

Date: Monday, October 27, 2008

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
Orange County Transportation Authority Headquarters
First Floor - Room 154, 600 South Main Street
Orange, California
Monday, October 27, 2008, 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.

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.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.



BOARD AGENDA

ACTIONS

Call to Order

Invocation

Director Cavecche

Pledge of Allegiance

Director Campbell

Special Matters

1. Presentation of Resolutions of Appreciation for Employees of the Month for October 2008

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2008-62, 2008-63, 2008-64 to Julie Ann Peabody, Coach Operator; Anders Holst, Maintenance; and Jim Sterling, Administration, as Employees of the Month for October 2008.

2. Special Recognition for Thirty Years of Safe Driving

Present awards to Coach Operators Harry Marshall and Stephen Morales for achieving thirty years of safe driving.

3. Public Hearing for Fare Adjustment

Kenneth Phipps/James S. Kenan

Overview

Due to rising costs, a decline in the farebox recovery ratio, and the necessity to ensure appropriate revenue levels to provide bus service to meet the demands of customers, it is proposed that the Orange County Transportation Authority Board of Directors consider implementing a systemwide fare adjustment. At their meeting on October 8, 2008, the Finance and Administration Committee recommended that a Public Hearing on a proposed fare adjustment be conducted at the Board of Directors' meeting of October 27, 2008.



BOARD AGENDA

ACTIONS

3. (Continued)

Recommendation

Direct staff to return to the Board of Directors with a recommended implementation plan for consideration on November 24, 2008.

Consent Calendar (Items 4 through 21)

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

4. Approval of Minutes

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of October 10, 2008.

5. Approval of Resolutions of Appreciation for Employees of the Month for October 2008

Adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2008-62, 2008-63, and 2008-64 to Julie Ann Peabody, Coach Operator; Anders Holst, Maintenance; and Jim Sterling, Administration, as Employees of the Month for October 2008.

6. Appointment of Designated Representatives

Chairman Chris Norby

Overview

Appointment of designated representatives to meet with the Chief Executive Officer regarding his annual performance review and compensation.



BOARD AGENDA

ACTIONS

6. (Continued)

Recommendation

Approve the appointment of Chairman Chris Norby, Vice Chairman Peter Buffa, and former Chairman Carolyn Cavecche as designated representatives to meet with the Chief Executive Officer regarding his annual performance review and compensation.

7. **Payroll Operational Review**

Kathleen M. O'Connell

Overview

The Internal Audit Department of the Orange County Transportation Authority has completed an operational review of the payroll function. Internal Audit has provided three recommendations to strengthen internal controls. Management has indicated the recommendations provided in the report will be implemented or otherwise satisfactorily addressed.

Recommendation

Direct staff to implement the recommendations made in the Payroll Operational Review, Internal Audit Report No. 08-001.

8. **Federal Legislative Status Report**

Richard J. Bacigalupo

Overview

This report provides information on the status of federal legislation at the end of the 110th Congress, including Highway Trust Fund transfer legislation, appropriations, and rail legislation. The report also provides information regarding the value of the federal transportation funding program.

Recommendation

Receive and file as an information item.



BOARD AGENDA

ACTIONS

9. Evaluation of Personal Rapid Transit Technology

Michael A. Litschi/Kia Mortazavi

Overview

In August 2008, the Orange County Transportation Authority met with representatives from two firms currently developing personal rapid transit systems. Staff has summarized the outcome of these meetings and outlined recommended next steps.

Recommendations

- A. Receive and file as an information item.
- B. Direct staff to return to the Board of Directors with a set of guiding principles for the evaluation of personal rapid transit and other experimental transit technologies.

10. Third Quarter 2008 Debt and Investment Report

Kirk Avila/James S. Kenan

Overview

The California Government Code authorizes the Orange County Transportation Authority Treasurer to submit a quarterly investment report detailing the investment activity for the period. This investment report covers the third quarter of 2008, 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

Orange County Local Transportation Authority Consent Calendar Matters

11. **Go Local Step One Mixed-Flow Bus/Shuttle Proposals**
Kelly Hart/Kia Mortazavi

Overview

The Orange County Transportation Authority received 29 mixed-flow bus/shuttle project proposals from 12 of the 21 teams participating in Step One of the Go Local Program. These teams are looking to advance projects into Step Two of the Go Local Program. All proposals have been screened against the Board of Directors-approved Go Local criteria, and the results of the screening are presented for Board of Directors' approval.

Recommendation

Approve the Go Local Program Step One bus/shuttle projects recommended for advancement into Step Two service planning as presented.

12. **Agreements for On-Call Service Planning Support Services for the Go Local Mixed-Flow Bus/Shuttle Proposals**
Kelly Hart/Kia Mortazavi

Overview

On July 28, 2008, the Orange County Transportation Authority Board of Directors directed staff to procure consultant services to perform service planning for qualifying Go Local Step One mixed-flow bus/shuttle proposals as part of Step Two of the Go Local Program. Proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-8-1012 with Dan Boyle & Associates, Inc., Agreement No. C-8-1216 with HDR Engineering, Inc., Agreement No. C-8-1217 with IBI Group, and Agreement No. C-8-1239 with Transportation Management & Design, Inc., for a combined maximum obligation of \$1,080,000, for on-call service planning support services.



