and Education Advisory Council
(2003-Present)

Southern California Wetlands Recovery Program Science Advisory Panel (1999-2005;
Chair 1999-2003)

Southern California Regional Monitoring Steering Committee (Co-chair 1993-1997;
Chair 1997-Present)
Carolinas Coastal Ocean Observing and Predicting System Scientific Advisory
Committee (Chair 2003-2005)
California Ocean Science Trust (2007-Present)
State of California Clean Beach Task Force (2001-Present)
San Francisco Estuary Institute Scientific Advisory Board (2003-Present)
National Academy of Sciences Panel on Indicators of Waterborne Pathogens
(2002-2004)
Center for Environmental Analysis External Advisory Board (2003-2005)
University of Southern California Sea Grant Advisory Board (1998-2004)
Adjunct Associate Professor, University of Maryland (1986-1995)
Adjunct Professor, California State University, Long Beach (1997-2000)
Ohio River Basin Commission Committee on Hydroelectric Licensing and Legislation
(1983)
Interstate Commission for the Potomac River Basin Instream Flow Committee (1983-
1986)
National Estuary Program Technical Advisory Committees:
Delaware Estuary Program (1993-1996)
New York/New Jersey Harbor Estuary Program (1994-1996)
Santa Monica Bay Restoration Program (1996-2002)

HONORS AND AWARDS:

University of Delaware Distinguished Alumnus Award, 2006
Tibor T. Polgar Award for Research Excellence, 1990
Delaware Sea Grant Award for Outstanding Doctoral Research, 1981
Best Student Paper Award - Atlantic Estuarine Research Society, 1981
Dean's List, University of Michigan, 1972, 1973
Sigma Xi
American Men and Women in Science
Who's Who Among High School Students

PUBLICATIONS:

Warrick, J.A., P. DiGiacomo, S.B. Weisberg, N. Nezlin, M. Mengel, B. Jones, C.
Ohlmann, L. Washburn and E. Terrill. 2007. River plume patterns and dynamics within
the Southern California Bight. *Continental Shelf Research* In press

Boehm, A.B., M.B. Nevers, R.L. Whitman, D. Hou and S.B. Weisberg. In press.
Nowcasting recreational water quality. pp. in A. Dufour and L. Wymer (eds) *Statistical
Framework for Recreational Water Quality Criteria and Monitoring*. John Wiley and
Sons.

Bay, S., W. Berry, P. Chapman, R. Fairey, T. Gries, E.R. Long, D. McDonald and S.B.
Weisberg. 2007. Evaluating consistency of best professional judgment in the application

of a multiple lines of evidence sediment quality triad. *Integrated Environmental Assessment and Management* In press.

Weisberg, S.B., B. Thompson, J.A. Ranasinghe, D.A. Montagne, D.B. Cadien, D.M. Dauer, D. Diener, J. Oliver, D. Reish, R. Velarde and J. Word. 2007. The level of agreement among experts in application of best professional judgment for assessing the condition of benthic infaunal communities. *Ecological Indicators* In press.

Colford, J.M. Jr., T.J. Wade, K.C. Schiff, C.C. Wright, J.F. Griffith, S.K. Sandhu, S. Burns, J. Hayes, M. Sobsey, G. Lovelace and S.B. Weisberg. 2007. Water quality indicators and the risk of illness at non-point source beaches in Mission Bay, California. *Epidemiology* 18:27-35.

Schnetzer, A., P.E. Miller, R.A. Schaffner, B. Stauffer, B. Jones, S.B. Weisberg, P.M. DiGiacomo, W. Berelson and D.A. Caron. 2007. *Pseudonitzschia* spp. and domoic acid in the San Pedro Channel and Los Angeles Harbor areas of the Southern California Bight, 2003-2004. *Harmful Algae* 6:372-387.

Nezlin, N.P., S.B. Weisberg and D.W. Diehl. 2007. Relative availability of satellite imagery and ship sampling for assessment of stormwater runoff plumes in coastal southern California. *Estuarine, Coastal and Shelf Science* 71: 250-258.

Griffith, J.F., L.A. Aumand, I.M. Lee, C.D. McGee, L.L. Othman, K.J. Ritter, K.O. Walker and S.B. Weisberg. 2006. Comparison and verification of bacterial water quality indicator measurement methods using ambient coastal water samples. *Environmental Monitoring and Assessment* 116:335-344.

Noble, R.T. and S.B. Weisberg. 2005. A review of technologies being developed for rapid detection of bacteria in recreational waters. *Journal of Water and Health* 3:381-392.

Boehm, A.B. and S.B. Weisberg. 2005. Tidal forcing of enterococci at marine recreational beaches at fortnightly and semi-diurnal frequencies. *Environmental Science and Technology* 39:5575-5583.

Thompson, R., C. Moore, A. Andrady, M. Gregory, H. Takada and S. Weisberg. 2005. New directions in plastic debris. *Science* 310:1117.

Ackerman, D., K.C. Schiff and S.B. Weisberg. 2005. Evaluating HSPF in an arid, urbanized watershed. *Journal of American Water Resources Association* 41:477-486.

[THIS RESUME IS 18 PAGES LONG. PLEASE CONTACT MARISSA ESPINO AT 714/560-5607 IF YOU WOULD LIKE TO REVIEW THE REMAINING PUBLICATIONS.]

**PRIVATE/
NON-PROFIT
ORGANIZATIONS**

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. GARRY BROWN

Address 3151 AIRWAY AVE F-110 (Reside in Huntington Beach)

City COSTA MESA Zip Code 92626

Business Phone (714) 850-1965 Fax Number (714) 850-1592

Home Phone (714) 913-7847 Email garry@coastkeeper.org

Type/Name of organization represented O.C. COASTKEEPER Title/Affiliation PRESIDENT/CEO
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

Coastkeeper is a grass roots environmental organization with the mission to protect, preserve and restore the coastal marine habitats and watersheds of Orange County. We have a full-time staff of professionals that work to develop solutions to the impacts of polluted urban runoff and degraded marine habitats.

2) What is the nature of your activities and duties with your organization?

As Founder and Pres/CEO of Coastkeeper, I supervise our staff of eleven people and two programs, O.C. Coastkeeper and Inland Empire Waterkeeper. I specifically direct policy and programs of the organization and act as chief advocate on water quality and clean-up issues.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

As Coastkeeper I serve on numerous task forces and oversight committees, such as Ground Water Replenishment Advisory Committee and the Technical Committee, the full-secondary treatment oversight comm, Part of IFLA Harbor Safety + OSPEP Committee, SawPA's One Watershed Steering committee, the County Water Quality Steering, and I have served as an Assist. City Manager.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Garry Brown

Date September 25 2007

BIOGRAPHY

Garry Brown, Orange County Coastkeeper

Garry Brown is the President and Chief Executive Officer of Orange County CoastKeeper, a non-profit organization dedicated to protecting and preserving marine habitats and watersheds through education, advocacy, restoration, and enforcement.

Garry earned a B.A. in Government from the University of Redlands. He served as an Assistant City Manager for five years, ten years as an advocate and Executive Director for trade associations in the real estate and building industries, and twice as president of a chamber of commerce. From these experiences he has gained an extensive and pragmatic understanding of both state and local government and the politics that drive them.

In 1999, Garry founded Orange County Coastkeeper as a vehicle to develop reasonable and effective solutions to the pollution problems impacting our coastal resources. A native of Orange County, Garry has in-depth knowledge of marine and water issues. He is committed to building CoastKeeper into a proactive results-driven organization, using coalition building and partnerships to find effective solutions to the environmental problems that impact our communities and watersheds. Undertaking numerous restoration and marine research projects Coastkeeper has built a reputation for generating good science, delivering projects on time with credible measurable results. Coastkeeper develops its positions based on scientific research and quantifiable data.

In 2001 Garry founded the Orange County League of Conservation Voters. In 2002 he founded Coastkeeper Magazine, a coffee table style conservation magazine that is referred to as the National Geographic of Orange County.

Currently, Garry serves on the following Board of Directors as well as numerous governmental advisory committees and task forces:

- Orange County Coastkeeper-President of the Board of Directors
- California Coastkeeper Alliance
- Friends of Harbors, Beaches, and Parks
- Vote the Coast –Chairman of the Board of Directors
- Port of Los Angeles/Long Beach Harbor Safety Committee (Enviro. member)—deals with Port Safety Issues and OSPR
- Ground Water Replenishment System—Scientific Advisory Panel for the National Water Research Institute
- Inside the Outdoors Foundation (outdoors science education)
- C.A.R.E.-California Artificial Reef Enhancement Foundation

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

see attached page

Mr. Ms. Mrs.

Address _____

City _____

Zip Code _____

Business Phone () _____

Fax Number () _____

Home Phone () _____

Email _____

Type/Name of organization represented _____

Title/Affiliation _____

(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

2) What is the nature of your activities and duties with your organization?

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature _____

Date _____

1)

As a member of the Surfrider Organization, water quality protection is our number one priority. Beach and stream cleanups are a regular endeavor that all Surfrider members engage in. Run off from streets increases daily therefore we strive to employ new techniques to combat the problem. I have further experience with cleanup with my time spent as a student at CSULB and the marine biology department where beach clean ups and water pollution studies were taught regularly.

2)

Currently as Surfrider member I am primarily involved in protecting our local waters. I research the harmful effects of run off that is comprised of oils, gases and other debris that might have originated from automobiles. Additionally, I have studied the environmental impacts that streets, thoroughfares, and major highways have on our county's oceans.

3)

I am engaged in the city government aspects of Costa Mesa, where in the fall of 2006 I was a candidate for city council; while I was not successful in obtaining a seat on the dais, I have stayed active in issues i.e. planning, and public infrastructure. Traffic is of a major concern for a majority of residents so I have made it a point to educate myself and all areas of both public and private transportation.

CHRIS BUNYAN

3124 Tara · Costa Mesa, CA 92828 · 714.865.9746

OBJECTIVE

Special needs in Transit Advisory Committee of the OCTA.

EMPLOYMENT

SENIOR ARTISTIC DIRECTOR 1997-
CURRENT
The Crew Costa
Mesa, CA

AUTHOR 1996-
CURRENT
B.Y.T. Publications Santa
Monica, CA

Writing books/novels. Label's Best selling author. Barnes and Noble Author of the Month, Lectured at Harvard University, and Danzer Award for Best Book 2006.

EDUCATION

B.A. IN PHILOSOPHY (EMPHASIS IN PRE-LAW) 2002
CSULB Long Beach, CA

P Concentrated studies in ethical and analytical Philosophy.

GRADUATE STUDIES IN PHILOSOPHY AND LEGAL STUDIES
CSULB Long

PRigorous studies in Philosophy, Business and Legal Studies. Courses covered:
Torts, Agency Law, Constitutional Law, Internet Law, Real Estate Law, Legal
Procedure, Environmental Law, International Law and Criminal Law.

REAL ESTATE BROKER EDUCATION 2006-
Current
Allied Business School Laguna
Beach, CA

PExtensive studies in all areas related to real estate: Finance, Appraisal, Real Estate
Law, Office Management, Accounting, and Real Estate Principals.

Volunteer Work

Cultural Arts Commissioner of Costa Mesa 2006-Current

Oversee all city events as related to the performing and fine arts. Acting as a judge for juried arts shows, planning, and oversight of committee's budget.

Friends Of The Costa Mesa Library Foundation

2007-Current

- Assisting in the fund-raising for the new Costa Mesa Library.

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. ANDREW GREGG

Address 2124 MAIN ST #200

City HUNTINGTON BEACH Zip Code 92648

Business Phone (714) 500-5411 Fax Number (714) 960-2462

Home Phone (714) 840-9215 Email AGREGG@MILWORBROOKS.COM

Type/Name of organization represented MILWORBROOKS ENVIRONMENTAL Title/Affiliation PRESIDENT
(See types of eligible organizations under "Committee Requirements" on front page.)

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

I have over 15 years experience as an engineer and attorney working on environmental issues, including water quality permitting and cleanup. My company also specializes in providing these services to municipal and industrial clients.

2) What is the nature of your activities and duties with your organization?

I am in charge of operational, marketing, technical and financial aspects of the company. I also provide clients technical environmental regulation advice.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

I have extensive experience assisting clients with the environmental aspects of such activities.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature  Date 9/27/07

ANDREW J. GREGG, JD, PG
PRESIDENT AND PRINCIPAL ENGINEER

EXPERIENCE SUMMARY

Mr. Gregg has more than 17 years of regulatory compliance experience in the environmental industry, serving as both a technical and legal advisor to private and public sector clients.

As an environmental consultant, Mr. Gregg has advised numerous private and public sector clients on compliance with local, state, and federal environmental laws and regulations. He has developed and conducted multi-media environmental compliance audits, assisted clients in development and implementation of solid and hazardous waste management programs, including waste minimization, and provided clients with day-to-day environmental compliance advice on a variety of issues.

Mr. Gregg has also worked as an environmental and business attorney for several corporate clients. Environmental legal experience includes the negotiation of several Consent Orders with the United States Environmental Protection Agency (EPA), the United States Department of Justice, and state agencies. Mr. Gregg supervised the multi-media environmental auditing program for a multi-billion dollar manufacturing company, and actively participated in the development of a comprehensive, metrics-based environmental compliance program for the company. He has negotiated numerous environmental permits, including Title V air permits. In addition, Mr. Gregg has implemented EPA Compliance Agreements, Suspension and Debarment Agreements, and Probation Agreements related to the development and conduct of environmental compliance programs.

As a business attorney, Mr. Gregg has supervised corporate contracting departments, and has negotiated hundreds of contracts for his clients. He has helped develop and implement corporate procurement and capital expenditure management programs. He has also advised clients regarding human resources and safety issues. In addition, Mr. Gregg has been actively involved in the development and implementation of corporate Total Quality Management Programs.

Mr. Gregg has also participated in numerous site investigation and remediation projects, including several remedial investigation and feasibility studies conducted under Superfund, and Resource Conservation and Recovery Act investigation and closure activities.

PROJECT EXPERIENCE

Former Howard Hughes Aircraft Testing Facility, Playa Vista, California

Principal-In-Charge for the construction and implementation of a \$3 million groundwater remediation system at the Playa Vista redevelopment site to extract and treat chlorinated solvents, including tetrachloroethene (PCE) and Trichloroethene (TCE).

Cucamonga Valley Water District, Rancho Cucamonga, California

Principal-In-Charge for a Watershed Sanitary Survey (WSS) of the Cucamonga Valley Water District's local watersheds as required by the California Department of Health Services.

**REGISTRATIONS/
CERTIFICATIONS**

- Professional Geologist, California, No.8413
- Member, California State Bar
- Member, Oregon State Bar
- American Red Cross Adult CPR Certification
- American Red Cross Standard First Aid Certification

EDUCATION

- JD, with Certificate in Environmental Law, Northwestern School of Law at Lewis and Clark, Portland, Oregon, 1990
- BS, Engineering Geology, University of Nevada, Reno, Nevada, 1987

SPECIALIZED TRAINING

- Hazardous Waste Operations and Emergency Response (HAZWOPER) 40-Hour Training
- HAZWOPER Management and Supervisor Training
- RCRA Hazardous Waste Management Training

PROJECT EXPERIENCE - continued**City of West Hollywood, West Hollywood, California**

Principal-In-Charge for multiple Phase I ESAs and environmental compliance activities in support of the redevelopment of the City of West Hollywood's East Side Redevelopment Zone. Industrial uses in the area have included manufacturing, automotive repair, metal plating, gas and electric utilities and dry cleaning facilities, which may have resulted in the contamination of soil and groundwater at certain sites.

Booz Allen Hamilton, Inc., Lynwood, California

Principal-In-Charge for a high-profile site investigation involving potential volatile organic compounds contamination in groundwater, including chlorinated solvents at a site in Lynwood, California. Site investigation, well development, and sampling activities were performed under the direct supervision of the Department of Toxic Substances Control (DTSC).

Port of Portland, Portland, Oregon

Managed and conducted multi-media environmental compliance audits for all of the Port of Portland facilities, including the Portland International Airport, Marine Terminals, and the Portland Ship Repair Yard. Provided day-to-day compliance advice to Port staff regarding environmental compliance and permitting issues.

Tidewater Barge Lines, Vancouver, Washington

Wrote waste minimization and management plans for barge line, primarily involving minimization of barge cleaning rinseate, creating significant reductions in wastewater stream from barge facilities.

Louisiana-Pacific Corporation, Multiple Facilities

Acted as environmental counsel for multi-billion dollar timber products company, primarily responsible for corporate environmental compliance. Oversaw corporate environmental auditing program for over 130 company facilities nationwide. As part of this oversight, reviewed and/or wrote compliance audit reports for each audit conducted.

Ketchikan Pulp Company, Ketchikan, Alaska

Acted as environmental counsel regarding all environmental aspects of a large pulp mill in Ketchikan, Alaska. This included NPDES permitting of an outfall into the Tongass Narrows, a multi-year project involving mixing zone studies and the development of comprehensive pulp mill SWPPPs.

Willamette Industries, Inc., Multiple Facilities

Conducted multi-media environmental compliance audits at several forest product facilities, including an Oregon pulp mill and corrugated box manufacturing facilities in Oakland, California and Auburn, Washington.

WORK HISTORYMiller Brooks Environmental, Inc.

2001 – present

Mr. Gregg serves as President, Legal Counsel, and Manager of Miller Brooks' Huntington Beach office. He is responsible for the stewardship and growth of the Huntington Beach office, and the company as a whole, and provides technical and legal oversight to clients and assists them with environmental regulatory and litigation support issues.

Louisiana-Pacific Corporation

1995 – 2001

Mr. Gregg was Lead Environmental Counsel for the forest products company, headquartered in Portland, Oregon. Mr. Gregg was responsible for representing the company on matters of environmental compliance, including water and air permitting, hazardous waste management, and environmental auditing.

Hahn and Associates, Inc.

1993 – 1995

Mr. Gregg was Senior Regulatory Specialist with a small environmental consulting firm, primarily responsible for advising the Port of Portland on environmental compliance matters.

Dames & Moore, Inc.

1990 – 1993

Mr. Gregg was a Regulatory Specialist with Dames & Moore, responsible for advising clients on environmental regulatory matters. Mr. Gregg also specialized in Federal RI/FS activities under CERCLA.

Environmental Cleanup Allocation Committee Application 2007

Orange County Transportation Authority

Mr. John Kinney

Address 27411 Newporter Way
City Laguna Niguel Zip Code 92677
Business Phone (949) 831-2510 Fax Number (949) 831-2510
Home Phone (949) 831-2510 Email Johnkinney1@cox.net

Type/Name of organization represented: **Public (Laguna Niguel)** currently Traffic and Transportation Commissioner, **Non-Profit (PALM Foundation)** founder and Board member

Please respond to the following questions.

- 1) How have you and/or your organization been involved in water quality protection and/or cleanup?

The PALM Foundation provides marketing funds and services, and volunteers for local trail revitalization, Salt Creek clean up, "Save the Beach" programs, etc. Through its college grant program has sponsored nature walks for disadvantaged and troubled youths with subsequent stream and trail clean-up activities (Chico, Calif.).

As City Commissioner, led effort to obtain first-ever restricted parking within the Laguna Niguel to enable street sweeping of rubbish and debris laden roadway.

- 2) What is the nature of your activities and duties with your organization?