BOARD AGENDA

ACTIONS

13. **Agreement to Provide Project Management Consultant Services for Oversight of Go Local Mixed-Flow Bus/Shuttle Proposals**
Kelly Hart/Kia Mortazavi

Overview

As part of Step Two of the Go Local Program, the Orange County Transportation Authority directed staff to procure consultant services to supplement the development of the mixed-flow bus/shuttle proposals, including program management oversight and technical support. Proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of a consultant for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-8-1144 with the TSG Enterprises, Inc., for a maximum obligation of \$249,600, over two years, to provide project management services for oversight of Go Local mixed-flow bus/shuttle proposals.

14. **Agreement for Project Management Consultant Services for Development of the Anaheim Regional Transportation Intermodal Center, Go Local Program, and California High-Speed Rail**
Jennifer Bergener/Kia Mortazavi

Overview

The Orange County Transportation Authority is seeking project management consultant services for the continued development of the Anaheim Regional Transportation Intermodal Center, the Go Local Program, and the California High-Speed Rail Authority's Los Angeles to Orange County segment. Proposals were received in accordance with the Orange County Transportation Authority's procurement for professional services. A summary of the procurement and a recommendation for award are provided for review and approval.



BOARD AGENDA

ACTIONS

14. **(Continued)**

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-8-1133 between the Orange County Transportation Authority and Atwell Consulting Group, in an amount not to exceed \$300,000, to provide project management consultant services for the continued development of the Anaheim Regional Transportation Intermodal Center, the Go Local Program, and the California High-Speed Rail Authority's Los Angeles to Orange County segment.

15. **Agreement for On-Call Right-of-Way Services for the Rail-Highway Grade Crossing Safety Enhancement Program**

Simin Yazdan/Kia Mortazavi

Overview

Consultant services are required to assist the Orange County Transportation Authority to secure the right-of-way needed to implement the Rail-Highway Grade Crossing Safety Enhancement Program. Proposals were solicited and received for on-call right-of-way services in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute agreements between the Orange County Transportation Authority and Epic Land Solutions, Inc., (Agreement No. C-8-1184), HDR Engineering, Inc., (Agreement No. C-8-1185), and Overland, Pacific & Cutler, Inc., (Agreement No. C-8-0994), in an aggregate amount not to exceed \$990,300, for on-call right-of-way services.



BOARD AGENDA

ACTIONS

16. **Amendment to Cooperative Agreement with the Garden Grove Sanitary District for the Thunderbird Lift Station Improvement Project**
H. Joseph Toolson/Kia Mortazavi

Overview

On April 28, 2008, the Board of Directors approved a cooperative agreement with the Garden Grove Sanitary District, in the amount of \$1,624,600, for final design, construction, construction management, operation, and maintenance of a sanitary sewer and lift station near Garden Grove Boulevard and Partridge Street. An amendment is requested to increase the funding for construction and construction management of the Thunderbird Lift Station Improvement Project.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Cooperative Agreement No. C-7-1176 between the Orange County Transportation Authority and the Garden Grove Sanitary District, in an amount not to exceed \$314,654, to provide additional funding for construction and construction management of the Thunderbird Lift Station Improvement Project.

17. **Consultant Selection for Preparation of Plans, Specifications, and Estimates for Five Railroad Grade Separation Projects**
Pradeep Gunaratne/Kia Mortazavi

Overview

On June 23, 2008, the Board of Directors of the Orange County Transportation Authority authorized the issuance of five requests for proposals for final design services for the Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue railroad grade separation projects, respectively. Proposals for consulting services to prepare the plans, specifications, and estimates for these projects were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform architectural and engineering work. Board of Directors' approval is requested for the selection of firms to perform the required work.



BOARD AGENDA

ACTIONS

17. (Continued)

Recommendations

- A. Approve the selection of MTK, Inc, as the top-ranked firm to prepare the plans, specifications, and estimates for the Placentia Avenue railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0961 for the required services.
- B. Approve the selection of HNTB Corporation as the top-ranked firm to prepare the plans, specifications, and estimates for the Kraemer Boulevard railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0922 for the required services.
- C. Approve the selection of DMJM Harris/AECOM, as the top-ranked firm to prepare the plans, specifications, and estimates for the Orangethorpe Avenue railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0987 for the required services.
- D. Approve the selection of Biggs Cardosa Associates, Inc., as the top-ranked firm to prepare the plans, specifications, and estimates for the Tustin Avenue/Rose Drive railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0988 for the required services.
- E. Approve the selection of CH2M HILL, as the top-ranked firm to prepare the plans, specifications, and estimates for the Lakeview Avenue railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0962 for the required services.



BOARD AGENDA

ACTIONS

18. Renewed Measure M Progress Report
Andrea West/ Monte Ward

Overview

Staff has prepared a Renewed Measure M progress report for July 2008 through September 2008 for review by the Orange County Transportation Authority Board of Directors. The report highlights progress on Renewed Measure M projects and is made available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Orange County Transit District Consent Calendar Matters

19. Amendment to Agreement for Hazardous and Non-Hazardous Waste Transportation and Disposal Services
Ryan Erickson/Beth McCormick

Overview

On October 5, 2007, the Board of Directors approved an agreement with Ecology Control Industries, Inc., in the amount of \$180,000, for a one-year period with two one-year options, to provide hazardous and non-hazardous waste transportation and disposal services. It is time to consider exercising the two option years.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement No. C-7-1065 between the Orange County Transportation Authority and Ecology Control Industries, Inc., to exercise the two option terms, in the amount of \$360,000, for hazardous and non-hazardous waste transportation and disposal services.



BOARD AGENDA

ACTIONS

20. Amendment to Agreement for Bus Parts Cleaner Services
Ryan Erickson/Beth McCormick

Overview

On December 12, 2005, the Board of Directors approved an agreement with FRS Environmental, Inc., in the amount of \$146,444, for a period of three years with two one-year options, to provide bus parts cleaner service. It is time to consider exercising the option years.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement No. C-5-2764 between the Orange County Transportation Authority and FRS Environmental, Inc., to exercise the two option years in the amount of \$50,000, for parts cleaner services.

21. Agreement for the Bus Stop Maintenance Program
Ryan Erickson/Beth McCormick

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2008-09 Budget, the Board of Directors approved the continuation of the Bus Stop Maintenance Program. This program involves servicing each bus stop location on a pre-determined schedule along assigned routes. Bus stop maintenance is performed as needed ensuring that each stop location is safe, clean, and in good condition for passenger use. The bus stop maintenance contract proposals were solicited and 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 No. C-8-0728 between the Orange County Transportation Authority and ShelterCLEAN, Inc., for a maximum obligation of \$3,566,532, to provide continuous and ongoing maintenance at each of the existing 6,575 bus stops located within the Orange County Transportation Authority's service area for a three-year term, with two one-year options.



BOARD AGENDA

ACTIONS

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

22. Costa Mesa Freeway (State Route 55) Access Study - Initial Screening of Alternatives

Michael A. Litschi/Kia Mortazavi

Overview

The Orange County Transportation Authority is working with local agencies to analyze alternatives for improving traffic flow at the terminus of the Costa Mesa Freeway (State Route 55) in the City of Costa Mesa. An initial set of recommended transportation alternatives is presented for Board of Directors' review.

Committee Recommendations

- A. Approve the initial screening report for the Costa Mesa Freeway (State Route 55) Access Study, which recommends a reduced set of alternatives for more detailed analysis.
- B. Direct staff to immediately begin working with the cities of Costa Mesa and Newport Beach and the California Department of Transportation to develop a draft cooperative agreement for the next phase of the Costa Mesa Freeway (State Route 55) Access Study, and study the marketing and commercial viability impacts on the neighboring business districts.



BOARD AGENDA

ACTIONS

Orange County Transit District Regular Calendar Matters

- 23. Closure of Santa Ana Transit Terminal and Realignment of Bus Routes**
Edmund A. Buckley/Beth McCormick

Overview

The Santa Ana Transit Terminal was established in 1984 to provide both off-street layover space for bus routes terminating in the Santa Ana Civic Center area and a centralized location for passengers transferring between services. Advances in alternative fuel technology since the construction of the facility have also been accompanied by more stringent bus storage parameters that exceed the design limitations of the terminal. Accordingly, plans have been developed to reroute service from the Santa Ana Transit Terminal effective with the service change program to be implemented in December 2008.

Recommendations

- A. Requesting Board of Directors' approval to close the Santa Ana Transit Terminal.
- B. Receive and file strategy for realignment of bus routes as an information item.

Discussion Items

- 24. Third Quarter Review of Chief Executive Officer's Goals for 2008**
Arthur T. Leahy
- 25. Public Comments**

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



BOARD AGENDA

ACTIONS

26. Chief Executive Officer's Report

27. Directors' Reports

28. Closed Session

1. Pursuant to Government Code Section 54956.9(a) to discuss Pamela Avery, et. al. vs. Orange County Transportation Authority, et al., OCSC Case No. 07CC0004.
2. Pursuant to Government Code section 54957 to review the performance of the Chief Executive Officer.

29. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, November 10, 2008**, at the OCTA Headquarters.



October 27, 2008

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: Public Hearing for Fare Adjustment

Overview

Due to rising costs, a decline in the farebox recovery ratio, and the necessity to ensure appropriate revenue levels to provide bus service to meet the demands of customers, it is proposed that the Orange County Transportation Authority Board of Directors consider implementing a systemwide fare adjustment. At their meeting on October 8, 2008, the Finance and Administration Committee recommended that a Public Hearing on a proposed fare adjustment be conducted at the Board of Directors meeting of October 27, 2008.

Recommendation

Direct staff to return to the Board of Directors with a recommended implementation plan for consideration on November 24, 2008.

Background

In recent years, dramatic growth in fuel prices, employee pension plan costs, healthcare, and other operating costs has added pressure to the need for revenue enhancement. Since fares were last increased in January 2005, fuel costs have soared 185 percent, employee pension costs have increased 92 percent, and healthcare costs have risen 28 percent. An adjustment in fare revenues will help pay for the aforementioned cost increases, help balance the budget, and continue to provide vital bus service. Without an increase in revenues, service levels demanded by customers and approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in both the annual budget and the Comprehensive Business Plan (CBP) will not be sustainable.