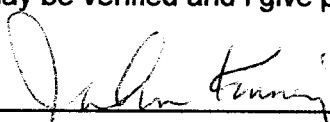
I have been City Commissioner for 3 years, serving two appointed terms by the City Council, responsible for the evaluation of pedestrian and vehicular traffic for safety and general health concerns. I have been Chairman for 2 years, meeting monthly with City Staff, Community Liaisons and Orange County Sheriff Representatives.

The PALM Foundation promotes wildlife habitat and environmental protection, and provides college scholarships that require community service (preferably for environmental concerns). As founding director, I serve along with 2 other directors, and currently Secretary and Treasurer. We meet 3-4 times per year to plan activities, review student applications and also to select environmental protection opportunities to support.

- 3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure? Yes. The City Commission regularly reviews trending pedestrian and vehicle traffic patterns and accident history to determine intersection control changes or new implementations (protected left-turn lane, street signage and lighting, etc.), roadway and sidewalk expansion or installation, and is the "sounding board" for public comments and complaints for general public safety and making recommendations to the City Council.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature



Date

9/25/07

John C. Kinney

27411 Newporter Way
Laguna Niguel, CA 92677

Home (949) 831-2510
Work (949) 831-2510

EXPERIENCE:

- | | | |
|--------------|--|-------------------|
| 2005-current | <u>South Coast Agility Team (SCAT)</u>
Board member (Treasurer) | Costa Mesa, CA |
| 2001-current | <u>Country Village Community Association</u>
Board member (Treasurer) | Laguna Niguel, CA |
| 2000-2006 | <u>Village Niguel Gardens Community Association</u>
Board member (President, Treasurer) | Laguna Niguel, CA |
| 1999-current | <u>Patricia and Lucille Memorial (PALM) Foundation</u>
Board member (President, Secretary, Treasurer) | Laguna Niguel, CA |
| 1996 - 1999 | <u>AirTouch Cellular</u>
Manager, Software Systems Engineering | Irvine, CA |
| 1994 - 1996 | <u>Walt Disney Company</u>
Manager, Sales Information Systems | Burbank, CA |
| 1993 - 1994 | Self Employed -- Business Consultant | Alta Loma, CA |
| 1992 - 1993 | <u>TRW Business Credit Services</u>
Systems and Programming Manager | Orange, CA |
| 1984 - 1992 | <u>Millers Outpost</u>
Project Manager / Application Development Manager | Ontario, CA |
| 1978 - 1984 | <u>Broadway Department Stores</u>
Senior Systems Analyst, Buyer, Department Manager | Los Angeles, CA |

EDUCATION: BA Degrees in Business Administration/Management and Economics from California State University at Fullerton. Additional studies included Information Systems, Retail Business Management, and Mathematics. Graduate studies towards MBA partially completed.

PERSONAL: Eagle Scout Award 1971

Environmental Cleanup Allocation Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Kris Weber

Address 3 Hughes

City Irvine Zip Code 92618

Business Phone (949) 458-5430 Fax Number (949) 465-1130

Home Phone () _____ Email kweber@hunsaker.com

Type/Name of organization represented Private Org/WQ Title/Affiliation Principal

(See types of eligible organizations under "Committee Requirements" on front page.)

Hunsaker & Associates
Irvine, Inc.

Please respond to the following questions.

1) How have you and/or your organization been involved in water quality protection and/or cleanup?

As the Principal in charge of our Water Quality section, I am
involved with the preparation and review of numerous water quality
reports for a variety of development projects.

2) What is the nature of your activities and duties with your organization?

Being a Certified Professional in Erosion and Sediment Control
(CPESC) and a Certified Professional in Storm water Quality (CPSWQ)
I am involved in the design and implementation of erosion control
and post construction water quality BMPs.

3) Do you have experience with planning, implementation or maintenance of transportation facilities and/or public infrastructure?

During the 28 years with Hunsaker & Associates Irvine, Inc., I
have had considerable experience with the planning, design, and
implementation of backbone infrastructure.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature  Date 10-4-07



Professional Resume

Kris Weber, AICP, CPESC, CPSWQ

Principal

Technical Expertise:

Water Quality and Erosion Control, Land Development Planning, Engineering, and Surveying
- Subdivision, Commercial/Industrial, Retail/Entertainment, Park/Recreation, Education,
Golf/Resort

Credentials:

Certified Planner, American Institute of Certified Planners
Certified Professional in Erosion and Sediment Control (CPESC No. 3319)
Certified Professional in Storm Water Quality (CPSWQ No. 0186)
BA University of California, Santa Barbara, 1975, Environmental Science; Anthropology
Graduate Work California Polytechnic University, Pomona, 1980 Urban Planning
Member American Planning Association
Member of Home Builders' Council
Member of Building Industry Association

Professional Experience:

Mr. Weber is currently the Manager of the Planning Design Group and is responsible for all of the production work of the Planning Department. He is also responsible for the administrative functions of the Planning Department. His primary responsibilities include land planning, supervision of Planning Department personnel, governmental relations, and the preparation and processing of Tentative Maps and Specific Plans and Area Master Plans for Orange, Los Angeles, Riverside and San Bernardino Counties. Mr. Weber also supervises the Water Quality Section and has overseen the preparation of hundreds of water quality documents including Storm Water Pollution Prevention Plans and Water Quality Management Plans. Over the past 27 years, Mr. Weber has been involved with many large and small scale planning projects that have dealt with a multitude of issues. He has experience in working with environmental concerns such as water quality, wetlands and with endangered species, with projects located on severe hillsides or having earthwork constraints.

Offices Located In:

Irvine
3 Hughes
Irvine, CA 92618
(949) 583-1010
(949) 583-0759 FAX

Los Angeles
26074 Avenue Hall
Suite 22
Valencia, CA 91355
(661) 294-2211
(661) 294-9890 FAX

Riverside
2900 Adams Street
Suite A-15
Riverside, CA 92504
(909) 352-7200
(909) 352-8269 FAX

San Diego
10179 Huennekens Street
Suite 200
San Diego, CA 91212
(858) 558-4500
(858) 558-1414 FAX

Key Projects:

Pacific City, Huntington Beach, CA (Manager) – A 27.8 acre located on Pacific Coast Highway. This project is being developed by Makar and consists of a 240,000 square foot mixed use project with retail, office, entertainment, and a 400 room hotel. The project also includes 516 multi-family residential units with two levels of subterranean parking. This project required the preparation of a comprehensive WQMP which utilizes state-of-the-art media Treatment Control BMPs.

Shores at Kohanaiki, North Kona, Hawaii (Water Quality Manager) – A 448-acre site located on the coastline in North Kona. This development is comprised of a low density residential/golf community with a maximum of 500 single family residences. Because of the proximity to the ocean waters and onsite anchialine pools, a comprehensive erosion and sediment control plan was developed and processed through the state and local agencies. Extensive post construction BMP's will be provide in order to provide for the ongoing protection of natural resources.



Lower Peters Canyon, PA 4, Irvine, CA (Project Manager) – This 50-acre project consists of 364 single family dwelling units and a public park and greenbelt areas. This project entailed grading design adjacent to the Eastern Transportation Corridor, significant sewer, water, and storm drain design as well as the incorporation of an existing windrow into the development. The entitlement process involved the preparation of an A/B tentative map approach.

Tustin Ranch, Tustin, CA (Project Manager) – A 1,746-acre Specific Plan community developed by Irvine Community Development Company. This project involved extensive grading and storm drain analysis and design. Several master tentative tract maps were produced, which created large lots for future subdivision and sale to merchant builders.

Coto de Caza South Ranch Area Plan, Coto de Caza, CA (Manager) – A comprehensive planning document that establishes the entitlement framework against which the development of 1,000 acres and 2,900 units will be reviewed. Prepared for Coto de Caza, Ltd., this document required extensive interaction and processing with the County of Orange. Coto de Caza received the 2000 Urban Land Institute "Award of Excellence" for a New Community.

Potrero Creek, Beaumont, CA (Manager) – A 9,100-acre master planned community located in Beaumont, California. Work included all backbone infrastructure and a Specific Plan and General Plan Amendment for two golf courses, a civic center, commercial and office uses and 13,000 dwelling units. Over 70 percent of this area was set aside as undisturbed open space and conservation.

Rancho Las Flores, Hesperia, CA (Manager) – A 15,540-unit master planned community in the City of Hesperia. H&A has been responsible for the preparation of the comprehensive parcel map, Village I master tentative tract map (TTM 14201) for 3,600 units, grading plans, sewer/water master plans, hydrology studies, and preparation of Phase I builder tentative tract maps. This master planned community contains two eighteen-hole golf courses, a town center and lake, and a full range of housing opportunities.

La Laguna (Manager) – A 600-unit project being developed by La Laguna Estates. This project consists of a Specific Plan which includes major hydrology analysis, significant recreation and open space features, and a land plan that is sensitive to and utilizes the steep terrain of the site.

Lake Elsinore Stadium "Diamond," Lake Elsinore, CA – The "Diamond" is a \$14.5 million 6,000-seat multi-use athletic stadium, which is home to the Lake Elsinore "Storm," a Single "A" farm team of the California. Work included preparation of improvement plans for the Redevelopment Agency of the City of Lake Elsinore, which included approximately 5,000 l.f. of storm drains ranging up to 60" cast-in-place pipe. Work also included preliminary hydrology studies, grading plans, roadway access design, utilities design and coordination with the U.S. Army Corps of Engineers.

Tuscany Hills, Lake Elsinore, CA (Manager) – A 2,000-unit project developed by Homestead in the City of Lake Elsinore. This included the design of a public and private recreation center, which included a swim lagoon and commercial uses. This project also required processing through the State Division of Dams.

Eagle Glen, City of Corona, CA (Manager) – Master planned community consisting of 1,000-units, an 18-hole golf course and clubhouse, school/park site, community park.



Mitigation and Resource Protection Oversight Committee Applicants

Following is a list of the Mitigation and Resource Protection Oversight Committee applicants. Each candidate's application and resume are attached. Any additional applications received after October 5 will be sent under separate cover.

OCTA (2 Representatives with 1 serving as chair)	Title/Affiliation
Committee Chair: TBD	
TBD	

Caltrans (1 Representative)	Title/Affiliation
Sylvia Vega	Office Chief of Environmental Planning

California Department of Fish and Game (1 Representative)	Title/Affiliation
Kevin Hunting	Regional Manager

US Fish and Wildlife Service (1 Representative)	Title/Affiliation
Jonathan D. Snyder	Wildlife Biologist

Army Corps of Engineers (1 Representative)	Title/Affiliation
Mark Cohen	Senior Project Manager

California Wildlife Conservation Board (1 Representative)	Title/Affiliation
Debbie Townsend	Assistant Executive Director, Land Acquisition Program

Taxpayers Oversight Committee (1 Representative)	Title/Affiliation
TBD at the TOC meeting on October 9	

Non-Governmental Environmental Organizations (2 Representatives)	Title/Affiliation
Denny Bean	OC Regional Recreational Trails Advisory Committee member; Friends of Harbors, Beaches & Parks member
Chris Bunyan	Surfrider Organization Member
Sherri Loveland	OC Green Vision Working Group Vice President
Phil McWilliams	Silverado-Modjeska Recreation and Park District Grants Manager
Claire Schlotterbeck	Hills for Everyone Executive Director; Environmental Consultant
Melanie Schlotterbeck	Measure M Support Groups Coordinator; Environmental Consultant
Kathleen Shanfield	Fullerton Parks and Recreation Commissioner; Friends of Coyote Hills member
Dan Silver	Endangered Habitats League Executive Director

Public Members (2 Representatives)	Title/Affiliation
J. Steven Brooks	Carter & Burgess Project Manager for NEPA and CEQA documents; National Association of Environmental Professionals Member, CA Association of Environmental Professionals Member
Tim Brown	Parks, Beaches and Recreation Commissioner
Amna Chaudhary	United States Bankruptcy Court Law Clerk
Donald R. Froelich	City of Glendale Water and Power Project Manager
Greg Gauthier	California State Coastal Conservancy, Coastal Project Development Analyst
Nancy A. Jimeno	Cal State Fullerton American Government Professor
John Kinney	Laguna Niguel Traffic and Transportation Commissioner; PALM Foundation Founder and Board Member
Judy McKeehan	SWCA Environmental Consultants Project Manager
Adam Probolsky	Irvine Planning Commissioner; Probolsky Research Chairman & CEO

OCTA

**OCTA Chair and Representative
To Be Determined**

CALTRANS

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Sylvia Vega

Address 3337 Michelson Drive, Suite 380

City IRVINE Zip Code 92612-8894

Business Phone (714) 724-2018 Fax Number (714) 724-2519

Home Phone (714) 997-2719 Email sylvia-vega@dot.ca.gov

Type of organization represented (if applicable) Caltrans* Title/Affiliation office Chief of Environmental Planning
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)
*CA Dept. of Transportation

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?
Caltrans requires environmental compliances for all phases of project delivery and ^{Maintenance} material practices.
I have been working as an Environmental Planner for 20 years for Caltrans.

2) What is the nature of your activities and duties with your organization? (if applicable)
I approve Environmental documents per CEQA and NEPA compliance. I also coordinate and consult with all levels of regulatory agencies.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?
Yes I have over 25 years of Environmental Compliance experience in planning, implementing and maintenance of transportation projects.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Sylvia Vega Date 10-5-07

SYLVIA I. VEGA

17741 Rainier Drive
Santa Ana, CA

WORK EXPERIENCE

California Department of Transportation 12/84 to present

05/02 to present Office Chief of Environmental Planning
Irvine, CA

Duties: Manage and supervise the Environmental Planning Division. Supervise Transportation Engineers and Environmental Planners, with an overall total of 40 employees. Functional areas of responsibilities: noise, air quality, hazardous waste, water quality, storm water compliance, cultural resources, biology, CEQA/NEPA, NEPA Delegation, regulatory permitting and local assistance projects. Provide supervision on personnel related issues. Provide the District Director and District Principal Engineer continuous support on internal performance contracts for project delivery. Represent the district at public hearings, community meetings, county, state and federal meetings. Responsible for coordinating complex projects; toll roads, CEQA/NEPA environmental documents related to transportation, which also includes large private developments in Orange County. Resolve and negotiate terms for the department's projects with external clients such as developers, regulatory agencies and environmental groups. Responsible for programming sufficient funds to support the planning division and establishing funds for all environmental related on-call contracts with consultants.

06/91 to 05/02 Senior Environmental Planner
Santa Ana, CA San Bernardino, CA Sacramento, CA

Duties: Supervised environmental planners, archaeologists, architectural historians and biologists at various offices. Responsible for delivering environmental documents per CEQA/NEPA requirements; coordinate plans, estimates and specifications with design engineers; coordinated construction-monitoring efforts. Assisted staff in processing historical documents per state and federal requirements through the State Historic Preservation Office. Applied, negotiated and obtained regulatory permits. Provided leadership in developing biological mitigation banks on difficult and complex projects. Participated in several HCP/NCCP related projects with the state and federal stakeholders. Coordinated and managed storm water compliance program.

06/87 to 05/91 Associate Environmental Planner
Santa Ana, CA

Duties: Responsible for state and local projects, prepared environmental documents, obtained regulatory permits for final Plans, Specifications and Estimates. Performed duties as an environmental construction liaison. Monitored biological mitigation sites and performed overall duties of district biologist.

Sylvia Vega

12/84 to 04/87

Associate Transportation Planner / Transportation Planner
Los Angeles, CA Sacramento, CA

Duties: Responsible for writing Route Concept Reports, Route Development Plans and the District System Management Plan. Developed methods to research technical data. Participated in Regional Planning and Advance Planning teams with local agencies and SCAG. Assigned to the Department's HQ Sacramento Office as a liaison to statewide district offices to gather research data on corridor studies. Coordinated research efforts on long range planning policies with other state department of transportation offices nationwide. Assisted in researching, reviewing and writing transportation finance tax reform proposals. . Maintained databases for transportation planning on the mainframe system. Programmed basic programs and troubleshoot personal computer software problems.

OTHER RELEVANT WORK EXPERIENCE:

California Department of Food & Agriculture

07/84 to 11/84

Agricultural Inspector
Sacramento, CA

Duties: Monitor pesticide usage in Central California and determine affects to wildlife.

California Department of Fish & Game

06/81 to 06/84

Fish and Game Aide
Camp Roberts, CA Fort Hunter-Liggett, CA Niland, CA

Duties: Responsible for biological field surveys, which included: flora and fauna surveys, management of large mammal habitat.

EDUCATION

09/83

California Polytechnic State University, San Luis Obispo
Bachelor of Science, Natural Resources Management

PROFESSIONAL ORGANIZATIONS

Association of Environmental Planners; Association of California State Supervisors; Girl Scouts U.S.A., Puente Mentoring Program

**CALIFORNIA
DEPARTMENT OF
FISH AND GAME**

Kevin Hunting's application to be delivered.

**UNITED STATES FISH
AND WILDLIFE
SERVICE**

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. JONATHAN D. SNYDER

U.S. FISH AND WILDLIFE SERVICE

Address 6010 HIDDEN VALLEY ROAD

City CARLSBAD Zip Code 92011

Business Phone (760) 431-9440 x307 Fax Number (760) 918-0638

Home Phone (858) 586-9696 Email jonathan_d_snyder@fws.gov

FEDERAL RESOURCE

Type of organization represented (if applicable) AGENCY (USFWS) Title/Affiliation Wildlife Biologist

(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

The Service's primary mission is to "work with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people." The Service administers the Endangered Species Act of 1973, as amended, and provides support to other Federal Agencies in accordance with the provisions of the Fish & Wildlife Coordination Act, provides comments on National Environmental Policy Act documents, and provides technical assistance to interested parties as needed.

2) What is the nature of your activities and duties with your organization? (if applicable)

Duties include implementation of the Endangered Species Act, Fish and Wildlife Coordination Act, National Environmental Policy Act, and related laws. I work with Federal, State, and local governments, developers, and non-governmental organizations to avoid and minimize natural resource impacts and to restore and preserve sensitive habitats and species. Specific activities include conducting biological investigations, reviewing reports, writing letters, and coordinating and negotiating with people of diverse backgrounds and interests.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

For the past four years, I have held the position of "Caltrans Coordinator." In this position, I work primarily on avoidance, minimization, and mitigation of impacts to biological resources affected by transportation projects. Thus, I have become very familiar with the unique ecological and regulatory challenges presented by transportation projects.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature [Handwritten Signature] Date 9/27/07

Jonathan D. Snyder
U.S. Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92011
Phone: (760) 431-9440 ext. 307
Email: jonathan_d_snyder@fws.gov

Position Applying For:

Mitigation and Resource Protection Oversight Committee Membership

WORK EXPERIENCE:

U.S. Fish and Wildlife Service
6010 Hidden Valley Road
Carlsbad, CA 92011

Dates Employed: 11/2000-Present

Fish and Wildlife Biologist

Responsibilities include implementation of the Endangered Species Act, National Environmental Policy Act, and Fish and Wildlife Coordination Act, fostering conservation partnerships with private entities and other government agencies, and pursuing grant opportunities for recovery of listed species. I work with Federal, State, and local governments, developers, and environmental groups to avoid and minimize natural resource impacts and to restore and preserve sensitive habitats and species. Specific activities include conducting biological investigations, reviewing reports, writing letters pursuant to CEQA, NEPA, and the Endangered Species Act, and coordinating and negotiating with people of diverse backgrounds and interests.