The need to raise fares is made even more critical by the reduction in other revenues. The largest OCTA transit revenue source, the quarter cent sales tax

enacted under the State Transportation Development Act (TDA) represents more than 40 percent of annual transit operating revenues. Due to the weak economy, sales tax revenues for fiscal year (FY) 2007-08 declined by more than 3 percent as compared to FY 2006-07, and the most recent three university average economic forecast projects growth for FY 2008-09 at only 1.56 percent, as compared to a budgeted growth rate of 3.39 percent. Furthermore, the recently approved state budget is expected to provide \$7.8 million less in State Transit Assistance funds than budgeted for FY 2008-09. These revenue shortfalls increase the financial imperative to reduce costs and/or adjust fares.

While the OCTA has experienced growth in ridership in recent years, fare revenues have not kept pace with escalating costs, thus reducing the farebox recovery ratio. In order to maintain efficient use of taxpayer funds, the TDA mandates that a transit property meet a minimum 20 percent farebox recovery ratio to receive its full share of TDA funding. In FY 2007-08, the systemwide farebox recovery ratio was only 20.5 percent. Although this poses no immediate threat to this necessary revenue stream, continued erosion will. For every 1 percent below the 20 percent minimum requirement, OCTA would be penalized approximately \$2.7 million in lost TDA revenues. In order to continue to be a good steward of taxpayer dollars and to increase the farebox recovery ratio, the OCTA must substantially reduce costs and/or increase fares.

Discussion

As discussed with the OCTA Board throughout the FY 2008-09 budget development process, and in conjunction with a variety of cost control measures, staff is proposing that the OCTA Board consider adjusting fares in January 2009. Based on the experience of the January 2005 fare adjustment, it is anticipated that a January 2009 implementation of an approximate 25 percent fare increase will result in approximately \$2.1 million in additional fare revenue for FY 2008-09 and a potential decrease of approximately two million boardings. Deferral of the fare adjustment would result in the loss of approximately \$350,000 per month from January through June.

The FY 2008 CBP, approved by the OCTA Board on January 28, 2008, relied on fare increases of approximately 25 percent every four years to fund bus service. Without the necessary fares, or a substitute revenue source, the planned service levels, which include expanded express bus and bus rapid transit, will not be sustainable.

Many options are examined when contemplating a fare adjustment. Factors considered by staff were: increasing revenues to meet operating expenses, balance the FY 2008-09 budget, and support long-term service viability; minimizing the disruptive impact on customers by keeping the frequency of fare adjustments low; being responsible to the taxpayers by maintaining at least a 20 percent farebox recovery ratio; avoiding an unplanned draw on reserves; increasing the systemwide average fare per boarding; and maintaining system efficiency by minimizing the impact on dwell time.

Passes offer customers a discount from cash fares. To promote the sale of 30-day passes, thereby reducing the number of on-board cash transactions and improving system efficiency by moving the point of sale off the bus, staff is proposing a proportionally lower increase for the 30-day pass than for the day pass. While it is proposed that the day pass be increased 33 percent from \$3.00 to \$4.00, it is proposed that the 30-day pass be increased by only 22 percent, providing excellent value to the customer and supporting the underlying goals. There are a variety of convenient methods for customers to acquire passes. Customers can make purchases via telephone, mail, the internet, at over 200 vendor outlets including Ralph's grocery stores, as well as at the OCTA Store.

Even with the proposed fare adjustment, OCTA's bus fares would still be below the average of other California transit agencies. The proposed regular cash fare of \$1.50 compares to an average of \$1.56, and senior cash fare of \$0.60 compares to an average of \$0.69. The proposed regular day pass fare of \$4.00 compares to an average of \$4.25 and senior day pass of \$1.25 compares to an average of \$2.32. The proposed regular 30-day pass fare of \$55.00 compares to an average of \$58.36, and senior 30-day pass of \$18.00 compares to an average of \$20.56.

Summary

Staff will present the proposed fare adjustment for public comment at the Orange County Transportation Authority's October 27, 2008, Board of Directors meeting. Staff also conducted community open house meetings at the Laguna Hills Community Center on October 13, 2008, and at OCTA Headquarters on October 16, 2008.

Attachment

- A. Orange County Transportation Authority - Proposed Fare Matrix

Prepared by:



Kenneth Phipps
Director, Finance,
Administration and Human Resources
(714) 560-5637

Approved by:



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

Orange County Transportation Authority Proposed Fare Matrix

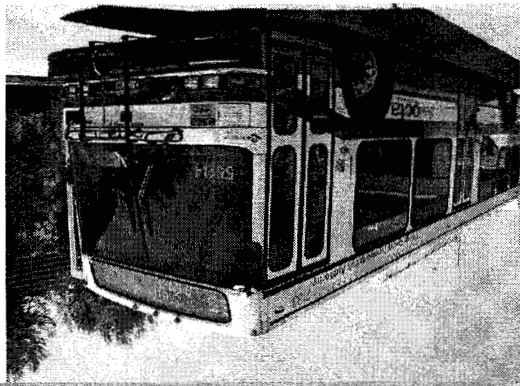
Fare Type	Fare Structure		% Increase
	Current	Proposed	
Adult (Fixed Route and Bus Rapid Transit)			
Cash Fare	\$ 1.25	\$ 1.50	20.00%
Day Pass	\$ 3.00	\$ 4.00	33.33%
Prepaid Day Pass (pack of 10)	\$ 27.00	\$ 36.00	33.33%
7 Day Pass	\$ 15.00	\$ 20.00	33.33%
15 Day Pass	\$ 26.00	\$ 35.00	34.62%
30 Day Pass	\$ 45.00	\$ 55.00	22.22%
Intracounty express (cash)	\$ 2.50	\$ 3.00	20.00%
Intercounty express (cash)	\$ 3.75	\$ 4.50	20.00%
OC express 30 day pass	\$ 86.00	\$ 100.00	16.28%
Intercounty express 30 day pass	\$ 128.00	\$ 150.00	17.19%
Senior and Disabled (Fixed Route and Bus Rapid Transit)			
Senior and Disabled Cash Fare peak service	\$ 1.25	\$ 1.50	20.00%
<i>Measure M pays*</i>	\$ 0.75	\$ 0.90	20.00%
Senior and Disabled Cash Fare peak service	\$ 0.50	\$ 0.60	20.00%
Senior and Disabled Cash Fare off-peak service	\$ 0.60	\$ 0.75	25.00%
<i>Measure M pays*</i>	\$ 0.10	\$ 0.15	50.00%
Senior and Disabled Cash Fare off-peak service	\$ 0.50	\$ 0.60	20.00%
Senior and Disabled Day Pass	\$ 1.50	\$ 2.00	33.33%
<i>Measure M pays*</i>	\$ 0.50	\$ 0.75	50.00%
Senior and Disabled Day Pass	\$ 1.00	\$ 1.25	25.00%
Prepaid Senior and Disabled Day Pass (pack of 10)	\$ 9.00	\$ 11.50	27.78%
Senior and Disabled 7 Day Pass	\$ 7.50	\$ 10.00	33.33%
<i>Measure M pays*</i>	\$ 2.50	\$ 3.50	40.00%
Senior and Disabled 7 Day Pass	\$ 5.00	\$ 6.50	30.00%
Senior and Disabled 15 Day Pass	\$ 14.50	\$ 19.50	34.48%
<i>Measure M pays*</i>	\$ 5.50	\$ 7.50	36.36%
Senior and Disabled 15 Day Pass	\$ 9.00	\$ 12.00	33.33%
Senior and Disabled 30 Day Pass	\$ 23.50	\$ 28.00	19.15%
<i>Measure M pays*</i>	\$ 8.50	\$ 10.00	17.65%
Senior and Disabled 30 Day Pass	\$ 15.00	\$ 18.00	20.00%
Senior and Disabled Intracounty Express Cash	\$ 2.50	\$ 3.00	20.00%
<i>Measure M pays*</i>	\$ 0.25	\$ 0.30	20.00%
Senior and Disabled 30 Day Pass	\$ 2.25	\$ 2.70	20.00%
Senior and Disabled Intercounty Express Cash	\$ 3.75	\$ 4.50	20.00%
<i>Measure M pays*</i>	\$ 0.40	\$ 0.50	25.00%
Senior and Disabled Intercounty Express Cash	\$ 3.35	\$ 4.00	19.40%