For the past four years, I have had the position of "Caltrans Coordinator," which is a Caltrans' funded position that focuses on transportation-related issues in southern California (Los Angeles, Orange, Riverside, and San Bernardino counties). In this capacity, I have become very familiar with the unique ecological and regulatory challenges presented by transportation projects, including applicable laws and regulations. (Supervisor's Name: Ken Corey. Phone: (760) 431-9440 x269)

Boxwood LLC
4010 Morena Blvd
Suite 224
San Diego, CA 92117

Dates Employed: 10/1999-10/2000

Manager

As a licensed broker, I managed a remote trading office that generated \$20,000 in monthly revenues. Duties included sales, customer relations, maintaining computer network, and accounting.

Application for Mitigation and Resource Protection Oversight Committee Membership
Jonathan Snyder, U.S. Fish and Wildlife Service

WORK EXPERIENCE (CONT.):

Arizona State University
Department of Biology
Tempe, AZ 85287-1501

Dates Employed: 09/1994-09/1999

Research Technician/Teaching Assistant

Conducted field research and wrote the Recovery Plan for the Sonora tiger salamander for the U.S. Fish and Wildlife Service. Subsequently, I worked with a diverse group of affected individuals including cattle ranchers, landowners, biologists, and agency personnel to develop an "Implementation Plan" for the Recovery Plan.

Studied the taxonomic status of tiger salamanders in Arizona and the role of introduced predators and altered disturbance regime in controlling distribution of native amphibians; conducted extensive field surveys of fish and amphibian populations, designed and executed field and laboratory experiments, analyzed data, performed population modeling, prepared reports, and presented results at meetings.

Taught statistical techniques including descriptive statistics, T-tests, F-tests, Chi-square tests, ANOVA, regression, and non-parametrics; basic biological principles; and scientific method through lecture and laboratory experiments.

IBM
Environmental Department
5600 Cottle Road
San Jose, CA 95193

Dates Employed: 05/1994-09/1994

Intern

Helped develop and ensure compliance with internal policies and Environmental Protection Agency regulations to minimize IBM's environmental impact. Projects included assessment of strategies for reducing nickel and copper concentrations in wastewater and eliminating the use of products containing polychlorinated biphenyls.

EDUCATION:

Arizona State University
Tempe, AZ 85287
M.S., 1998
Major: Biology
GPA: 3.9 out of 4.0

Pomona College
Claremont, CA 91711
B.A., 1994
Major: Biology
GPA: 3.5 out of 4.0

Los Gatos High School
Los Gatos, CA 95030
High School, 1990

Application for Mitigation and Resource Protection Oversight Committee Membership
Jonathan Snyder, U.S. Fish and Wildlife Service

JOB-RELATED TRAINING COURSES:

Jurisdictional Delineation of Wetlands in the Arid West (2007)
Scientific Principles and Techniques for Endangered Species Conservation (2004)
Wetland Regulatory Program (2002)
Safe Harbor Agreements and Candidate Conservation Agreements Workshop (2002)
Integrating NEPA into Fish and Wildlife Service Activities (2002)
Habitat Conservation Planning for Endangered Species (2001)
Interagency Consultation for Endangered Species (2001)

JOB-RELATED CONFERENCES:

International Conference on Ecology and Transportation (2005)

JOB-RELATED HONORS, AWARDS, MEMBERSHIPS, ETC.:

Performance-Based Cash Award for superior service to the U.S. Fish and Wildlife Service (2006)
Quality Step Increase Awards for sustained exceptional performance for the U.S. Fish and Wildlife Service (2004, 2005)
STAR Awards for superior service to the U.S. Fish and Wildlife Service in 2001, 2003, and 2004

PROFESSIONAL PUBLICATIONS:

Peer Reviewed Publications:

Maret, T.J., J.D. Snyder, and J.P. Collins. 2006. Altered drying regime controls distribution of endangered salamanders and introduced predators. *Biological Conservation* 127:129-138.

U.S. Fish and Wildlife Service. 2002. Sonora tiger salamander (*Ambystoma tigrinum stebbinsi*) recovery plan. U.S. Fish and Wildlife Service, Phoenix, Arizona. iv + 67 pp.

Non-Peer Reviewed Publications:

Storfer, A., J. P. Collins, J. Snyder, S. G. Mech, M. Reudink, S. C. Maloney and J. Ernst. 2002. Genetic evidence for hybridization of non-native salamanders on the Fort Huachuca Army Reserve. US Army Final Report (Contract #DABT63-99-P-0087).

Storfer, A., Collins, J. P. and Snyder, J. 1999. Molecular genetic status of tiger salamanders on the Fort Huachuca Military Reserve. US Army Draft Report (Contract #DABT63-99-P-0087).

Collins, J. P., Snyder, J. and A. Storfer. 1999. Management of the Sonora tiger salamander (*Ambystoma tigrinum stebbinsi*) on Fort Huachuca. US Army Contract.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92011

In Reply Refer To:
FWS-OR-5039.3

OCT 04 2007

Kelly Hart
Orange County Transportation Authority
P.O. Box 14184
Orange, California 92863

Dear Ms. Hart:

Thank you for the invitation to apply for the Mitigation and Resource Protection Oversight Committee (Environmental Oversight Committee) for the Renewed Measure M freeway mitigation program. The Measure M freeway mitigation program is a proactive, innovative approach to address impacts associated with transportation improvement projects in the region, and we anticipate that it will streamline project review and approval while providing substantial conservation and protection of biological resources.

We look forward to working with the Orange County Transportation Authority to implement the freeway mitigation program and to develop the associated Master Agreement. The committee membership application for Jonathan Snyder of my staff is enclosed, along with his resume. If you have any questions, please contact me at (760) 431-9440 ext. 296.

Sincerely,

Karen A. Goebel
Assistant Field Supervisor

Enclosures

TAKE PRIDE
IN AMERICA 

ARMY CORPS OF ENGINEERS

Mark Cohen's application to be delivered.

**CALIFORNIA
WILDLIFE
CONSERVATION
BOARD**

Debbie Townsend's application to be delivered.

**TAXPAYERS
OVERSIGHT
COMMITTEE**

**Taxpayers Oversight Committee Representative
To Be Determined on October 9**

**NON-
GOVERNMENTAL
ENVIRONMENTAL
ORGANIZATIONS**

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Denny Bean

Address 1527 Yermo Pl

City Fullerton Zip Code 92833

Business Phone () _____ Fax Number () _____

Home Phone (714) 525 3214 Email bennybean@adelphia.net

Type of organization represented (if applicable) Environmental Title/Affiliation Charter Member
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No
On Regional Recreational Trails Advisory Committee

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

Since 2001 we have attempting to save 510 acres of open space from development of 760 \$ retail. We are waiting for the second revision to the original EIR. We have sought support from Trust for Public Lands \$ Rivers \$ Mountains Conservancy, et.al.

2) What is the nature of your activities and duties with your organization? (if applicable)

Participate in mt meetings, attend grant seminars, provide public outreach, conduct fund raisers,

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

I'm a member of Friends of HBP which is a grass roots organization that reviews HBP activities and meets to decide if any action is required. If so, we write to the BOS or present there

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature R Bean Date 9/24/07

September 24, 2007

DENNY BEAN
1529 Yermo Place
Fullerton, CA 92833
(714) 525-3214
bnnydean@adelphia.net

Native Californian.

Served in the Air Force with a tour in Korea.

During my nearly 20 years with the System Development Corporation, I performed quality assurance, managed a processing center, designed air defense training exercises and supervised the collection of data evaluating Federal Government aid to education.

Moved to our Sunny Hills home in 1979 from Woodland Hills with my wife, Marilyn, and our daughters, Michelle and Kristen.

Joined Hughes Aircraft Company in Fullerton where our family did a tour in London. I designed portions of air defense and air traffic control systems. After GM purchased Hughes, I spent most of my time consulting in Michigan. Retired in 1994.

Wrote numerous articles for the Fullerton Observer News and assisted with distribution.

Memberships/Activities:

OC Regional Recreational Trails Advisory Committee
Friends of Coyote Hills
Friends of Harbors, Beaches & Parks
Santa Ana River Watershed Association
Volunteer with the Cleveland National Forest
Trails4All – Inner-Coastal Clean Up, Canyon Clean Up, Trail Maintenance
Rio Hondo Group of the Sierra Club
Bicycle Touring Committee of the Sierra Club
Sierra Sage Group of the Sierra Club – Trail Maintenance
Share – Trail Maintenance
Warrior Society – Trail Maintenance
International Mountain Bicycle Association – Trail Workshop classes
2004-2005 OC Grand Jury
Harbors, Beaches, & Parks Strategic Planning Committee (concluded)
Coyote Creek Bicycle Trail Committee (concluded)
Coyote Creek Watershed Committee (concluded)
Fullerton Bicycle Users Subcommittee (termed out after eight years)

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

see attached page

Mr. Ms. Mrs. _____

Address _____

City _____ Zip Code _____

Business Phone () _____ Fax Number () _____

Home Phone () _____ Email _____

Type of organization represented (if applicable) _____ Title/Affiliation _____

(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

2) What is the nature of your activities and duties with your organization? (if applicable)

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature _____ Date _____

1)

The Surfrider organization works closely with the California Coastal Commission to ensure that our state's beaches and waters are kept in pristine conditions as to ensure the safety of ocean dwellers. The positive characteristic of the Surfrider's Organizations approach is that they do not go to extremes when it comes to pollution; they work hand-in-hand with city, county, and state agencies.

2)

See statement for the Environmental Cleanup Allocation Committee Application.

3) I do possess experience with the effects both positive and negative of environmental mitigation of projects related to traffic. Currently I am preparing research of the harmful commercial airliners emissions that depart from the John Wayne Airport (SNA) and the impact they are having on the Newport Back Bay. Part of that research includes a solution and advocating another airport somewhere in the county.

CHRIS BUNYAN

3124 Tara · Costa Mesa, CA 92828 · 714.865.9746

OBJECTIVE

Special needs in Transit Advisory Committee of the OCTA.

EMPLOYMENT

SENIOR ARTISTIC DIRECTOR 1997-
CURRENT
The Crew Costa
Mesa, CA

AUTHOR 1996-
CURRENT
B.Y.T. Publications Santa
Monica, CA

Writing books/novels. Label's Best selling author. Barnes and Noble Author of the Month, Lectured at Harvard University, and Danzer Award for Best Book 2006.

EDUCATION

B.A. IN PHILOSOPHY (EMPHASIS IN PRE-LAW) 2002
CSULB Long Beach, CA

P Concentrated studies in ethical and analytical Philosophy.

GRADUATE STUDIES IN PHILOSOPHY AND LEGAL STUDIES
CSULB Long

PRigorous studies in Philosophy, Business and Legal Studies. Courses covered: Torts, Agency Law, Constitutional Law, Internet Law, Real Estate Law, Legal Procedure, Environmental Law, International Law and Criminal Law.

REAL ESTATE BROKER EDUCATION 2006-
Current
Allied Business School Laguna
Beach, CA

PExtensive studies in all areas related to real estate: Finance, Appraisal, Real Estate Law, Office Management, Accounting, and Real Estate Principals.

Volunteer Work

Cultural Arts Commissioner of Costa Mesa 2006-Current

Oversee all city events as related to the performing and fine arts. Acting as a judge for juried arts shows, planning, and oversight of committee's budget.

Friends Of The Costa Mesa Library Foundation

2007-Current

■ Assisting in the fund-raising for the new Costa Mesa Library.

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Sherri Loveland

Address 11085 Matthews Drive

City Tustin Zip Code 92782

Business Phone (714) 552-0333 - cell Fax Number (714) 508-8924

Home Phone (714) 508-8972 Email sherri-loveland@cox.net

Type of organization represented (if applicable) Environmental Title/Affiliation Vice President
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

I have been active in the environmental community for 7 years, conducting workshops and conferences relative to caring for creation in general, and removing toxins from the home and community, in particular.

For the past two years I have been active with the OC Green Vision Working Group relative Measure M, as well as leading the Step it Up 2007 Campaign to reduce global warming.

2) What is the nature of your activities and duties with your organization? (if applicable)

I am the Vice President (co-chair), as well as the Treasurer. I am also the volunteer coordinator for the Step it Up Campaign.

In addition to those duties, I also create and maintain the campaign materials, including the brochures, flyers and website.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

Worked closely with environmental non-profits to pass Measure M. Helped organize a non-profit that focuses on specific issues (i.e., global warming, socially & environmentally responsible consumerism, etc.). I have

coordinated national campaigns at a local level, including Step it Up 2007. Additionally, I have led fund-raising efforts for non-profits, organize volunteers, coordinate and conduct workshops and conferences, and understand the importance of unity among groups.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Sherri Loveland Date Oct 4, 2007

SHERRI L. LOVELAND

11085 Matthews Drive
 Tustin, California 92782-1389
 Phone (714) 508-8972
 Fax (714) 508-8924
 Cell (714) 552-0333
 Email: sherri-loveland@cox.net

SUMMARY OF QUALIFICATIONS

- Organized, detail-oriented and resourceful Executive Administration Professional with strong interpersonal relationship skills, experienced at developing excellent rapport with clientele.
- Excellent project and volunteer coordination capabilities including strong negotiation and persuasion skills.
- Quick learner who selected and self-taught software applications to maximize individual productivity and increased client satisfaction.
- Efficient individual with superior customer service, trouble shooting and problem solving skills.

CAREER EXPERIENCE***ADMINISTRATION***

- Improved a monthly newsletter for retirement community residents by expanding the contents, adding graphics, and creating a reader-friendly format.
- Editor of newsletters for my homeowner's association and local environmental organization.
- Streamlined office supply ordering processes resulting in reduced supply costs.
- Tracked and analyzed sales, managed accounts receivable and prepared documents and reports for business operations.
- Managed daily operations, prepared resident care and community operational manuals and prepared correspondence for senior managers of a retirement community.

VOLUNTEER COORDINATION AND FUNDRAISING

- Increase membership of local non-profit by over 50% via the internet, outreach and marketing materials.
- Reduced expenses for various non-profit groups by recruiting volunteers to work the events, as well as recruiting vendors to donate products and services for special events.
- Increased funding for local non-profit through outreach efforts and marketing opportunities.

SPECIAL EVENTS

- Increased the awareness of company products and services by recruiting a celebrity to speak at an educational seminar.
- Supported company divisions by planning and preparing materials for trade shows, seminars and customer education events.
- Served as Chair of the Caring for Creation conference planning committee for the past four years, hosting such noted keynote speakers as Julia Butterfly Hill and Ed Begley, Jr., and attracting over 250 participants to the conferences.
- Supported resident care by serving on committee to coordinate annual fundraising gala for the Benevolent Care Fund.

EMPLOYMENT HISTORY

<u>Director of Operations, J. Silver Ltd., Custom Shirtmakers</u> , Irvine, California	1997-1999
<u>Executive Secretary, Charlestown Retirement Community</u> , Baltimore, Maryland	1995-1997
<u>Legal Assistant/Settlement Coordinator, Esquire Title Co., Inc.</u> , Baltimore, Maryland	1992-1995
<u>Executive Assistant, NeighborCare Pharmacies</u> , Baltimore, Maryland	1988-1992

EDUCATION

Catonsville Community College, Baltimore, Maryland
Completed three semesters of Business Administration studies

COMMUNITY ACTIVITIES

Garden Grove Interfaith Council
Member since 2003

Orange County Interfaith Coalition for the Environment, Tustin, California
Member since 200

Currently serving as Vice President, as well as Treasurer; served as Chair, Vice-President, and Secretary on the Board of Directors. Liaison between OCICE and other environmental and interfaith groups, as well as leading on-going fundraising and educational activities.

El Dorado Homeowners Association, Tustin, California
Served as Architectural Review Chair and Editor of bi-monthly newsletter

Gymnastics Team Parents Organization, Baltimore, Maryland
Served as President and Recording Secretary; led on-going fundraising activities.

Recreation and Parks Council, Owings Mills, Maryland
Recording Secretary

REFERENCES

Shelley Binswanger
11100 Matthews Drive
Tustin, CA 92782
(714) 368-1437

Vicki Schaffer
11095 Matthews Drive
Tustin, CA 92782
(714) 505-2359

Jo Ellen Reese
30 Gabled Pines Place
The Woodlands, TX 77382
(281) 363-4641

Stephanie Barger
Executive Director
Earth Resource Foundation
PO Box 12364
Costa Mesa, CA 92627
(949) 645-5163

Margaret Henke
10951 Coventry Place
Santa Ana, CA 92705-2315
(714) 731-6775

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Phil McWilliams

Address 28331 Modjeska Canyon Road

City Modjeska, CA.

Zip Code 92676

Business Phone (714) 710-9291

Fax Number () _____

Home Phone (714) 710-9291

Email Phil.osophy@Cox.Net

Type of organization represented (if applicable) Local Non-Profit Title/Affiliation Designated Rep.
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

Since 1969, the Inter-Canyon League has been concerned with preserving the last rural parts
of Orange County. As the ICL's representative to Green Vision and the member organizations
supporting Measure M, I have attended meetings that helped shape strategies for the passage
of the measure, and provided input on the programmatic mitigation component.

2) What is the nature of your activities and duties with your organization? (if applicable)

Over the last seven years I have helped organize local environmental cleanups, attended trails conferences,
and interacted with the USFS on various issues involving the community and the Cleveland National Forest.

I have represented the ICL at numerous environmental workshops and conferences. I also serve as the ICL's Fire
Safe Council coordinator, providing community education on fire safety and environmentally responsible brush clearance.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

I am currently working with the Silverado-Modjeska Recreation and Park Board on issues of
open space and land acquisition. In addition I am working with three organizations concerned
with the future of Santiago Canyon Road, and it's status within the Sil-Mod plan and the MPAH. I have an excellent
understanding of OC's infrastructure challenges, Measure M, and the need to balance transportation and environmental needs.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature

Phil McWilliams

Date October 4, 2007

PHIL McWILLIAMS

28331 Modjeska Canyon Road
Modjeska Canyon, CA. 92676

Phone: 714-710-9291 E-Mail: Phil.osophy@Cox.Net

STRENGTHS

Service oriented.
Excellent people/management skills.
Strong organizational/multi-tasking abilities.
Decision maker with thoughtful consideration of options.

EXPERIENCE

Silverado-Modjeska Recreation and Park District

Presently I am working as Grants Manager for the Silverado-Modjeska Recreation and Parks District. Responsibilities include grant research and writing, implementation, and records keeping. In addition to managing grants, I was Project Manager during a recently completed renovation of the Silverado Community Center building using California Proposition 40 funding. I also represent the District at Green Vision Workshops and meetings, and report to the Board on issues of open space, trails, Measure M programmatic mitigation, highway, and other environmental issues.

California State University, Fullerton

In addition I am a professor at Cal State Fullerton; classes taught include Critical Thinking, Business Ethics, and Introduction to Philosophy.

Inter-Canyon League Fire Safe Council

I also volunteer as Coordinator of the Inter-Canyon League Fire Safe Council, and am active in community fire safety activities and environmental cleanup campaigns.

Los Angeles and Orange County National Tooling and Machining Association Training Centers

Prior to my present activities, I held three positions from 1992 to 1999 at the Los Angeles and Orange County National Tooling and Machining Association Training Centers. The Centers, operating under non-profit 501(c)3 status, conduct State and Federally funded training programs in the metalworking trades. Entry-level classes are offered for the recently unemployed, and retraining classes to upgrade skills are offered for those already working in the industry.

From 1996 until 1999 I served as Administrator, with full managerial and fiscal responsibilities for both Training Centers. Duties included budgeting, grants, contracts, Instructor hiring and evaluation, Job Counselor hiring and evaluation, and academic standards compliance. During this time the Centers performed with unparalleled success in all operations. Through modern management techniques, company efficiency and morale were raised, curriculums were standardized, computers and equipment were upgraded, and assets grew to a record four million

dollars. We consistently won large government contracts and had unblemished audits. Due to our exceptional performance and energetic solicitation efforts, the Training Centers were pledged over a million dollars in cash, equipment and real estate donations.