Orange County Transportation Authority Proposed Fare Matrix

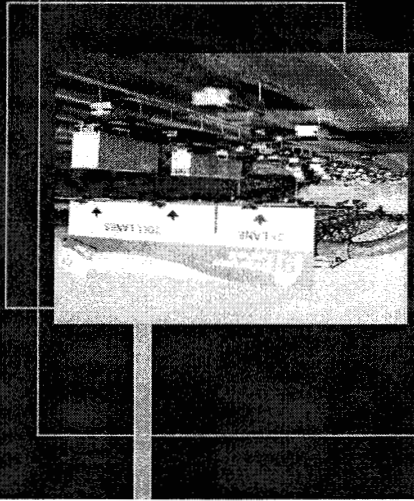
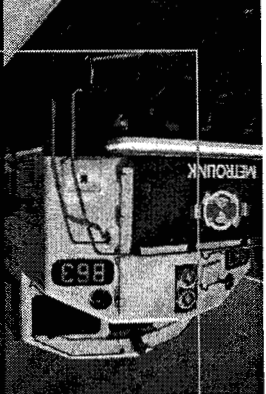
Fare Type	Fare Structure		% Increase
	Current	Proposed	
Youth and Child			
Youth (age 7 - 18) 30 Day Pass	\$ 26.00	\$ 33.00	26.92%
Summer Youth Pass	\$ 40.00	\$ 50.00	25.00%
Child (age 6 and under)	free	free	
Student and Employee			
College Semester Pass	\$ 120.00	\$ 150.00	25.00%
College Quarter Pass	\$ 75.00	\$ 95.00	26.67%
University Pass (per boarding)	\$ 0.75	\$ 1.00	33.33%
University Pass Student (cap)	\$ 30.00	\$ 37.00	23.33%
University Pass Faculty (cap)	\$ 45.00	\$ 55.00	22.22%
University Pass Intra-county premium (per boarding)	\$ 1.25	\$ 1.50	20.00%
University Pass Intra-county premium (cap)	\$ 86.00	\$ 100.00	16.28%
University Pass Inter-county premium (per boarding)	\$ 2.50	\$ 3.00	20.00%
University Pass Inter-county premium (cap)	\$ 128.00	\$ 150.00	17.19%
Employer Pass (per boarding)	\$ 0.75	\$ 1.00	33.33%
Employer Pass (cap)	\$ 45.00	\$ 55.00	22.22%
Employer Pass Intra-county premium (per boarding)	\$ 1.25	\$ 1.50	20.00%
Employer Pass Intra-county premium (cap)	\$ 86.00	\$ 100.00	16.28%
Employer Pass Inter-county premium (per boarding)	\$ 2.50	\$ 3.00	20.00%
Employer Pass Inter-county premium (cap)	\$ 128.00	\$ 150.00	17.19%
ACCESS			
ACCESS standard [curb] service	\$ 2.50	\$ 3.00	20.00%
<i>Measure M pays*</i>	\$ 0.25	\$ 0.30	20.00%
ACCESS standard service	\$ 2.25	\$ 2.70	20.00%
Companion of ACCESS rider	\$ 2.50	\$ 3.00	20.00%
<i>Measure M pays*</i>	\$ 0.25	\$ 0.30	20.00%
Companion	\$ 2.25	\$ 2.70	20.00%
Personal care attendant of ACCESS rider	free	free	
ACCESS premium service [door]	\$ 5.00	\$ 5.00	0.00%
<i>Measure M pays*</i>	\$ -	\$ -	0.00%
ACCESS premium service	\$ 5.00	\$ 5.00	0.00%
ACCESS eligible Fixed Route Cash Fare peak service	\$ 1.25	\$ 1.50	20.00%
<i>Measure M pays*</i>	\$ 1.00	\$ 1.25	25.00%
ACCESS eligible Fixed Route Cash Fare peak service	\$ 0.25	\$ 0.25	0.00%
ACCESS eligible Fixed Route Cash Fare off-peak service	\$ 0.60	\$ 0.75	25.00%
<i>Measure M pays*</i>	\$ 0.35	\$ 0.50	42.86%
ACCESS eligible Fixed Route Cash Fare off-peak service	\$ 0.25	\$ 0.25	0.00%
Other			
Any peace officer, firefighter, military	free	free	