From 1994 until 1996 I was Special Projects Administrator. In this position I organized special classes for displaced Aerospace workers using TRA and Def-Con II funding. These projects were a challenge in recruitment and job development, requiring extensive interaction with laid-off workers, companies, instructors, and EDD offices. I was also responsible for EDD, ETP, and JTPA problem resolution, marketing, advertising, and organizing procedures and paperwork. In addition, I was Secretary of the Southern California Apprenticeship Committee; my responsibilities included problem resolution, class schedules, job referral, and record-keeping for over 150 apprentices.

I was first hired at the Training Centers in 1992 as a Job Developer/Counselor. Job duties included conducting group orientations, eligibility interviews, career counseling, and business outreach. In this position I achieved an 80% placement record for hundreds of students, wrote a job search manual, and recruited employed workers for advanced retraining classes.

EDUCATION

M.A. in Humanities from California State University, Dominguez Hills.

B.A. in Philosophy and Religious Studies from California State University, Fullerton.

ASSOCIATIONS and MEMBERSHIPS

Cal State Fullerton Alumni Association,

Cal State Fullerton Philosophy Alumni

American Philosophical Association

SETI Institute

The Planetary Society

The Inter-Canyon League

Best Friend's Animal Society

National Space Society

World Wildlife Fund

Trails4All

Society of American Foresters

PERSONAL INTERESTS

Astronomy, Philosophy of Science, Eastern Religions, Conservation and the Environment.

Mitigation and Resource Protection Oversight Committee Application - 2007

Please print.

Mr. Ms. Mrs. Claire Schlotterbeck

Address 170 Copa De Oro Drive

City Brea Zip Code 92823

Business Phone (714) 996-0502 Fax Number (714) 996-0602

Home Phone (714) 996-1572 Email Claire@Schlotterbeck.net

Type of organization represented (if applicable) Environmental Non-Profit Title/Affiliation Executive Director
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

Hills For Everyone is the founder of Chino Hills State Park - the most complicated and expensive set of acquisitions in state park history. This has been a cooperative 30 year bi-partisan four county effort. Our successful advocacy with State Parks and Cal Trans to protect Coal Canyon was the first time in state history that land was saved solely for its connectivity value.

2) What is the nature of your activities and duties with your organization? (if applicable)
As E.D. I plan, manage and fundraise to achieve the goals and objectives of the organization.

I also coordinate with agency staff, elected officials, consultants and other organizations in pursuit of common goals. Participation on the Measure M2 negotiating team was one such project. I am also a consultant to several other local and state non profits.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?
I have attended Four Corners Transportation Group Meetings for seven years; was a stakeholder on the Riverside-Orange County MIS; have commented on RTPs; have supported and applied (with success) for EEMP grants; and have attended CTC meetings. I have also been on a team that follows and advises on the High Speed Rail project.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature

Claire Schlotterbeck

Date October 3, 2007

CLAIRE WOODSON SCHLOTTERBECK
170 Copa De Oro Drive, Brea, CA 92823
(714) 996-0502
claire@schlotterbeck.net

SUMMARY

Experienced advocate for saving natural lands; thirty-year involvement with government processes at local and state levels. Successful track record in forming and sustaining loyal coalitions, developing strategies and accomplishing goals.

KEY ACCOMPLISHMENTS

- Creation of the 14,000-acre Chino Hills State Park, the most expensive and complicated set of acquisitions in State Park history but one that lies within an hour's drive of over half the state's population.
- Successful advocacy for acquisition of Coal Canyon Biological Corridor by Dept. of Parks and Recreation for land worth a total of \$63.5 million.
- Coordination of effort by citizens, agencies and elected officials to protect Puente-Chino Hills Wildlife Corridor at the juncture of four of southern California's most populous counties.

PROFESSIONAL EXPERIENCE

Consultant, Hills For Everyone 2001-present

- Coordinate local groups, agencies, cities and local electeds in their conservation efforts in the Puente-Chino Hills
- Serve as liaison with legislators to support open space funding
- Focus attention and foster communication to protect parcels at risk of development

Consultant, California State Parks Foundation 2002-present

- Advocate for and monitor appropriate legislation that enhance state parks
- Provide information on local and regional issues

Consultant, Laguna Greenbelt 2002-2006

- Coordinate lobbyists, other groups and activists to oppose extension of El Moro Trailer Park at Crystal Cove State Park
- Support opening of El Moro to public use

Consultant, Friends of Newport Coast 2002- present

- Support and coordinate Board efforts as needed
- Write articles, serve as liaison with other groups

Consultant & Project Manager, The Wildlands Conservancy 1995-2001

- Administered Whittier-Chino Hills-Santa Ana Mountains Ecosystem Project
- Created and administered their Outdoor Education Donation grant program (\$5 million) that sent 39,000 low-income children on one-day field trips to natural areas and 11,000 low-income children to a week long Outdoor Science School in the San Bernardino Mountains; four-year program
- Served as media liaison as needed

Claire Schlotterbeck Resume

PUBLIC SERVICE EXPERIENCE and AFFILIATIONS

California Legacy Project, Appointed by Secretary of Resources	2001-2003
Wildlife Corridor Conservation Authority	1996-2007
Public Member, Governing Board ('96-'99)	
Member Advisory Board ('99-'07)	
Planning & Conservation League, Governing Board Member	1997-2004
UniCamp, U.C.L.A.'s official student charity, Governing Board Member	1998-2007
Helped secure their first permanent site	
Save Brea Hills, President & Founder	2000-2002
Volunteer, Orange County Catholic Worker, Santa Ana	1991-1993
President, Parent-Teacher Association, Brea-Olinda High School, Brea	1991-1992
Commissioner, City of Brea's Parks and Recreation & Human Services Commission	1980-1988
Authored reports and chaired Task Forces that established the Brea Senior Center and Brea Community Center	1990-1992

HONORS / AWARDS

Recipient, Environment Now, Top Achievement in Environmental Community Land Use, Open Space and Smart Growth (for work on Measure M2)	2007
Recipient, Environmental Activist of the Year, Orange County League of Conservation Voters	2004
Recipient, "Woman of Distinction", Brea-La Habra Soroptimist International	2003
Featured in the film "On Nature's Terms" by Wild Futures (Earth Island Institute)	2002
Recipient, Honorary California State Park Ranger of the Year by California State Park Rangers Association	2002
Recipient, Chevron Corporation Conservation Award - \$10,000 prize	2001
Recipient, Conservationist of the Year, Sea and Sage Audubon Society	2001
Recipient, Certificate of Recognition, The 2000 Governor's Environmental and Economic Leadership Awards (State of California)	2000
Recipient, Resolution, Lt. Gov. Cruz Bustamante Preservation of the Coal Canyon Wildlife Corridor	2000
Recipient, Conservation Award, Angeles Chapter, Sierra Club	1998
Recipient: "Woman of the Year", 72nd Assembly District, California Legislature	1998
Recipient: James DeWitt Award, California State Parks, State of California "For Extraordinary Achievement in Establishment of Chino Hills State Park"	1997
Honoree: numerous State of California Resolutions of Recognition	1983, '86, '97
Recipient: North Orange County YWCA, Silver Medallion Award Special Judges Award for Community Service	1983
Recipient: Orange County Press Club Award for Community Service	1982

EDUCATION

B.A., U.C.L.A., Los Angeles, California
M.S., Purdue University, West Lafayette, Indiana

Mitigation and Resource Protection Oversight Committee Application - 2007

Please print.

Mr. Ms. Mrs. Melanie Schlotterbeck

Address 19042 Alamo Lane

City Yorba Linda, CA

Zip Code 92886

Business Phone (714) 501-3133

Fax Number (714) 779-7561

Home Phone (714) 779-7561

Email Melania@Schlotterbeck.net

Type of organization represented (if applicable) Environmental Non-Profit Title/Affiliation Coordinator
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

I am a consultant specializing in environmental and conservation non-profit work with seven local, regional and statewide organizations. I have been in this field for over 13 years. I was 1 of 4 chosen to negotiate with OCTA on the inclusion of programmatic mitigation in M2. In '06, I coordinated the support of 33 groups for Measure M and still maintain an active dialogue with them.

2) What is the nature of your activities and duties with your organization? (if applicable)

My background includes open space acquisition, ownership research, GIS mapping, and database management. I have relevant experience with identifying acquisition opportunities in Orange and Los Angeles Counties and have worked on two dozen conservation transactions in Southern California. More recently, I have worked on campaign strategies, grantwriting and outreach.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

I have extensive conservation experience and have secured funding for numerous open space projects. My familiarity with matching fund opportunities would be an asset to this Committee, as it would leverage M2 mitigation dollars. I was involved with the acquisition and restoration of Coal Canyon Biological Corridor at the 91 freeway.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Melanie Schlotterbeck Date October 3, 2007

MELANIE SCHLOTTERBECK

19042 Alamo Lane
Yorba Linda, CA 92886

Phone 714-779-7561
Email: Melanie@Schlotterbeck.net

QUALIFICATIONS

- Organized the support of 33 environmental groups for the passage of the renewed Measure M and its \$243.5 million of programmatic mitigation and now maintain their support.
- Thirteen years active participation in conservation with local, regional and national agencies. Focus included land acquisition, threatened ecosystems and mapping species, ownership research, and wildlife movement corridors.
- Translate complex environmental issues to lay public and press for several major land acquisitions, leading to successful project completion.
- Counsel several environmental organizations in technical and marketing issues including campaign strategies, outreach materials, and open space visioning.
- Create marketing materials and newsletters for seven environmental organizations.

ACCOMPLISHMENTS

- Helped secure \$243.5 million programmatic mitigation into the Orange County Transportation Authority's (OCTA) proposed extension of Measure M (½ cent sales tax).
- Coordinated a statewide conference focusing on relevant cutting-edge conservation topics.
- Secured \$15 million of public funds for land acquisitions in the Cleveland National Forest.
- Awarded \$500,000+ in private grants for various non-profits.
- Played central role in the completion of ten land conservation acquisitions in Orange County, CA.
- Facilitated two statewide conferences, two regional conferences, three awards banquets, two university conferences, dozens of workshops, and assisted with several press events.
- Mapped species diversity and relative abundance of mammals and reptiles of the Puente-Chino Hills Wildlife Corridor for the Wildlife Corridor Conservation Authority and Whittier College.

CONSULTING

PLANNING AND CONSERVATION LEAGUE

Yorba Linda, California

Outreach and Grants Consultant

2006 - Present

Develop, organize and coordinate the annual statewide legislative symposium covering cutting-edge land use, global warming, transportation, and public health topics, among others. Design and edit the quarterly publication *California Today* for its 4,000 members. Coordinate monthly meetings with targeted state legislators to discuss meaningful local environmental issues. Designed the layout for the revised *Community Guide to the California Environmental Quality Act* and am now launching a two year *Community Guide* workshop campaign throughout the state. Provide graphic design and layout expertise for all printed materials, brochures, and handouts. Maintain communications with affiliate members and expand the organizations membership base. Facilitate all foundation grant writing efforts and am designing the major donor and planned giving campaigns. Redesigning and updating content on two websites for the organization.

GREEN VISION PROJECT

Yorba Linda, California

Technical Consultant for Friends of Harbors, Beaches and Parks

2004 - Present

Facilitated the inclusion of open space mitigation in the renewed Measure M. Maintain close communication with 75+ environmental organizations, called Working Group members, to garner support for various open space concepts. Research and collect information about local open space needs from Working Group Members, cities, and the Board of Supervisors. Utilize specialized training in GIS mapping to update the Green Vision Map as well as identify and provide leadership for the Working Group's Map and Matrix Sub-Committee. Maintain a database with attributes of hundreds of properties on the Green Vision Map. Coordinated a highly successful daylong conference, focusing on "Successful Strategies and Funding Opportunities for Creating Healthy Communities" with over 230 participants. Developed all conference related marketing materials, brochures, and edited/formatted all documents for the conference packets. Provide technical expertise and develop all graphics, photos/photo morphs and materials including the bi-annual newsletter.

HILLS FOR EVERYONE**Technical Consultant**

Yorba Linda, California

2005 - Present

Develop brochures and flyers, created and now manage two websites. Act as copy-editor for all published materials, in addition to writing grants and participating in public outreach events. Graphically illustrate the land through maps, photographs and PowerPoint presentations. Research land use issues and document land use violations via aerial photography. Create and edit the tri-annual newsletter for its 5,000 members.

ORANGE COUNTY COASTKEEPER**Grant and Outreach Consultant**

Yorba Linda, California

2006 - Present

Facilitate the development program to receive private grants for water quality programs. Organized a successful statewide conference on the conversion of Rigs to Reefs with speakers from across the nation.

RECENT CONSULTING AND EMPLOYMENT HISTORY**SANTA ANA RIVER WATERSHED ALLIANCE (SARWA)**

Chino Hills, California

Watershed Coordinator for Earth Resource Foundation**2005 - 2006**

Coordinated a successful regional Watershed Conference and acted as a Coordinator for the SARWA, duties included scheduling tours, meetings and collaborative events that emphasize stakeholder benefits and promote SARWA's mission and grant objectives. Focused on creating a cohesive, organized and communicative group of stakeholders in three counties. Organized two community-based Got River? Workshops; where invited speakers included restoration, watershed, and river parkway planners. Created content for the website, maintained a database of supporters and encouraged active participation of local cities, counties, agencies, environmental groups and citizens. Created and distributed bi-weekly updates to 280+ watershed stakeholders.

THE TRUST FOR PUBLIC LAND**Senior Project Associate**

Laguna Beach, California

2003 - 2005

Researched, analyzed and targeted properties in specific program areas for conservation. Project manager for two property conveyances and one acquisition. Initiated partnerships between public agencies and non-profits to enact regional conservation and open space planning objectives. Maintained professional working relationships with cities, counties, state and federal entities to acquire and convey land, often times with deed restrictions, access limitations and other site issues. Supported project staff to complete 16 acquisitions in four Southern California counties. Acquired base GIS data and digitized acquisition projects in six program areas. Wrote contracts for appraisals and environmental assessments, edited transaction agreements and met crucial project deadlines. Reviewed and commented on appraisals, environmental assessments and purchase/sale agreements. Assured that open communication and status of all active projects was available to staff. Provided monthly audit, forecasted yearly budget and executed multiple accounting functions. Toured projects sites and anticipated funding requirements and capacity needs.

CALIFORNIA STATE UNIVERSITY, FULLERTON**Assistant Director, Environmental Studies Graduate Program**

Fullerton, California

2001 - 2002

Supervised, during an emergency one-year appointment, the progress of 125 graduate students. Advisory responsibilities included course selection, solving enrollment problems, monitoring projects/theses, internships, program requirements and degree completion. Developed and taught new required curriculum for Environmental Studies Graduate Program. Liaison to students and faculty to resolve concerns and created and later maintained the Graduate Student Handbook.

EDUCATION

California State University, Fullerton (CSUF) in Fullerton, California

- M.S. Environmental Studies, Environmental Science emphasis (Spring '01)
- B.A. Geography, Environmental Analysis emphasis (Summer '98)

CERTIFICATES

- CALFED Watershed Partnerships Seminar
- Environmental and Public Policy Facilitation
- Introduction to ArcGIS I and II and Spatial Analyst
- Anticipating and Responding to Public Threats from Mountain Lions

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Kathleen Shanfield

Address 811 Rancho Circle, Fullerton, CA 92835

City _____ Zip Code _____

Business Phone (714) 270-1096 Fax Number () _____

Home Phone (714) 525-5377 Email Kshartfield@aol.com

Type of organization represented (if applicable) non-govt. environm. title/Affiliation President
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No
Appointed to Fullerton Parks + Recreation Commission

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

Friends of Coyote Hills in Fullerton has strived to educate the community + local public officials about the value of preserving this last parcel of open space (510 acres) in North OC. We provide monthly nature hikes, men botus at local events, provide programs to schools + the community + meet with elected officials to find funding to purchase the property + preserve it for educational and recreational use.

2) What is the nature of your activities and duties with your organization? (if applicable)

I have been involved since 2000 with all aspects of organizing + planning strategies, + collaborating with other organizations to help preserve open space in West Coyote Hills. I am involved with outreach and networking with a variety of Orange County groups to gain knowledge + experience with environmental issues.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

I have experience with conservation of open space, and I am involved with Sierra Club, Friends of Harbors, Beaches + Parks, Orange County League of Conservation Voters and Green Vision of OC. I am also on the Fullerton Parks + Recreation Commission.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Kathleen Shanfield Date 9-26-07

CURRICULUM VITAE

October 2007

NAME: Kathleen Shanfield, OTR, MS, CVE

ADDRESS: 811 Rancho Circle
Fullerton, CA 92835
714 525-5377

EDUCATION:

B.S. in Occupational Therapy; University of 1977
Texas Medical Branch, Galveston, TX

M.S. in Exercise Physiology; University of 1982
Southern California, Los Angeles, CA

WORK EXPERIENCE:

Occupational Therapist Nov. 2005 to present
Rancho Los Amigos National Rehabilitation Center
Vocational Services/Ergonomic Specialist
Downey, CA 90242

Duties: Evaluating and providing interventions to help outpatients return to paid work, school, or volunteer work. Also provides Rancho employees with worksite assessments to prevent/alleviate injuries while working.

Occupational Therapist- Per Diem 2001 to present
St. Jude's Medical Center
Outpatient Neuro Rehab
Fullerton, CA

Duties: Evaluates and treats outpatients with neurological deficits and integrates them into community activities.

Occupational Therapy Specialist 1985 - Present
Project Threshold
Rancho Los Amigos Medical Center,
Downey, CA

Duties: Evaluates, reports, and provides recommendations to allow maximum independent access and safety in the home, work, and school setting. Modifications in the home and equipment needs are identified and solutions for resolving problems are identified. Clients are referred by the State Department of Rehabilitation as well as privately.

Pre-Vocational Program Coordinator; 1983 - 1985
Daniel Freeman Hospital,

Inglewood, CA

Duties: Coordinated pre-vocational program for brain injured adults.

Occupational Therapist II;

1977 - 1983

Rancho Los Amigos Medical Center,
Downey, CA

Duties: Staff therapist treating cardiac, pulmonary, general outpatient, spinal injury, post-polio, and stroke patients.

VOLUNTEER EXPERIENCE

Friends of Coyote Hills (President)- 2000-present

Environmental group dedicated to saving the last 510 acres in North Orange County for recreational, educational, and habitat protection. Group provides educational activities locally through nature hikes, manning booths at local events, and providing programs to schools and organizations. The group is actively involved in working with local legislators to negotiate acquisition of the property for public use.

Fullerton Arboretum (Board Member)- 2005-present

YMCA Board Member-2003-present

Orange County League of Conservation Voters Board, 2005-present

Sierra Club Task Force for Coyote Hills 2000-present

Sierra Club Life Member

Green Vision Task Force

National Charity League Board Member 1999-present

California PTSA Board Member 1991-present

PERSONAL

Married with three children. Interested in travel, reading, walking, and community service.

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Don Silver

Address 8424-A Santa Monica Blvd #592

City Los Angeles Zip Code 90069

Business Phone () 213 804 2750 Fax Number () 323 654 1931

Home Phone () 213 804 2750 Email dsilver1e@earthlink.net

Type of organization represented (if applicable) environmental Title/Affiliation Exec Director
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No
Endangered Habitats League
www.ehl.org

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

Served on advisory committees for regional habitat
(NCCP) plans in Orange, San Diego, and
Riverside Counties. Played leadership role
in collaborating with other interests on these plans
since 1991.

2) What is the nature of your activities and duties with your organization? (if applicable)

I am Executive Director for Northern California's
only regional conservation group. I head a
small staff & focus on land use + environmental planning.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

I have extensive experience in assessing the impacts
of roads on biological resources & appropriate
mitigation. This was part of the habitat plans.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Don Silver

Date Oct 3, 2007

Résumé

Dan Silver, M.D.

1422 N. Sweetzer Ave., #401
Los Angeles, CA 90069-1528
Tel 213-804-2750 • Fax 323-654-1931 • dsilverla@earthlink.net

Date and Place of Birth

May 8, 1952, Los Angeles, California

Education

B.A., History & Western Society, Univ. of California, Berkeley, 1974 (Phi Beta Kappa)
M.D., Columbia University, College of Physicians and Surgeons, 1978
Medical Internship and Residency, Cedars Sinai Medical Center, Los Angeles, 1978-1981
Board Certification, Internal Medicine, 1981

Employment

Practice of internal medicine, Los Angeles, 1981–1991

Hawthorne Community Medical Group
Prairie Medical Group
Kuhn, Crystal and Silver, M.D.'s

President, Preserve Our Plateau, 1989 – 1991

Executive Director, Endangered Habitats League, 1991 – present

Conservation, land use, and transportation planning experience

Past Chair

- Finance Subcommittee, San Diego Multiple Species Conservation Program Working Group
- Finance Subcommittee, Riverside County Habitat Conservation Agency Advisory

Committee

- San Diego Supervisorial Task Force on Transfer of Development Credits
- Resource Protection and Orderly Development Work Group, State of California

Past or Present Member

- Steering Committee, California Natural Communities Conservation Planning Program
- Working Group, San Diego Multiple Species Conservation Program
- Advisory Committee, San Diego Multiple Habitat Conservation Program
- County of San Diego Resource Protection Ordinance and Open Space Committee
- Advisory Committee, San Diego Assoc. of Governments Open Space Element
- Working Group, Orange County Central/Coastal Natural Community Conservation Plan

- Working Group, Orange County Southern Natural Community Conservation Plan
- Advisory Committee, Riverside County Habitat Conservation Agency
- Steering Committee, San Bernardino Valley-Wide Multiple Species Program
- Advisory Committee, Santa Margarita River Watershed Management Program
- Advisory Committee, Riverside County Community and Environmental Transportation Acceptability Process (CETAP)
- Advisory Committee, Riverside County Multiple Species Habitat Conservation Plan (MSHCP)
- Advisory Committee, Riverside County General Plan Update
- Steering Committee, Riverside County Integrated Project
- Technical Advisory Committee, State Route 94 Major Investment Study
- Interest Group, San Diego County General Plan “2020” Update
- Citizens Advisory Committee, Southern California Assoc. of Governments Compass Growth Vision Project
- CEQA Improvement Advisory Group, State of California
- Board of Directors, Riverside Land Conservancy
- Board of Directors, California Futures Network
- Advisory Committee, Southern California Assoc. of Governments Open Space Element

Participant

- Southern Calif. Assoc. of Governments “Four Corners” (Orange, Los Angeles, San Bernardino, Riverside Counties) Transportation Study
- San Diego Assoc. of Governments Regional Growth Management Technical Committee
- Southern California Assoc. of Governments Regional Transportation Plan Technical Advisory Committee

Awards

Conservation Award, Sea and Sage Audubon Society, 1993

David Gaines Award, Planning and Conservation League, 1995

Outstanding Distinguished Leadership: Layperson Award, American Planning Association California Chapter, 2004

Accomplishments

- Founding a well-respected conservation organization with collaboration and conflict resolution as major components of its mission.
- Leading environmentalists toward “smart growth” as a way to comprehensively address conservation, land use, and transportation needs.
- Forming effective partnerships with business interests and local governments.

- Reconciling environmental protection with economic development through regional planning.
- Permanently protecting vital natural resources within an interconnected preserve network.
- Building consensus with business and landowning interests on sustainable transportation and land use principles.

Available upon request

References

Speaking engagements and invited testimony

PUBLIC MEMBERS

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. J. Steven Brooks AICP

Address Carter & Burgess
1000 Wilshire Blvd, Suite 1000

City Los Angeles Zip Code 90017

Business Phone (213) 239-1389 Fax Number (213) 239-1357

Home Phone () _____ Email Steve.brooks@C-B.com

Type of organization represented (if applicable) _____ Title/Affiliation ✓

(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

member: National Assoc. of Environmental Professionals,

Are you currently an elected or appointed public official? Choose one. Yes No

CA Assoc. of Environmental Professionals, American Institute of Certified Planners, California Chapter of American Planning Assn.

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

NAEP/CAEP are professional organizations for environmental practitioners. CalAPA provides comments on state planning legislation.

2) What is the nature of your activities and duties with your organization? (if applicable)

For Carter & Burgess, I am project manager for NEPA & CEQA documents, plus transportation planning.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

Transportation planning - highway & rail projects
Environ. mitigation - development of mitigation measures under CEQA & NEPA; mitigation monitoring & reporting plans

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature J. Steven Brooks Date 10/4/07



J. Steven Brooks, AICP

Education

B. Environmental Design/1973/Texas
A&M University

Certifications/Licenses

American Institute of Certified Planners
(AICP)

Certifications

AICP – 1986

Professional Organizations

American Planning Association

American Institute of Certified Planners

Association of Environmental
Professionals

California Association of Environmental
Professionals

Southern California Planning Congress

Women's Transportation Seminar

Mr. Brooks has over 33 years of experience in the preparation of a wide range of both CEQA and NEPA environmental documents for large-scale multidisciplinary projects, and is fully familiar with state and federal requirements. He has managed the preparation of substantial and controversial environmental reports for public agencies in California, Texas, Colorado, Virginia, Illinois, Utah, and elsewhere in the country. Mr. Brooks has extensive experience in the production of transportation-related environmental documents that includes evaluation of rail and highway alternatives; evaluation of state-of-the-art rail technology; management of major investment studies; development of creative solutions for achievement of accelerated project schedules; design and management of public involvement programs; coordination with environmental, municipal, state, and federal agencies; preparation of Memoranda of Agreement for mitigation commitments; preparation of Section 4(f) documentation, and Section 106 consultation.

Project Experience

California High Speed Rail Project Management Oversight Consultant - Environmental Lead for PMOC for the 700-mile California High Speed Rail system currently under development. Responsible for strategic advice to the California High Speed Rail Authority and monitoring environmental work efforts of the Program Management consultant and five corridor teams.

Airport Transit Corridor Re-evaluation — Salt Lake City, Utah. Project Manager. Responsible for re-evaluation of select issues previously addressed in the 1997 Draft EIS for the University-Downtown-Airport Corridor; coordination with new study results for alignments in the central business district and plans for Salt Lake International Airport. Also responsible for the Final EIS and related engineering studies.

SR 2 Freeway Terminus Project EA/EIR — Los Angeles, California. Project Manager. This project included developing alternatives to reconfigure the termination of the Glendale Freeway as it transitions into Glendale Boulevard, and extensive public participation process to develop alternatives and support a consensus-based preferred alternative.

West Jordan Transit Corridor FEIS—Salt Lake City, Utah. Project Director. QA/QC and oversight of preparation of the Section 4(f), water resources, biological resources, wetlands, cultural resources, and parklands and open space evaluations for the Final EIS. The project proposes to provide expanded/multi-modal transportation choices for travel within the Salt Lake Valley, including a high-capacity light rail

transit system.

Multi-County Goods Movement Action Plan — Los Angeles Metropolitan area. Project Manager. This project is intended to develop regional framework for goods movement initiatives that would support the efficient movements of goods without disproportionately affecting communities, the environment, or the transportation network. Responsible for a high-level environmental assessment of proposed strategies and an analysis of how such strategies would affect local communities.

Beverly Hills Cultural Center EIR—Beverly Hills, California. Project Director. The pending EIR is to address the impacts associated with the adaptive reuse the historic Beverly Hills Post Office to convert it into a cultural and performing arts center. The post office is listed on the National Register of Historic Places and is part of a grouping of buildings comprising the Beverly Hills Civic Center. Another key issue is providing sufficient parking to serve the performing arts center.

Metro Gold Line Foothill Extension EIS/EIR — Los Angeles Metropolitan area. Project Manager. Responsible for conducting the NEPA and CEQA environmental analyses and preparing an EIS/EIR for a proposed 24-mile extension of Light Rail transit service between Pasadena and Montclair, CA. The proposed project traverses 12 cities and includes 13 stations. The Environmental Impact Statement, including Section 4(f) analysis, for this project is being prepared on behalf of the Federal Transit Administration.

Los Angeles Union Station Run-Through Tracks EIR/EIS — Los Angeles, California. Project Manager. Responsible for conducting the NEPA and CEQA environmental analyses for this proposed elevated railroad connector across US 101 and through an urban neighborhood. The project is complicated by changes to Union Station, which is listed on the National Register of Historic Places. Also assisted in the development and screening of alternative alignments and provided oversight for the multi-ethnic public outreach program. The EIS for this project was prepared on behalf of the Federal Railroad Administration.

U.S. 36 Corridor EIS/Basic Engineering — Denver, Colorado. Environmental Task Manager. Oversight of Section 106 documentation and Section 4(f) analysis for proposed multiple mode (highway, rail, and bus) improvements between Denver and Boulder, CO. The corridor study includes a 25-mile rail alignment and a 25 mile highway alignment. The Environmental Impact Statement for this project is being prepared on behalf of the Federal Transit and Federal Highway Administrations.

San Jacinto Branch Line (Perris Valley Line) Commuter Rail Environmental Documents — Riverside County, California. Project Manager. Provided environmental screening of proposed elements and options during planning for the conversion of the branch line to commuter rail service. Prepared the draft CEQA environmental document, as well as an Environmental Assessment to support the Riverside County Transportation Commission's federal grant application to the Federal Transit Administration.

BART- Warm Springs Supplemental EIR/EIS — Alameda County, California. Project Director for SEIR/EIS document. Environmental task manager for technical sections for environmental justice assessment, park and recreation analysis, and the Section 4(f)/6(f) evaluations. The Environmental Impact Statement for this project is being prepared on behalf of the Federal Transit Administration.

South Access to the Golden Gate Bridge Draft EIS/EIR — San Francisco, California. Environmental Task Manager. Assisted the San Francisco County Transportation Authority with preparation of the Section 4(f) analysis for the Draft EIS/EIR. Special circumstances include issues related to the access road as a component of the Golden Gate Bridge as a National Historic Landmark, and use of lands and resources within The Presidio, which is a National Historic Landmark District, a component of the Golden Gate National Recreation Area, and a public park. The Environmental Impact Statement for this project is being prepared on behalf of the Federal Highway Administration.

Dumbarton Rail Corridor Alternatives Analysis — San Mateo and Alameda Counties, California. Environmental Task Manager. Assisted the San Mateo Transit District in an alternatives analysis process for conversion of the Dumbarton Rail Corridor to transit use. The corridor connects San Mateo and Alameda Counties via an abandoned rail bridge across southern San Francisco Bay. Responsible for preparation of a purpose and need statement, screening of alternatives, and strategic advice for advancing the project through the CEQA and NEPA processes.

DART Northwest Corridor/Irving Branch EIS — Dallas, Texas. Environmental Task Manager. QA/QC and oversight for Section 106 and Section 4(f) evaluations on behalf of the Federal Transit Administration for the light rail study to connect the central business district with urban and suburban communities. The project involves the extension of the LRT from the DART NW Carrollton alignment, west towards the University of Dallas and the City of Irving, and northwest to Dallas-Fort Worth Airport.

Houston Downtown to Dome EIS — Houston, Texas. Environmental

Task Manager. Conducted Section 4(f) evaluations on behalf of the Federal Transit Administration for the light rail study to connect the central business district with the city's renowned medical center. Particular issues included numerous and significant historic and parkland resources along the alignment.

Capital Metro Light Rail Transit Project — Austin, Texas. Environmental Task Manager. Oversight of Section 4(f) analysis and Section 106 documentation for a light rail transit project that would run from the Congress Avenue Historic District and Sixth Street Historic District in downtown Austin through the University of Texas and points north.

DART Southeast Corridor EIS — Dallas, Texas. Environmental Task Manager. Conducted Section 4(f) evaluations on behalf of the Federal Transit Administration for the light rail study to connect the central business district with urban and suburban communities. Particular issues included resolution of project impacts affecting Fair Park and the Cotton Bowl, a National Historic Landmark.

DART Northwest Corridor/Carrollton Branch EIS — Dallas, Texas. Environmental Task Manager. QA/QC and oversight of the Section 106 and Section 4(f) evaluations on behalf of the Federal Transit Administration for the light rail study to connect the central business district with urban and suburban communities. The project involved the extension of the LRT from downtown past Love Field and northwest Dallas.

California MagLev Deployment Program (EA) — Los Angeles area, California. Environmental Project Manager. Responsible for preparation of an Environmental Assessment for the Federal Railroad Administration involving environmental screening of proposed MagLev (magnetic levitation) routes between LAX, Union Station, and March Air Force Base in Riverside County, to determine feasible routes along this 75-mile corridor. The assessment was conducted on special NEPA evaluation criteria established by FRA.

LAX to Orange High Speed Airport Access Study — Los Angeles and Orange Counties. Environmental Project Manager. Assisted in the identification and evaluation of high-speed rail/MagLev routes to link Los Angeles International Airport (LAX) with activity centers and airports in Orange County. The project included environmental screening of a wide range of potential routes. The study and evaluation were designed to be consistent with earlier work conducted for the California MagLev Deployment Program.

OCTA Rail Strategies Plan — Orange County, California. Environmental Project Manager. Assisted in evaluating commuter rail proposed service

improvements and related capital projects for the Orange County Transportation Authority's commuter rail system. Near-term and long-term improvements, including expanded mid-day service, were screened to identify potential environmental issues and the appropriate environmental documentation for clearance of projects. The project included not only Orange County commuter rail lines, but also connecting commuter rail lines in Los Angeles, Riverside, and San Bernardino Counties.

Santa Clara Valley Transportation Authority-Capitol Expressway Light Rail Transit EIR/EIS — San Jose, California. Environmental Project Manager. QA/QC and oversight of CEQA and NEPA analyses of socioeconomic, Section 4(f), public utilities, and public services topics for this proposed light-rail system in San Jose.

Santa Clara Valley Transportation Authority-Silicon Valley Rapid Transit Corridor Draft EIS/EIR — Alameda County, CA. Task Manager. Assisted VTA with preparation of the Section 4(f) analysis for the Draft EIS/EIR and responding to Section 4(f) issues at Diridon station.

Santa Clara Valley Transportation Authority-Silicon Valley Rapid Transit Corridor Final EIS/EIR — Alameda County, CA. Project Director. Responsible for assessing project refinements in the Final EIS/EIR for the areas of biological resources, energy, water resources, water quality, floodplains and Section 4(f).

Gold Line Foothill Extension Alternative Analysis — Pasadena, California. Task Manager. Assisted in developing potential transportation alternatives for the Gold Line Phase II corridor between Pasadena and Claremont and assessing the effectiveness of these alternatives to meet transportation needs. Prepared the Purpose and Need Statement to define the transportation conditions and issues to be addressed by the study.

Pasadena Gold Line Program Management — Pasadena, California. Environmental Project Manager. Responsible for review of all past environmental documents to ensure ongoing CEQA clearance for the construction of the Los Angeles to Pasadena light rail line. Also responsible for follow-on environmental documents, as well as preparation of mitigation and contract materials to guide the work of a design/build contractor.

Santa Ana Second Track IS/EIR — Orange County, California. Project Manager. Responsible for the environmental evaluation for installation of a second main track (double-tracking) that would close a 1.8-mile gap

in the Southern California Regional Railroad Authority's two-track service between downtown Los Angeles and southern Orange County. The assignment included the preparation of a draft and final environmental impact report and agency coordination.

Amtrak System Improvements: California Coastal, Pacific Surfliner, and San Joaquin Corridors — Statewide in California. Environmental Task Manager. Conducted environmental screening of proposed physical improvements for Amtrak service throughout the state of California for Amtrak's Coastal, Pacific Surfliner, and San Joaquin Corridors. Physical improvements under consideration include straightening curves and the addition of double tracking and passing tracks for upgrading operations and increasing speeds at various locations. Identified the associated environmental issues by corridor and preparing a series of ranking tables to identify which improvements 1) can be made and cleared environmentally most easily, 2) can be made after preparing appropriate environmental documentation and obtaining appropriate permits, and 3) involve extremely sensitive environmental issues and therefore present the greatest obstacles to environmental clearance. The ranking tables will be used to develop a schedule for implementation of some of the improvements and will also be used to eliminate other improvements from further consideration.

TAMC-Monterey Branch Reactivation — Monterey County, California. Environmental Project Manager. Preparation of the Notice of Exemption for the Transportation Agency for Monterey County's acquisition of an inactive railroad line between Castroville and Fort Ord for subsequent rehabilitation to accommodate passenger service for commuter and tourist travel along this route, along with service to San Francisco.

National Transit Institute, Federal Training Program: Managing the Environmental Process. Back-up instructor for this 3-day course designed to explain how the NEPA process applies to a Federal Transit Administration-sponsored project.

METRO Corridor Planning — Houston, Texas. Environmental Task Manager. Served as a member of Houston METRO's central planning team and assisted planning efforts in three study corridors (North, Southeast, West Loop) that evaluated a range of potential transportation improvements, including highway and transit modes.

SR 60 Truck Lane Feasibility Study (Preliminary Environmental Assessment Report) — Los Angeles, San Bernardino, and Riverside Counties. Environmental Project Manager. Responsible for environmental screening of proposed highway widening alternatives, including additional lanes, elevated lanes, and HOV truck lanes, as well

as interchange modifications, on a segment of SR 60 between I 710 and I-15. The environmental analysis, which was conducted using GIS techniques, focused on natural resources and socioeconomics.

North County Combined Corridor Study — Los Angeles County,

Environmental Project Manager. Assisted in assessing multi-modal transportation improvements (including highway, transit, Metrolink, high-speed rail, and MagLev) for SR 14 from Santa Clarita to Palmdale, and for I-5 from Santa Clarita to the Kern County line. The study was undertaken in response to a lack of transportation capacity along these two highway corridors, which merge together at the I-5 freeway in Santa Clarita.

Corona Main Street Metrolink Station — Corona, California. Project Manager. For the Riverside County Transportation Commission, Responsible for coordination with existing City of Corona environmental clearances and preparation of documentation for the proposed station parking facility to qualify for a NEPA Categorical Exclusion for the Federal Transit Administration, pursuant to 23 CFR Part 771.117(a) and 23 CFR 771(d)(6) and (14). Following FTA approval of the Categorical Exclusion, prepared a Mitigated Negative Declaration for the project to meet the requirements of the California Environmental Quality Act to enable construction of the facility.

MTA Noise Walls Environmental Documentation — Los Angeles County, California. Environmental Task Manager. Oversight of environmental analyses in support of MTA's program to construct noise walls along various freeway segments. In most cases, the noise walls were to be retrofitted into the freeway infrastructure. Documentation regarding existing conditions, cultural issues, and biological field-review information was prepared for submission to Caltrans, which used the information to execute the necessary Categorical Exclusion forms prior to construction.

BART Warm Springs CEQA Documentation — Alameda County, California. Environmental Project Manager. Assisted in updating a 1991 Environmental Impact Report for BART's Warm Springs Extension. The project would extend service from the current terminus near Walnut Street about 5.4 miles southward to a new Warm Springs station. During the interim since 1991, the proposed vertical alignment of the extension has changed in some areas, from aerial to subway, from elevated to at-grade, and from below grade to at-grade. Oversight of the assessment of changes to the visual environment, and to safety and security.

West Los Angeles College Master Plan EIR — Los Angeles, California. Deputy Project Manager. The EIR addressed the environmental impacts

associated with implementation of the Facilities Master Plan. The Master Plan proposes construction of new facilities, renovation of and additions to existing facilities, demolition of several existing buildings, creating a second access road to the campus, development of a new main entry to the campus, parking structures, landscaping, and open space.

Pasadena City College Master Plan 2010 (EIR)— Pasadena, California.

Project Manager. Prepared the Program EIR for the Pasadena City College Master Plan, which includes replacement of existing buildings as well as construction of new facilities. The Master Plan also calls for construction of a four-level parking garage and a multi-purpose athletic field. Creative solutions will be employed, such as the planned construction of a new building on the site of the existing tennis courts, which will then be placed on the roof.

Chicago Circulator (FEIS), Chicago, Illinois. Environmental Task Manager. Responsible for preparing the Final EIS for proposed transit improvements for a light rail circulation system for downtown Chicago. The document addressed complex issues of integrating LRT into the central business district and lakefront parks, and among historic buildings. Conducted federal and state agency coordination; prepared Section 4(f) Report; and developed Memorandum of Agreement among AICP, FTA, Illinois SHPO, and the City of Chicago.

Union Pacific/Southern Pacific Railroad Merger (EA), 28 states. Deputy Project Manager. On behalf of the U.S. Surface Transportation Board, managed agency coordination for 28 states involved in the merger, and the public outreach program. Also responsible for technical impact analyses and Section 106 coordination. Work involved coordination of staff and subconsultants in 12 offices across the country. The Environmental Assessment was completed within a tight 9-month time frame.

Capital Beltway Major Investment Study (MIS), Fairfax County, Virginia.

Planning Task Manager. Developed and managed work program for evaluation of transportation alternatives for Virginia portion of the Capital Beltway (I-495). Assessed transportation and environmental impacts of proposed highway and transit improvements. Coordinated study techniques and public involvement program with parallel study conducted for Maryland portion of the Capital Beltway, other corridor projects, and other area transportation studies (I-66, Dulles Corridor).

I-225 Corridor Major Investment Study (MIS), Denver, Colorado.

Project Manager. Developed and managed work program for evaluation of transportation alternatives. Assessed transportation and environmental impacts of various transit modes; coordinated study techniques with transportation plans for intersecting corridors. Designed extensive public

outreach program using both Internet and traditional communication tools.

University-Downtown-Airport MIS/ Draft EIS, Salt Lake City, Utah.

Project advisor for Major Investment Study for rail transit alternatives to create transit service needed prior to the 2000 Winter Olympics. Provided QA/QC reviews for Draft EIS.

James A. Farley Building (EA), New York, New York. Technical editor, including Section 4(f) analysis. For the Federal Railroad Administration, prepared environmental assessment for the proposed renovation of the historic General Post Office Building and connections to Penn Station for transit uses. The document addressed NEPA and New York City environmental requirements.

Houston METRO Priority Corridor DEIS, Houston, Texas. Senior environmental planner, Houston METRO. Conducted environmental analysis of proposed transportation improvements for corridor connecting downtown Houston to activity centers. Assessment included evaluation of highway, light rail, and monorail alternatives. Served as a primary author for several sections of the DEIS.

Mitigation and Resource Protection Oversight Committee Application - 2007

Please print.

Mr. Ms. Mrs. Timothy Charles Brown

Address 562 Vista Flare

City Newport Beach, CA Zip Code 92660

Business Phone (949) 222-8226 Fax Number (949) 640-6663

Home Phone (949) 640-6662 Email tim-brown@sbcglobal.net

Type of organization represented (if applicable) Public Title/Affiliation _____
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

see attached

2) What is the nature of your activities and duties with your organization? (if applicable)

see attached

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

see attached

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Timothy C. Brown Date 10/5/07

Mitigation and Resource Protection Oversight Committee Application Response to Questions

I serve on the Parks, Beaches and Recreation Commission for the city of Newport Beach and have served on the city's Finance Committee and its Aviation Committee. In these capacities I have dealt with many environmental issues including water pollution, urban run-off, asbestos abatement, air quality and noise pollution.

The Upper Back Bay in Newport Beach is an environmentally sensitive area. As a Parks Beaches and Recreation Commissioner I have been involved with a number of walking/hiking trail projects in and around the Upper Back Bay area. Conservation of this environmental treasure is a high priority for Newport Beach.

Water pollution at the beaches particularly after severe rainstorms is always an issue with our residents living along the beach from urban run-off. Debris as well as bacteria and carried by the run-off in the Santa Ana River floodway is carried by the tidal flows right into Newport Harbor and onto the beaches. In addition we have faced air quality issues with the open fire pits on our beaches particularly Main Beach at Corona del Mar. We have had to mitigate the effects of open fires with limiting what can be burned. Air quality was also an issue with our ban of smoking on the beaches within Newport Beach.

While serving on the Finance Committee for the City of Newport Beach, we looked at the replacement of buildings including recreation centers, libraries and fire departments. All of these brought included unique environmental issues which had to be addressed in planning for capital expenditures to replace them.

While serving on the city's Aviation Committee I was directly involved with the noise impact study undertaken when there was serious consideration in making the vacated El Toro Marine base and international airport. I served as a monitor of a site where a sound sensor was located in the Anaheim Hills.

TIMOTHY CHARLES BROWN Ed. D.

**562 Vista Flora
Newport Beach, CA 92660
(949)640-6662 (H)
(949) 640-6663 (FAX)
949-351-6664 (C)
(951) 222-8226 (W)**

OBJECTIVES

To appointed position on a county-wide Committee, Commission or Board.

To lead consensus building efforts for recommendations to elected officials regarding infrastructure issues.

To be responsive to the Board or Commission members from whose direction the committee is to have taken.

EDUCATION

Pepperdine University, Malibu, California
Ed. D. Institutional Management with emphasis in evaluation, distance education, and the adult learner, 1997

California State University, Fullerton, California
M.S. Education with emphasis in critical thinking and adult literacy, 1991

Pan American University , Edinburg, Texas
M.Ed. with emphasis in physical education, 1978

Arizona State University, Tempe, Arizona
B.A. Secondary Education, 1975
Major: physical education
Minor: reading education

**CIVIC
EXPERIENCE**

**Ad hoc Finance Committee for the city of Newport Beach
2006-2007**

Developed and submitted recommendations on financing large scale capital projects over 20 years.

Served on the ad hoc Finance Committee for the city of Newport Beach. The committee members were appointed by the City Council to look at budget projections over the next 20 years in light of needed capital improvements to determine whether the City could afford to construct a new city hall. For six weeks our committee looked at projected income, projected capital

expenditures, and long-term financing options and concluded that the city could, in fact, afford a new city hall. Further we concluded the best finance option for the city hall project and other capital projects were Certificates of Participation (COPS).

**Parks, Beaches and Recreation Commissioner
2003 - present**

Appointed in 2003 and reappointed in 2004 by the Newport City Council. Term limit 2011. Chair 2007-2008

Made several significant recommendations to the Council, most recently prohibiting smoking on the beach and earlier the establishment of a Park Patrol.

Park Development Committee 2003-present

Planned and developed Back Bay View Park, and the Newport Coast Community Center. Current in development are the Newport Center Park, Sunset Ridge Active Park and Oasis Senior Center

**California Association for Parks and Recreation
Commissioners and Board Members (CAPRCBM)
2004-present.**

Appointed in 2005 and reappointed in 2006. Secretary
2005-2006

Provided education and training for new Parks and Recreation Commissioners. Lobbied elected officials both locally and nationally on issues related to parks and recreation at the state and local level.

**Newport Beach Chamber of Commerce Board of Directors
2005- present**

Serve on the Governmental Affairs Committee advocates for the business community in civic affairs both locally and statewide. Makes recommendations to the Board of Directors as to official positions the Chamber should take, local and countywide issues.

**Associate with the Upper Back Bay Naturalist and Friends
2003-present**

Served as volunteer at the Peter and Mary Muth Interpretive Center. The role included sharing information relative to environmental issues affecting the Upper Back Bay with visitors to the center.

**Aviation Committee for the City of Newport Beach
1998-2003**

Made recommendation to the Newport Beach City Council regarding environmental concerns with the expansion of John Wayne Airport.

**PROFESSIONAL
EXPERIENCE**

**California State University, Fullerton
Part-time Faculty, Reading
1999-present**

Developed and implemented curriculum in graduate studies leading to a Master's Degree in Reading..

**Riverside Community College, Riverside, California
Associate Professor Reading, 2000 to present**

Developed and implemented two college level Reading Skills curriculum for delivery at-a-distance from the Internet.

**PRESENTATIONS/
PUBLICATIONS**

Presentation: "Meetings Bloody Meetings," California Parks and Recreation Society Conference, Long Beach, CA Spring, 2006

Presentation: "Meetings Bloody Meetings," California Parks and Recreation Society Conference, Sacramento, CA Spring, 2007

Association, Riverside Community College, Spring 1998

AFFILIATIONS

California Parks and Recreation Society

**ADDITIONAL
INFORMATION**

Available at <http://www.tcbrown.info>

REFERENCES

Available upon request

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Amna R Chaudhary

Address 105 S Orange Ave

City Brea Zip Code 92821

Business Phone (714) 388-5432 Fax Number () _____

Home Phone (714) 671-3193 Email chamna@qureshi.net

Type of organization represented (if applicable) n/a Title/Affiliation _____
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

I am not involved with any organization. I am an interested citizen and resident of Orange County who has been exposed to transportation and environmental issues through working for the family business during college and law school, and even now on occasion when I am needed.

2) What is the nature of your activities and duties with your organization? (if applicable)

n/a

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

I have lived in Orange County for 19 years and am familiar with its infrastructure. Through my work as a marketing assistant/technical editor for an engineering consulting firm I am familiar with the concepts involved in transportation infrastructure projects.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature  Date 10/4/07

AMNA R. CHAUDHARY

105 S. Orange Ave, Brea, California 92821 Telephone: (714) 671-3193

Email: chamna@qureshi.net

EDUCATION:

UCLA School of Law, Los Angeles, California

J.D., May 2002, Business Law Specialization

Activities: Chief Business Manager, Journal of Islamic and Near Eastern Law
Interim Section Representative, Student Bar Association
Co-Chair of Admissions and Recruiting, Asian Pacific Islander Law Students Association

University of Southern California, Los Angeles, California

B.S., *cum laude*, May 1999, Business Administration with an Emphasis in Management and Organization

Honors: Beta Gamma Sigma, Business Honor Society
Recipient, E. Morgan Stanley Endowed Scholarship
Deans' List (4 of 4 semesters)
Deans' Scholar (received two year scholarship)
Activities: Vice-President, Blackstonians Pre-law Honor Society
Associate Director, Student Senate Election Commission
Member, Dean of Religious Life Advisory Committee

Fullerton College, Fullerton, California

A.A., *high honors*, June 1997, Business Administration

WORK EXPERIENCE:

United States Bankruptcy Court, Santa Ana, California

June 2005 – Present

Law Clerk to the Honorable Theodor C. Albert. Review and provide analysis and recommendations for matters before the Court. Handle ex parte and emergency motions. Prepare orders. Perform legal research. Supervise externs.

United States Bankruptcy Court, Riverside, California

January 2005 – May 2005

Law Clerk to the Honorable Mitchel Goldberg. Reviewed and provided analysis and recommendations for matters before the Court. Performed legal research.

United States Bankruptcy Court, Los Angeles, California

September 2002 – September 2004

Law Clerk to the Honorable Alan M. Ahart. Reviewed and provided analysis and recommendations for matters before the Court. Handled ex parte and emergency motions. Performed legal research. Supervised externs.

United States Bankruptcy Court, Los Angeles, California

May 2001 – August 2001

Extern to the Honorable Alan M. Ahart. Assisted law clerk with reviewing, summarizing, researching and providing analysis of pleadings including relief from stays, motions to reopen, dismiss, vacate an order, employ counsel, allow use of cash collateral, prohibit use of cash collateral, objections to exemptions, summary judgment for a non-dischargeability action, and discovery sanctions. Attended hearings.

U.S. Small Business Administration, Santa Ana, California

June 2000 – August 2000

Legal Intern. Researched issues for eight attorneys within the District Office and the Loan Servicing & Liquidation Office. Prepared memos detailing findings. Researched loan foreclosure, deeds of trust and insurance drafts as collateral, the effect of Chapter 11 bankruptcy on a deed of trust, proofs of claims in probate, and state court subpoenas of federal agency employees. Performed loan purchase reviews.

MARRS Services, Inc., Santa Fe Springs, California

1994 – 2002

Marketing/Administrative Assistant. Prepared proposals and presentations, including technical editing, word processing and graphics for public works agencies. Provided payroll support. Performed general office duties.

SKILLS AND INTERESTS

Notary Public, State of California
Microsoft Office Suite, WordPerfect
Travel, event planning, current affairs

ADMISSIONS AND AFFILIATIONS

State Bar of California, admitted December, 2002

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Donald R. Froelich

Address 24602 Charlton Drive

City Laguna Hills Zip Code 92653

Business Phone (949) 525-2672 Fax Number () _____

Home Phone (949) 360-8101 Email donaldfroelich@cox.net

Type of organization represented (if applicable) public Title/Affiliation _____
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?
see Attachment A

2) What is the nature of your activities and duties with your organization? (if applicable)

see Attachment A

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

see Attachment A

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Donald R. Froelich Date 10/4/07

Donald Froelich

Attachment A

Question 1

As manger of the Glendale Water Department, I was responsible for implementing our storm water pollution prevention runoff program and managing for Glendale a major EPA Superfund project for cleaning up the VOC contaminated ground water supplies with a 40-person industry group. This project was implemented and facilities are now operating. Afterwards, I was Project Manager for a research program that started in year 2001 to develop the technology to remove chromium 6 from contaminated ground water supplies for later use as a drinking water supply. This \$5 million effort is funded by the EPA, State of California, cities in the San Fernando Valley, and the American WaterWorks Research Foundation.

While employed by the Metropolitan Water District (MWD), I worked closely with the Regional Water Quality Control Boards on NPDES permits, and waste discharge requirements. Also I worked closely on the water quality and environmental issues in the Sacramento-San Joaquin Delta relative to the construction of the proposed Peripheral Canal in the early 1980s, which was deferred but is now again under consideration with the water supply crises facing California.

Questions 2

My current role as mentioned above is to project manage the research effort relative to developing treatment technologies using primarily consultants for removing chromium 6 from ground water supplies. The next phase is actual construction of water treatment facilities. I identified funding sources for the research work, prepared application for funding, and prepare and manage the grant agreements. I work with a research Project Advisory Committee consisting of representatives from the Los Angles Department of Water and Power, MWD, EPA, State of California, and East Bay Municipal Utilities District.

Question 3

While employed by both the City of Glendale and MWD I have been involved in the implementation of infrastructure projects relative to pipelines, pumping plants, water treatment plants, and water mains. In my 35 plus years in the water supply industry, I have been extensively involved in water quality and cleanup activities, and environmental issues with construction of facilities as they relate to CEQA issues. I have been active participant in the preparation of these documents, identification of mitigation measures, looking at alternatives, and responding to comments. This has included working with citizens relative to mitigating the effects of projects.

Resume of: DONALD R. FROELICH

24602 Charlton Drive
Laguna Hills, CA 92653
(949)525-2672

QUALIFICATIONS

Education: University of Southern California—B.S. (1963) and M.S. (1967) in Civil Engineering
Blackstone College of Law-Bachelor of Laws (1974)
Los Angeles City College—Calif. Real Estate Certificate-1969

Professional Designation:

Registered Civil Engineer in California (#171590)
Member of California State Bar (#61193)
Calif. Water Treatment Plant Operator Grade 4 License (#8977)
California Community College Teaching Credential in Engineering (#366541)

Recent Community Involvement:

Chairman, Saddleback Valley Unified School District Citizens Oversight Bond Committee and principal author of the annual report and presentation to the Board of Education. The goal of the 10-member committee representing various interests in the community is to assure proceeds from a \$160 million bond issue are expended in accordance with the Bond issue requirements. (Current--time commitment - two meetings quarterly)

Chairperson/Member of the City of Laguna Hills Traffic Commission. (Current-time commitment- 6 meetings per year)

Member Orange County Sanitation District's Citizens Biosolids Advisory Committee and principal author of the committee's final report and co-presenter to the Board of Directors (2004-05)

President, Board of Directors of the Falcon Hills Homeowners Association (current—6 meetings per year)

Adjunct Professor, Santiago Canyon College (in City of Orange) in their Water Utilities Program teaching water utility management (current - 2 days per year)

Member of the Orange County Water Association (current- one lunch meeting per month)

EMPLOYMENT HIGHLIGHTS

- 8/03 to current** Project Manager—**City of Glendale Water and Power**. Semi-retired, working part-time about 12 hours per week, managing a ground water contamination treatment study in the San Fernando Valley to remove hexavalent chromium from ground water supplies funded by the EPA, State of California, and the cities of Glendale, Los Angeles, and Burbank
- 9/90 to 8/03 (Retired)** Manager of the **City of Glendale Water Department** serving a population of 200,000 people covering all aspects of the utility operation—finances, water quality, operation, groundwater contamination issues, maintenance, and water rates for potable and recycled water facilities.
- 7/66 to 9/90** Senior Civil Engineer at the **Metropolitan Water District** involved in supervising long-term State-wide planning for water supplies, planning for water facilities, projecting future water demands, and managing design of water facilities. MWD expert on statewide water planning matters, and water and environmental issues in the Sacramento-San Joaquin Delta and the proposed Peripheral Canal project in the 1970s and early 1980s.

OTHER INFORMATION

Competent Toastmaster Designation

Vice-President of the Administrative Committee for the San Fernando Valley Watermaster (1990-2004)

Elected member of the Board of Directors of the Castaic Lake Water Agency and President for two years (1991 to 2002)

County of Los Angeles County Training culminating in a Certificate of Completion in Mediation Training (30 hours)

Reserve Police Officer for the City of Los Angeles (early 1970s)

Executive Vice President for the MWD Employees Association responsible negotiating wages and other labor issues (late 1960s) and part of the City of Glendale management wage negotiating work group (mid 1990s)

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Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. GREG GAUTHIER

Address STATE COASTAL CONSERVANCY PO BOX 22405

City SANTA BARBARA Zip Code 93121

Business Phone (805) 892-4858 Fax Number () NONE

Home Phone (805) 259-9539 Email ggauthier@sccl.ca.gov

Type of organization represented (if applicable) STATE AGENCY Title/Affiliation PROJECT MANAGER
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):
1) How have you and your organization been involved with environmental issues?

SEE ATTACHED

2) What is the nature of your activities and duties with your organization? (if applicable)

SEE ATTACHED

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

SEE ATTACHED

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature 

Date 10/4/07

Greg Gauthier: State Coastal Conservancy

Please respond to the following questions (limit your response to one page total:

1) How have you and your organization been involved with environmental issues?

The State Coastal Conservancy acts with others to preserve, protect and restore the resources of the California coast and ocean. This is accomplished through public access projects, urban waterfront revitalization, coastal resources conservation including wetlands, rivers and watersheds, acquisition of open space and resource lands, and environmental education.

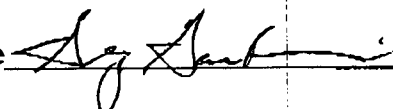
2) What is the nature of your activities and duties with your organization? (if applicable)

As a project manager for the State Coastal Conservancy I manage the development and implementation of projects that fall within the above listed activities. My project area is focused in Orange County. I manage environmental resource projects that include planning, design and engineering, and construction phases of resource enhancement, restoration and acquisition projects. I have developed and served on technical advisory committees for numerous environmental projects. I help identify funding sources for projects with diversified funding strategies that include federal and state sources, mitigation funds and private sector resources. I serve as Coastal Conservancy staff to the Wetlands Recovery Project as co-manager of a collaborative of 19 state and federal agencies, local agencies, non-profits, businesses and local community leaders and citizens.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

In developing and managing resource enhancement and restoration projects I have coordinated the identification and inclusion of mitigation funding to achieve project completion. The integration of mitigation resources into complex conservation and environmental resource projects requires that I possess knowledge and facility with permitting processes, monitoring and reporting requirements associated with mitigation projects and the integration of design and construction considerations.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature  Date 10/4/07

GREG GAUTHIER

103 Natoma Avenue • Santa Barbara • California • 93101
Office 805-892-4858 • Cell 805-259-9539
Email: GGauthier@scwrp.org

EDUCATION

The Johns Hopkins University

M.S. in Interdisciplinary Science Studies. Concentration in Environmental Studies/Marine and Wetland Ecology. Focus coursework in oceanography, ocean environments and ecology, estuarine and wetland ecology, comparative animal behavior, plant taxonomy, invasive species, habitat degradation and public policy.

University of Wisconsin, Madison

B.S. from the School of Education in communicative disorders. Focus coursework in education and child development. Additional coursework in oceanography, zoology and limnology.

University of Helsinki, Finland

Scandinavian studies with coursework in Finnish, Swedish, literature and history.

PROFESSIONAL EXPERIENCE

California State Coastal Conservancy

April 2006 to present

Coastal Project Development Analyst for the State Coastal Conservancy. Develop coastal restoration, enhancement and access projects. Determine eligibility of proposed projects and represent the Conservancy on project technical and management committees. Develop project contracts and manage budgeting, accounting and disbursement procedures. Serve as co-manager of the Southern California Wetlands Recovery Project.

Southern California Wetlands Recovery Project

April 2002 to 2006

Project Coordinator for regional collaboration of public agencies, environmental organizations, individual citizens, scientists and elected leaders working together at local, regional, state and federal levels to preserve, enhance and restore coastal wetlands and watersheds from Santa Barbara, California, south to the international border. Project areas have included Ventura, Los Angeles and Orange counties.

- **Project Implementation**

Provide technical assistance to local WRP partners (cities, counties, NGOs, etc.) on implementation of WRP projects including: development/refinement of work programs, budgets, schedules; participation on planning and implementation management committees; project permitting; acquisition negotiations; identification of potential funding sources and assistance to local partners to secure such funding. Represent the WRP at community meetings.

- **Project Development**

Provide technical assistance on development of potential WRP projects including: identify priority projects; identify and recruit local partner(s) needed to complete projects; organize tours and informational workshops for relevant agencies and NGOs; develop work programs; and initiate working committees to oversee project development and implementation.

- **County Task Force Support**

Support WRP county task force activities including: organize and conduct task force meetings; conduct research and organize trainings and workshops on issues of interest to the task force;

provide technical assistance to local groups; represent the task force at Wetland Managers Group and Public Advisory Committee meetings.

- **Technical Trainings**

Organize trainings for local partners on technical issues including: invasive species management, restoration design and monitoring, sensitive and endangered species, interpretation planning and design, and successful funding strategies and opportunities.

Coastal Watershed Council, Santa Cruz, California

July 2000 to April 2002

Executive Director of nonprofit environmental organization dedicated to conservation and restoration of watersheds that flow into the Monterey Bay National Marine Sanctuary.

- **Environmental Programs, Education Outreach and Services**

Developed and implemented regional and local programs that served San Mateo, Santa Cruz and Monterey counties. Programs included water quality monitoring, watershed assessments and planning, restoration projects and educational outreach. Statewide activities provided technical training for watershed groups and professionals and supported watershed planning and restoration.

- **Development and Fundraising**

Identified and developed private foundation, public agency, corporate and individual funding sources. Wrote program proposals, managed contracts and project reporting. Developed partnerships with other organizations and agencies. Liaison with local, regional and state elected officials, government leaders and media representatives.

- **Administration and Management**

Conducted strategic planning, budget development, fiscal reporting and management. Responsible for all aspects of personnel and project management. Board recruitment and development.

California Biodiversity Council

Member of statewide advisory work group to develop and foster watershed conservation and best management practices.

Monterey Bay National Marine Sanctuary

Member of Conservation Work Group providing input to the Sanctuary Advisory Council regarding Sanctuary management and policy.

Monterey Bay Sanctuary Citizen Monitoring Network

Served on steering committee for Central Coast volunteer watershed monitoring network.

Carmel River Watershed Council

Technical Advisory Committee member for Carmel River watershed assessment.

California Science Center, Los Angeles, California

June 1997 to July 2000

Director of Education Programs for the West's largest science museum with 2 million annual visitors. Strategic planning and development of education programs for the new \$130 million California Science Center. Grant development and reporting, budget management, business plan and marketing materials development. Responsible for programs content and pedagogy.

Managed the development, implementation, operation and evaluation of interactive programs for school groups, museum members, children and families. Administered exhibit programs, school programs, theater and travel programs, summer camp, and science workshops. Managed paid staff of 35 and volunteers. Established partnerships with universities, high schools, community organizations and other educational institutions,

Los Angeles Science Advisory Council

Advisory Council member for initiative to develop cooperative systemic projects for elementary and high schools, universities and in formal education centers.

National Marine Educators Association

Organizing committee member for 2000 annual conference.

Capital Children's Museum, Washington, D.C.

October 1987 to October 1996

Director of one of the nation's largest interactive youth museums. Exhibits combined science, arts, humanities and technology in 50,000 square feet of exhibit space.

Administered all aspects of Education, Outreach, Operations, Volunteer, Membership, Special Events and Graphics departments. Developed, managed and evaluated exhibit education programs. Supervised and evaluated departmental managers. Developed and managed budgets. Fundraising with museum board and development department. Represented the museum in print, radio and television media. Directed staff of more than 50 - \$1,000,000 annual budget.

Director of Operations, senior staff position responsible for management of education and support staff, three years. Exhibit Manager, one year.

Community Technologies Centers Network

Steering committee member for national organization of community-based centers that provided access to computers for urban youth and adults. Coordinated 1995 conference.

Exhibit and Education Consulting

Exhibit Designer and Education Consultant based in Los Angeles and Washington, D.C. Projects included exhibits on: renewable energy resources; soil, nutrition and health; chemical science; Japan; and Mexico. Developed grant proposals, strategic plans and exhibit content.

OTHER PROFESSIONAL EXPERIENCE

Smithsonian National Zoological Park

Research volunteer in Behavior Watch program at Washington, D.C., zoo. Observed and recorded data on animals under study. Projects included flamingos, giant pandas, black bears and golden lion tamarins recovery project.

National Park Service

Park Ranger at Chesapeake and Ohio National Historic Park in Washington, D.C. Conducted tours, revised and developed interpretive programs. Performed all aspects of canal boat and visitor operations. Historical interpretation including musical performances.

Smithsonian Institution

Museum Aide at National Air and Space Museum in Washington, D.C.

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Mr. Ms. Mrs. Nancy A. Jimeno

Address 3 Boggy Lane

City Coto de Caza Zip Code 92679

Business Phone 949 632-8143 Fax Number () _____

Home Phone 949 589-4532 Email njimeno@fullerton.edu

Type of organization represented (if applicable) _____ Title/Affiliation _____
(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

My doctoral research spans environmental
sciences and political science, as the two relate
to collaborative land use decision making under
the Endangered Species Act's Section 10(a).

2) What is the nature of your activities and duties with your organization? (if applicable)

I teach American government, including
state & local politics in the Department of
Politics, Justice & Administration at CSUF
Also member of Academic Senate's Sustainability committee.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

Doctoral Dissertation topic is
focused on Multiple Species Conservation Plans, emphasizing
Wester Riverside County's use of their plan as a
means to mitigate for transportation infrastructure & natural
resource conservation.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Nancy A. Jimeno Date 9.21.07

Curriculum Vitae

Nancy A. Jimeno, M.A.

3 Bogey Lane, Coto de Caza, CA. 92679

Phone: 949.589.4532 email: njimeno@fullerton.edu

Academic Degrees:

Ph.D., Candidate University of California Riverside

MA University of California Riverside 2003 Political Science

BA California State University Fullerton 2001 Political Science,
Summa cum Laude

Professional Experience:

Spring 2004 – Present Lecturer American Government
(CSU Fullerton)

Spring 2004 Teaching Assistant American Politics – 3 Sections
(UCR Garrick Percival)

Winter 2004 Teaching Assistant American Politics – 3 Sections
(UCR John Pippin)

Winter 2003 Reader International Environmental Politics
(UCR Juliann Allison)

Fall 2003 Reader Government & Politics of California
(UCR Max Neiman)

Spring 2000 Teaching Internship American Government
(CSUF Phillip Gianos)

Qualifying Exams:

American Government

Political Theory

Urban Analysis

Candidacy granted: March, 2006

Relevant Graduate Courses:

Constitutional Law, Public Policy, Urban Analysis & Issues, American Presidential Rhetoric, American Political Institutions, Local Leadership in California, Early American Political Thought.

Conference Presentations:

“Orange County Development Reaches Its Final Frontier”
Western Political Science Association
Oakland, California 2005

“Multiple Species Habitat Conservation Plans: Negotiating Land Use Within a Collaborative Framework”
Western Political Science Association
Las Vegas, Nevada 2007

Community Affiliations and Service:

California Women’s Leadership Association (PAC)
Taller San Jose, Adult Education – volunteer for Sisters of Saint Joseph of Orange:
Citizenship exam preparation/ adult literacy/ local government/GED preparation.
Center for Spiritual Development
Claremont Institute

Dissertation Abstract:

Under the amended ESA's Section 10(a), HCPs provide a permitting mechanism that allows private landholders, local governments, and developers to apply for an "incidental take permit," so called because it allows for a "take" of listed and endangered species during the course of otherwise lawful activities, provided that those activities are conducted according to a scientifically approved conservation plan (or HCP). When single species HCPs became untenable, the U.S. Fish & Wildlife Service, tasked with enforcing the ESA, allowed ecosystem-wide multiple species plans. Aside from the benefits of Multiple Species Habitat Conservation Plans (MSHCPs) related to biodiversity protection, the plans have also served as an effective means of negotiating consensus among stakeholders, engendering agreement between historically polarized interests. Land use and natural resource conservation negotiation surrounding the plans reflects a unique collaboration and compromise that has eluded traditional command and control processes related to environmental decision-making. MSHCPs create processes in which the voices of all major interests are heard and in which they perceive that they have been represented in the process and have incentives to work out a compromise. Therefore, interest groups are more willing to reach a voluntary agreement without reliance on litigation or direct government intervention; further, the resulting policy is perceived as reasonable and legitimate, and the outcome is accepted as a rough balance among interests.

Proponents of environmental decision making through collaborative methods argue that a combination of these and other deliberative methods hold the seeds of a *civic*

environmentalism that eases conflict related to the implementation of environmental regulations and integrates political legitimacy into large scale conservation and ecosystem management programs. This dissertation is an in depth case study of four major MSHCPs in two California counties, Orange County and Riverside County. I compare and contrast stakeholder participation and collaborative negotiation processes in the Western Riverside MSHCP, the Coachella Valley MSHCP, Orange County's Central Costal NCCP (California's parallel plan) and Rancho Mission Viejo's NCCP. Empirical examples of the benefits and drawbacks of a collaborative approach are the weakest link in the literature surrounding collaborative environmental negotiations. For example, while there is no shortage of claims regarding the difficulty and/or ease of environmental dispute resolution, there is a paucity of empirical evidence to back up the literature making those claims, pro or con (O'Leary, 1995). Filling this void, the Multiple Species Habitat Conservation Plan process acts to provide a negotiation structure in which policy elites and stakeholders arrive at a compromise when salient beliefs are at stake, and sheds light on the motivations that compel contending interest groups to stay in negotiating processes structured in this manner. It also provides valuable insight regarding whether participants deem public policy reached in this manner as legitimate and establishes an empirical basis for examining the methods used by each jurisdiction, leading either to the adoption of a plan or a stalemated process. These four MSHCPs are an interesting arena in which to explore hypotheses regarding the ability of collaborative processes to balance the public trust with private interest, economic concerns with natural resource conservation and biologically-determined land use mandates with politically-determined land use decision making authority.

Mitigation & Resource Protection Oversight Committee Application 2007

Orange County Transportation Authority

Mr. John Kinney

Address 27411 Newporter Way
City Laguna Niguel Zip Code 92677
Business Phone (949) 831-2510 Fax Number (949) 831-2510
Home Phone (949) 831-2510 Email Johnkinney1@cox.net

Type/Name of organization represented: **Public (Laguna Niguel)** currently Traffic and Transportation Commissioner, **Non-Profit (PALM Foundation)** founder and Board member

Are you currently an elected or appointed public official? Yes, appointed Commissioner.

Please respond to the following questions.

1) How have you and your organization been involved with environmental issues?

The PALM Foundation provides marketing funds and services, and volunteers for local trail revitalization, Salt Creek clean up, "Save the Beach" programs, etc. Through its college grant program has sponsored nature walks for disadvantaged and troubled youths with subsequent stream and trail clean-up activities (Chico, Calif.).

As City Commissioner, led effort to obtain first-ever restricted parking within the Laguna Niguel to enable street sweeping of rubbish and debris laden roadway.

2) What is the nature of your activities and duties with your organization?

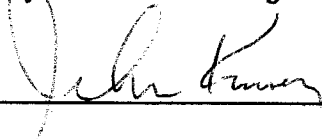
I have been City Commissioner for 3 years, serving two appointed terms by the City Council, responsible for the evaluation of pedestrian and vehicular traffic for safety and general health concerns. I have been Chairman for 2 years, meeting monthly with City Staff, Community Liaisons and Orange County Sheriff Representatives.

The PALM Foundation promotes wildlife habitat and environmental protection, and provides college scholarships that require community service (preferably for environmental concerns). As founding director, I serve along with 2 other directors, and currently Secretary and Treasurer. We meet 3-4 times per year to plan activities, review student applications and also to select environmental protection opportunities to support.

3) Do you have any experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects? Yes. The City Commission regularly reviews trending pedestrian and vehicle traffic patterns and accident history to determine intersection control changes or new implementations (protected left-turn lane, street signage and lighting, etc.), roadway and sidewalk expansion or installation, and is the "sounding board" for public comments and complaints for general public safety and making recommendations to the City Council. All roadway maintenance and modifications require environmental impact review to ensure water run-off (and other concerns) are isolated and mitigated.

I hereby declare the information provided in this application for OCTA's Environmental Cleanup Allocation Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature



Date

9/25/07

John C. Kinney

27411 Newporter Way
Laguna Niguel, CA 92677

Home (949) 831-2510
Work (949) 831-2510

EXPERIENCE:

- | | | |
|--------------|--|-------------------|
| 2005-current | <u>South Coast Agility Team (SCAT)</u>
Board member (Treasurer) | Costa Mesa, CA |
| 2001-current | <u>Country Village Community Association</u>
Board member (Treasurer) | Laguna Niguel, CA |
| 2000-2006 | <u>Village Niguel Gardens Community Association</u>
Board member (President, Treasurer) | Laguna Niguel, CA |
| 1999-current | <u>Patricia and Lucille Memorial (PALM) Foundation</u>
Board member (President, Secretary, Treasurer) | Laguna Niguel, CA |
| 1996 - 1999 | <u>AirTouch Cellular</u>
Manager, Software Systems Engineering | Irvine, CA |
| 1994 - 1996 | <u>Walt Disney Company</u>
Manager, Sales Information Systems | Burbank, CA |
| 1993 - 1994 | Self Employed – Business Consultant | Alta Loma, CA |
| 1992 - 1993 | <u>TRW Business Credit Services</u>
Systems and Programming Manager | Orange, CA |
| 1984 - 1992 | <u>Millers Outpost</u>
Project Manager / Application Development Manager | Ontario, CA |
| 1978 - 1984 | <u>Broadway Department Stores</u>
Senior Systems Analyst, Buyer, Department Manager | Los Angeles, CA |

EDUCATION: BA Degrees in Business Administration/Management and Economics from California State University at Fullerton. Additional studies included Information Systems, Retail Business Management, and Mathematics. Graduate studies towards MBA partially completed.

PERSONAL: Eagle Scout Award 1971

Mitigation and Resource Protection Oversight Committee Application - 2007

Orange County Transportation Authority

Please print.

Ms. Judy McKeehan

Address 252 Calle Cuervo

City San Clemente Zip Code 92672

Business Phone (949) 770-8042 Fax Number (949) 458-9058

Home Phone (949) 492-3963 Email jmckeehan@swca.com

Type of organization represented (if applicable) Environmental Consulting

Title/Affiliation Project Manager

(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or appointed public official? Choose one. Yes No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

As a consultant I have represented federal (eg. Energy Regulatory Commission, BLM, Fish and Wildlife) and state (eg. State Lands, Public Utilities and Energy Commissions) agencies as well as infrastructure construction management firms (eg. Raytheon, Washington Group, Kiewitt) to assure proper implementation of environmental measures during construction.

2) What is the nature of your activities and duties with your organization? (if applicable)

I have acted as an environmental mitigation manager for transportation and other linear (pipelines, transmission) projects for 23 years, including the following toll roads: 73, 261, 241, 125 South (San Diego).

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

Yes, see #2.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature Judy McKeehan Date Oct 3, 2007

Education and Training

- M.A., Archaeology, Interdepartmental, University of California, Los Angeles, 1987
- B.A., Anthropology, emphasis in archaeology, University of Arizona, Tucson, 1985
- Conducted Mitigation Monitoring Workshop for AEP Annual Conference
- California Environmental Quality Act Seminars

Registrations and Certifications

- Registered Professional Archaeologist (#11164), 1992
- Associate, American Society of Civil Engineers (42058), 2003
- Certified in Mitigation Monitoring, Federal Energy Regulatory Commission (FERC)
- Certificate in Conservation in Field Archaeology, Getty Conservation Institute
- Certificate in Mitigating Environmental Impacts: Law, Policy and Practice, UCLA

Areas of Expertise

Ms. McKeehan is a senior project manager for SWCA's Orange County, California, office. She has more than 24 years of multi-disciplinary team management experience in the environmental profession. Projects include multi-year construction for water/wastewater, pumped storage, oil and natural gas pipelines, fiber-optic conduits, multiple lane highways, and geothermal power. She has expertise in project performance and compliance with federal, state, and local regulations; implementation of environmental mitigation monitoring plans for complex construction projects; preparation of reports; interpretation of geomorphological processes for archaeology, coastline and stream reconstruction, and botanical studies; and direction of cultural resources surveys, excavation, and coordination with Native American groups.

Ms. McKeehan has managed areas in 14 Western and Midwestern states, including desert habitats, Great Plains, grasslands, migratory bird flyways, agricultural and urban lands, and river and wetland crossings in the Sierra Nevada, Rocky Mountain, Wasatch and Cascade Ranges. She also has experience in underwater archaeology and has worked in Israel, Egypt, and Greece.

Her responsibilities have included development of mitigation monitoring programs, managing and coordinating with technical resource specialists and field monitors, developing and conducting environmental training programs for construction personnel, reviewing and analyzing applicant's submittals and preparing time-sensitive status reports for agencies (FERC, CEC, CSLC, CPUC), interaction with jurisdictional agencies (USACE, BLM, CDFG, USFWS, USFS, RWQB), and field inspections. She has also dealt with various compliance issues for archaeology, endangered species, erosion and sedimentation control, restoration/revegetation, paleontology, and hazardous waste.

Linear Project Experience

Multi-Disciplinary Environmental Compliance

Mitigation Manager, State Route 125 South Gap/Connector and Tollroad; San Diego County, California: Mitigation Manager under NEPA/CEQA for pre-construction, construction and restoration of 17 miles of freeway in San Diego County that includes permitting; surveying; testing and reporting

(reconnaissance- and focused- level; seed collection, plant salvage, landscape revegetation plans for two river crossings; developing and implementing environmental training program. *Employer: Chambers Group. Client: Otay River Constructors.*

Coordinator, Eastern Transportation Corridor; California: Responsible for mitigation monitoring efforts in cultural resources to comply with all federal and state permits for a 23-mile-long toll way construction project in southern California. Developed Cultural Resources Treatment Plan, co-authored reports and analyzed geomorphology for 11 sites discovered during construction. Field Director for archaeological surveys and test excavations of new sites discovered, and archaeological data recovery program. Contracted and coordinated Native American monitors. *Employer: Raytheon Engineers and Constructors. Client: Transportation Corridor Agencies.*

Regulatory Compliance Manager, San Joaquin Hills Transportation Corridor; Orange County California: Responsible for coordinating mitigation monitoring efforts for biology, archaeology, and erosion control to comply with all federal and state permits for construction of a 15 mile-long tollroad in southern California. Final Test Investigation Report and Request for Determination of Eligibility for 23 Sites Along the San Joaquin Hills Transportation Corridor, Transportation Corridor Agencies. Geomorphologist for Section 106 compliance project. Determined National Register eligibility of 23 prehistoric and historic archaeological sites. Analyzed soil stratigraphy and prepared overview of the depositional environment. *Employer: Chambers Group. Client: Transportation Corridor Agencies and Sverdrup Corporation.*

Highway 71 Improvement Project, Orange County: Conducted stratigraphic and geomorphologic research for National Register eligibility determination of archaeological sites prior to rerouting of a highway section to allow raising of Prado Dam Reservoir. Determined geomorphologic setting of the area and analyzed site phases through stratigraphy of excavation units. *Employer: Chambers Group. Client: CALTRANS and San Bernardino County Associated Governments.*

Biological and Cultural Resources Support, IDIQ A-E Water and Wastewater Systems Design, Build, Operate and Maintain (DBOM); MCB Camp Pendleton, Oceanside, California: Project Manager for NEPA-related tasks in the areas of biological and cultural resources and environmental compliance for design, build, operation and maintenance of new water and wastewater plants, associated facilities, distribution and conveyance systems as well as potable water wells. In addition, old pipelines, wastewater facilities, and a recycling center that are being replaced must be removed. During design, construction and operation phases, providing document review (BO, BA, EA, EIS, HPTP, 404 permits, Base protocol); construction plans review; construction monitoring, preparation of a natural resources and cultural resources monitoring plan associated with demolition and relocation of the recycling center; liaison with relevant agencies and government officials such as the SHPO, USFWS, USGS, RWQCB, AQMD, APCD, and City of Oceanside. *Employer: Chambers Group. Subconsultant to CDM for US Navy, S.W. Division.*

Environmental Services for California and Oregon Segments of Two Nationwide Fiber-Optic Cable Networks: Managed cultural resources studies for large-scale projects that entailed a full range of environmental permitting services in support of a nationwide fiber-optic network installation projects. The buried fiber-optic cable systems are located within railroad and highway right-of-ways and limited private land. Responsibilities include coordination of records searches, cultural resources surveys, subsurface testing, data recovery, and construction monitoring in eastern and western Oregon and northern, central and southern California. Contracted and coordinated Native American monitors, supervised cultural resources surveys and checklists for CEQA Preliminary EAs for construction of off-right-

of-way facilities throughout California were also prepared. *Employer: McKeehan Environmental Services. Client: Level 3 Communications and Worldwide Fiberlink.*

Environmental Services for AT&T Fiber-Optic Cable; San Luis Obispo, Ventura and Los Angeles Counties, California: Involved with and location of existing cultural resources, surveys for any potential cultural resources, and, in particular, coordination with Native Americans regarding undocumented sites and/or potential disturbance of cultural sites in San Luis Obispo and Ventura Counties as a part of the environmental permitting services and construction monitoring for the AT&T Fiber-Optic Cable installation project. This new fiber-optic cable will run from San Luis Obispo to Burbank. Technical environmental documentation and permitting includes: wetland delineation; biological and cultural resource surveys; Section 404 permits; CDFG streambed alteration agreements; and regulatory liaison with the USFWS, CDFG, and USACE. *Employer: Chambers Group. Subconsultant to Forkert Engineering.*

Deputy Project Manager, Mitigation Compliance Manager under CEQA, and Report and Data Management Manager, CEQA Services, Line 85 Natural Gas Pipeline Replacement; Los Angeles and Kern Counties, California: Replacement and realignment of 21.5 miles of large diameter natural gas pipeline in Kern and Los Angeles Counties that included biological surveys (reconnaissance- and focused- level), monitoring and restoration; cultural resources surveys, testing, and monitoring; and permitting implementation under UASCE 404, BO, BLM, SWSRCB, NPDES, SWPPP, DFG 1601 and 10603 DWR, AQMD. *Employer: Chambers Group. Client: Southern California Gas Co.*

Quality Assurance Manager, Questar Southern Trails Pipeline; California: Responsible for mitigation monitoring during conversion of an oil pipeline to natural gas from the Colorado River to Long Beach. Responsible for developing the Mitigation Monitoring Plan and for assuring that the elements were being appropriately interpreted, implemented and documented throughout all of their technical and regulatory measures, phases, and agency jurisdictions including FERC, BLM, ACOE, USFWS, CDFG. *Employer: Chambers Group. Client: California State Lands Commission.*

Regulatory Compliance Manager, PGT-PG&E Pipeline Expansion Project: Responsible for an 850-mile-long natural gas pipeline (42-inch-diameter) located in California, Idaho, Washington, and Oregon. Responsible for monitoring and documenting the implementation of environmental mitigation measures during construction. Project involved 12 construction spreads and 10 field monitors working simultaneously. Monitoring disciplines included biology, archaeology, paleontology, geology, erosion control, plant restoration, hazardous waste, and air and noise quality. *Employer: Chambers Group. Client: California Public Utilities Commission and FERC.*

Chief Environmental Inspector, Pacific Pipeline Service, Inc.: Responsible for compliance with the California Public Utilities Commission and the Angeles National Forest Mitigation Monitoring Plan during construction of a 20-inch diameter oil pipeline in Kern and Los Angeles Counties. Included implementation of stream crossing plans, restoration and reseeding, prehistoric and historic resources, coordination with Native American monitors, and urban traffic plans and permitting. *Employer: McKeehan Environmental Services. Client: Pacific Pipeline Service.*

Regulatory Compliance Manager, Compliance Monitoring, Mojave-Kern River Pipeline Project: Responsible for a 950-mile-long natural gas pipeline (42-inch diameter) located in Wyoming, Utah, Nevada, California. Responsible for monitoring and documenting the implementation of environmental mitigation measures during construction. Project involved 8 construction spreads and 9 field monitors

working simultaneously. Monitoring disciplines included biology, archaeology, paleontology, geology, erosion control, plant restoration, hazardous waste, and air and noise quality. *Employer: Chambers Group. Client: California State Lands Commission and Federal Energy Regulatory Commission (FERC).*

Project Manager, Regulatory Support Program: Responsible for monitoring and documenting mitigation compliance for construction of gas pipeline projects. Prepared EAs and EISs. *Employer: Chambers Group. Client: FERC Office of Pipeline Review.*

Amarillo Upgrade Project: Prepared EA for 490.6 miles of pipeline and 26,500 horsepower of compression. Project included abandonment, removal and replacement of 30- to 36-inch-diameter pipe in Texas, Oklahoma, Kansas, Nebraska, and Iowa. Additional activities were required for temporary workspaces at road, railroad and water body crossings, and yards for salvaged pipe. *Employer: Chambers Group. Client: FERC.*

Paleontological Field Supervisor, Inland Feeder Pipeline (Paleontological Monitoring); San Bernardino and Riverside Counties, California: The project involved a 43.5-mile-long water 12-foot diameter conveyance facility and two tunnel reaches extending from San Bernardino County south to western Riverside County. Responsible for four monitors, obtaining geologic stratigraphic profiles, and salvage, processing and curation of fossils discovered during the monitoring program. *Employer: Chambers Group. Client: Metropolitan Water District of Southern California.*

Geomorphology and Restoration

Baseline Analysis of Riparian Vegetation on Bishop, Birch, McGee and Mill Creeks; Inyo County: Conducted field research for baseline study of hydropower projects on U.S. Forest Service lands. Analyzed geomorphology to determine soil sample locations, map fluvial terraces and determined soil type, and water retention characteristics for flow required to maintain plant communities. *Employer: Chambers Group. Client: Southern California Edison.*

Cultural Resources Studies

Cultural and Paleontological Resources Investigation of the Lee Lake Water District, Reaches A-D; Riverside County, California: *Employer: McKeehan Environmental Services. Client: Metropolitan Water District.*

Cultural and Paleontological Resources of the Tonner Canyon Channel Facility, Los Angeles and Orange Counties, California: *Employer: McKeehan Environmental Services. Client: Metropolitan Water District.*

Professional Experience

- Senior Project Manager, SWCA Environmental Consultants; Mission Viejo, California (2006–present)
- Mitigation Compliance Manager, Chambers Group; California (1990–1994) & (2000–2006)
- Principal, McKeehan Environmental Services; California (1994–2000)

Professional Affiliations and Committees

- Society of American Military Engineers, Board Member, Orange County Post

- American Institute of Archaeology
- Business Development Association of Orange County
- Construction Management Association of America
- Women's Transportation Seminar, Orange County Chapter
- National Association of Women in Construction, San Diego Chapter
- Rocky Mountain Mineral Law Foundation
- Institute of Transportation Development

MITIGATION AND RESOURCE OVERSIGHT COMMITTEE -APPLICATION-

Mr. Ms. Mrs.: Adam D. Probolsky

Address: 18782 Via San Marco (HOME)

City: Irvine Zip Code: 92653

Business Phone (949) 855-6400 Fax Number (949) 855-6405

Home Phone (949) 823-9558 Email: adam@probolskyresearch.com

Type of organization represented (if applicable): Public Title/Affiliation _____

(See types of eligible organizations/affiliations under "Committee Requirements and Duties" on front page.)

Are you currently an elected or **appointed** public official? Choose one. **Yes** No

Please Respond to the following questions (limit your response to one page total):

1) How have you and your organization been involved with environmental issues?

I have worked as a consultant to local government agencies such as the Irvine Ranch Water District, the Orange County Water District and the Orange County Sanitation District as well as several water-related public agencies outside of Orange County. We have worked on issues relating to urban run-off, waste water treatment and infrastructure improvements.

2) What is the nature of your activities and duties with your organization? (if applicable)

I am the principle with Probolsky Research where I work closely with our clients on a daily basis. We gauge public opinion on these issues and assist in efforts to educate and inform the public about environmental, water and transportation issues.

3) Do you have experience in any of the following issues: transportation, conservation and/or environmental mitigation of infrastructure projects?

Yes to all three. As an Irvine Planning Commissioner I oversee transportation issues for the city of Irvine (the Traffic Commission was consolidated with the Planning Commission some years ago). I am a past member of the United States Chamber of Commerce Committee on Energy and the Environment where we worked to balance these two critically important issues. Additionally, through my firm's work with local government we are engaged in the implementing infrastructure projects such as sewer systems, parks and lighting and landscaping.

I hereby declare the information provided in this application for OCTA's Environmental Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statement may be verified and I give permission to do so.

Signature _____ Date _____

Adam D. Probolsky
23276 South Pointe Drive Suite 206
Laguna Hills CA 92612
Office 949 855 6400 Fax 949 855 6405
Email: adam@probolskyresearch.com

Experience

Probolsky Research (Laguna Hills, CA), 09/1992 – Present

Chairman & CEO

- An opinion research & strategy firm specializing in public policy.

City of Irvine (Irvine, CA), January 2005 – Present

Commissioner, Planning Commission

- Make policy decisions on development projects, transportation and infrastructure

City of Irvine (Irvine, CA), September 2004 – December 2004

Commissioner, Finance Commission

- Oversee city budget.
- Make recommendations to the city council on expenditures and extra-budget items.

Irvine Valley College Foundation (Irvine, CA), 2001 – Present

South Orange County Community College District

Past-Chairman, Board of Governors

- Oversee the fund raising and operations of this charitable foundation which provides scholarships to students and assists the District in outfitting college facilities.

Jewish Family Service of Orange County (Costa Mesa, CA), 2002 - 2006

Director, Board of Directors

- Oversee fund raising and operations of this charitable organization which assists families of all faiths in crisis by providing counseling and financial assistance.

Orange County Sheriff's Department (Santa Ana, CA), 2002 - Present

Volunteer, Public Affairs Detail

- Lead a team of volunteers who specialize in media and public affairs.
- Member, Professional Service Reserve Leadership Cabinet.

Republican Party of Orange County (Costa Mesa, CA), 2000 - Present

Executive Committee Member

- Appointed to the committee by Assemblyman Todd Spitzer.
- Appointed to the executive committee by Chairman Scott Baugh.

California Republican Party (Sacramento, CA), 1998 - Present

Initiatives Committee Member, Committee Member

- Appointed to the committee by Assemblywoman Mimi Walters.

United State Chamber of Commerce (Washington, DC) 1997-1998

Member, Policy Committee on Energy and the Environment

- Advised the chamber and other committee members on California issues.
- Attended policy briefings in Washington DC.

Professional Associations

Orange County Public Affairs Association



Selection Process Scoring Table

Environmental Cleanup Allocation Committee

The following agencies have appointed one representative and do not need to be scored.

CALTRANS *(1 Representative)*

Hector B. Salas, Associate Environmental Planner; Water Quality Specialist

COUNTY OF ORANGE *(1 Representative)*

Mary Anne Skorpanich, Director, Watershed and Coastal Resources Program

CITY REPRESENTATIVES

(As recommended by the Orange County City Managers Association)

First District	David N. Ream, City Manager, Santa Ana
Second District	John Bahorski, City Manager, Cypress
Third District	Tony Olmos, City Engineer, Brea
Fourth District	Dick Wilson, Environmental Services Manager, Anaheim
Fifth District	Tim Casey, City Manager, Laguna Niguel

SANTA ANA REGIONAL WATER QUALITY CONTROL BOARD *(Non-Voting)*

TBD

SAN DIEGO REGIONAL WATER QUALITY CONTROL BOARD *(Non-Voting)*

TBD

Please provide each of the following applicants a numerical score as follows:

5 – Excellent Candidate

4 – Good Candidate

3 – Average Candidate

2 – Poor Candidate

WATER OR WASTEWATER PUBLIC AGENCIES (2 Representatives)

Applicant	Score
Karen I. Baroldi Orange County Sanitation District	
Paul D. Jones II, P.E. Irvine Ranch Water District	
Tom Rosales South Orange County Wastewater Authority	
John J. Schatz Santa Margarita Water District	

DEVELOPMENT INDUSTRY(1 Representative)

Applicant	Score
Ernie Schneider BIA member; Hunsaker & Associates Irvine, Inc.	
Satoru Tamaribuchi Environmental Affairs, The Irvine Company	

SCIENTIFIC/ACADEMIC COMMUNITY (1 Representative)

Applicant	Score
William J. Cooper Department of Civil & Environmental Engineering, UC Irvine	
Philip Hughes Santa Ana College	
Jean-Daniel Saphores UC Irvine Institute of Transportation Studies	
Stephen B. Weisberg Southern California Coastal Water Research Project Authority	

PRIVATE/NON-PROFIT ORGANIZATIONS (1 Representative)

Applicant	Score
Garry Brown Orange County CoastKeeper	
Chris Bunyan Surfrider Organization	
Andrew Gregg Miller Brooks Environmental, Inc.	
John Kinney Laguna Niguel Traffic and Transportation Commission; PALM Foundation	
Kris Weber Hunsaker & Associates Irvine, Inc.	

Transportation 2020 Committee Member _____



Selection Process Scoring Table

Mitigation and Resource Protection Oversight Committee

The following agencies have appointed one representative and do not need to be scored.

OCTA (*2 Representatives - 1 Serving as Chair*)

Committee Chair: TBD

TBD

CALTRANS (*1 Representative*)

Sylvia Vega, Office Chief of Environmental Planning

CALIFORNIA DEPARTMENT OF FISH AND GAME (*1 Representative*)

Kevin Hunting, Regional Manager

UNITED STATES FISH AND WILDLIFE SERVICE (*1 Representative*)

Jonathan D. Snyder, Wildlife Biologist

ARMY CORPS OF ENGINEERS (*1 Representative*)

Mark Cohen, Senior Project Manager

CALIFORNIA WILDLIFE CONSERVATION BOARD (*1 Representative*)

Debbie Townsend, Assistant Executive Director, Land Acquisition Program

TAXPAYERS OVERSIGHT COMMITTEE (*1 Representative*)

TBD at the TOC meeting on October 9

Please provide each of the following applicants a numerical score as follows:

- 5 – Excellent Candidate**
- 4 – Good Candidate**
- 3 – Average Candidate**
- 2 – Poor Candidate**

NON-GOVERNMENTAL ENVIRONMENTAL ORGANIZATIONS (2 Representatives)

Applicant	Score
Denny Bean OC Regional Recreational Trails Advisory Committee; Friends of Harbors, Beaches & Parks	
Chris Bunyan Surfrider Organization	
Sherri Loveland OC Green Vision Working Group	
Phil McWilliams Silverado-Modjeska Recreation and Park District	
Claire Schlotterbeck Hills for Everyone; Environmental Consultant	
Melanie Schlotterbeck Measure M Support Groups; Environmental Consultant	
Kathleen Shanfield Fullerton Parks and Recreation Commission; Friends of Coyote Hills	
Dan Silver Endangered Habitats League	

PUBLIC MEMBERS (2 Representatives)

Applicant	Score
J. Steven Brooks Carter & Burgess; National Association of Environmental Professionals	
Tim Brown Parks, Beaches, and Recreation Commission	
Amna Chaudhary United States Bankruptcy Court	
Donald R. Froelich City of Glendale Water and Power	
Greg Gauthier California State Coastal Conservancy	
Nancy A. Jimeno Cal State Fullerton American Government Professor	
John Kinney Laguna Niguel Traffic and Transportation Commission; PALM Foundation	
Judy McKeehan SWCA Environmental Consultants	
Adam Probolsky Irvine Planning Commission; Probolsky Research	

Transportation 2020 Committee Member _____