**POWERPOINT
PRESENTATION**

Orange County Transportation Authority
Board of Directors
October 27, 2008

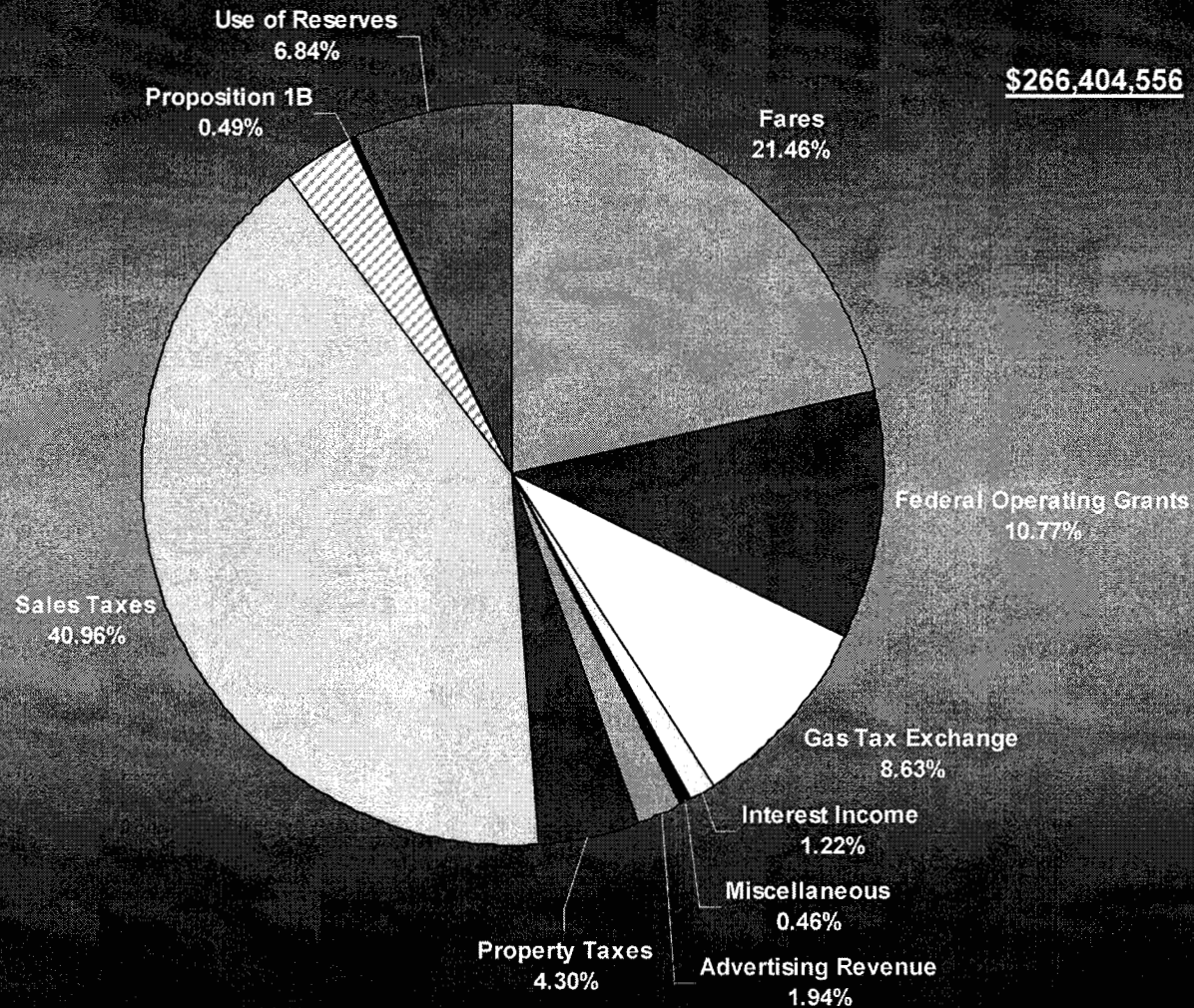


Public Hearing for Fare Adjustment

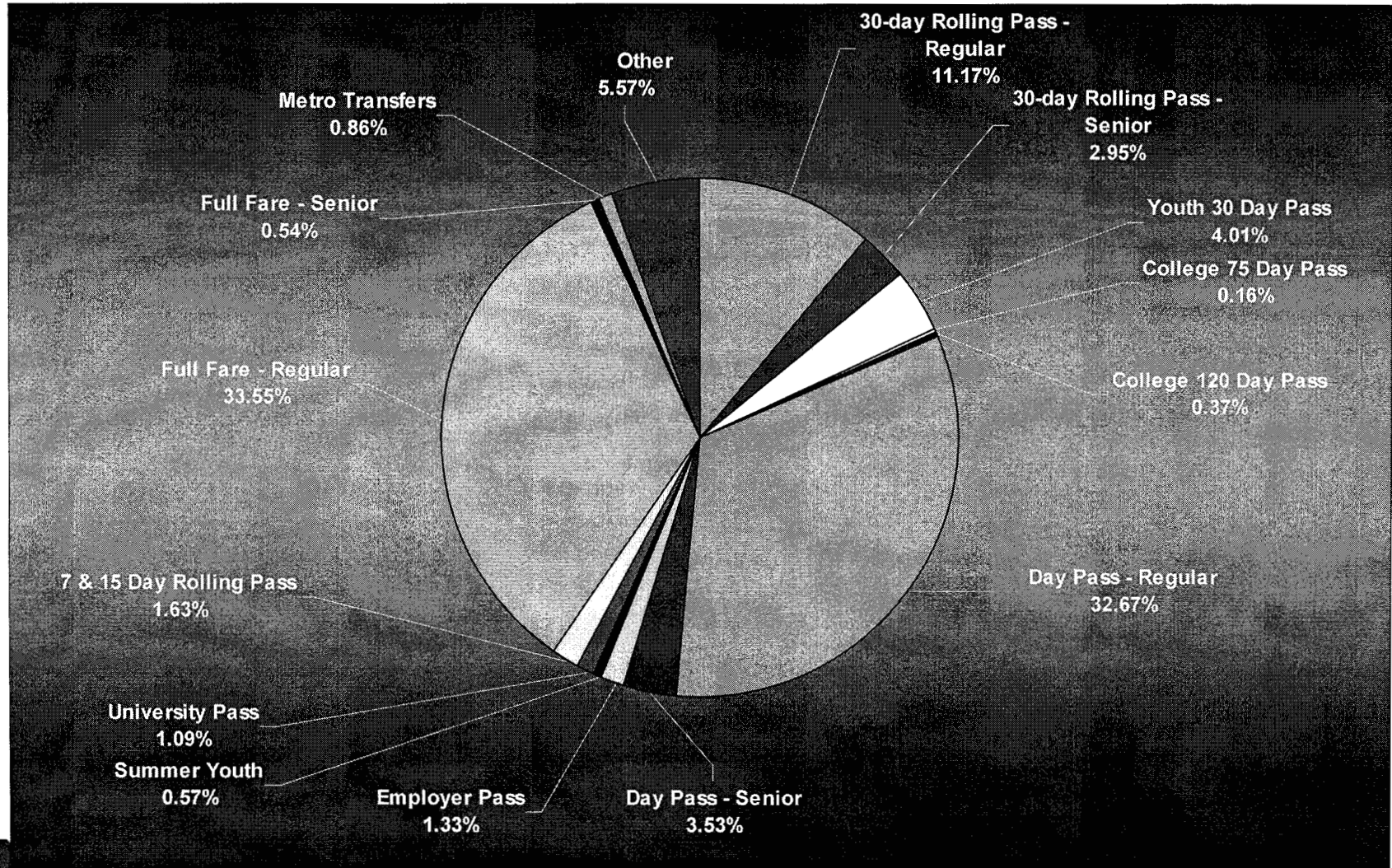


FY2008-09 Budget

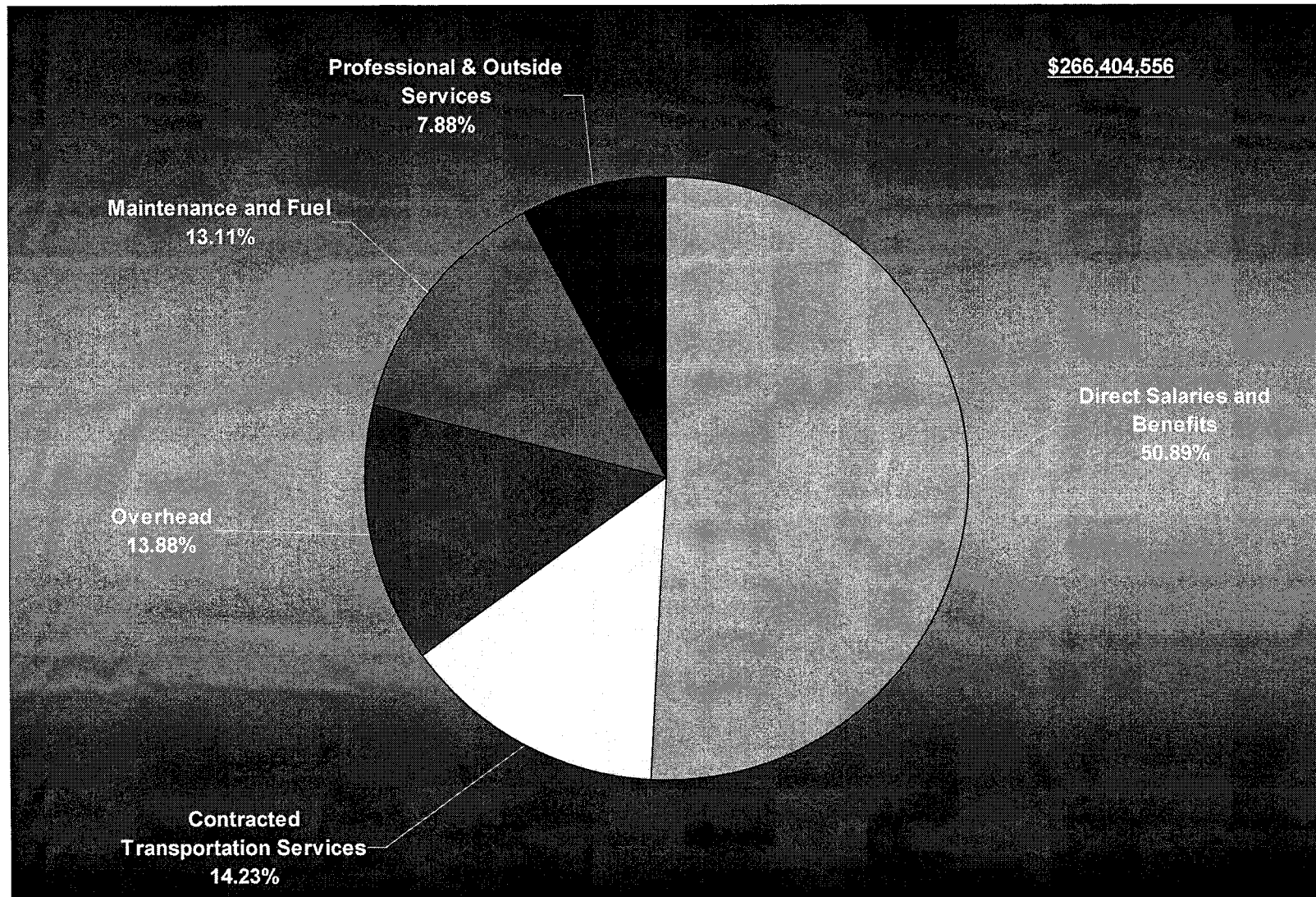
Bus Transit Operating Revenues



Fare Revenue Composition by Category



FY2008-09 Budget Bus Transit Operating Expenses



Bus Transit Operations FY2008-09 Performance Measures

	Directly Operated	Paratransit	Contract Fixed Route	Total System
Boardings	64,793,852	1,387,530	1,261,504	67,442,886
Boardings per Revenue Hour	35.58	2.07	10.25	25.78
Boardings per Revenue Mile	2.89	0.13	0.69	1.95
Vehicle Hours	2,008,404	764,653	153,104	2,926,161
Vehicle Miles	26,973,245	12,984,996	2,865,154	42,823,395
Revenue Hours	1,821,090	671,927	123,063	2,616,080
Revenue Miles	22,434,344	10,328,195	1,817,006	34,579,545
Fare Revenues	\$ 51,846,071	\$ 4,311,835	\$ 1,009,417	\$ 57,167,323
Operating Costs	\$ 218,711,761	\$ 39,902,886	\$ 7,789,909	\$ 266,404,556
Farebox Recovery	23.71%	10.81%	12.96%	21.46%
Subsidy per Boarding	\$ 2.58	\$ 25.65	\$ 5.37	\$ 3.10
Cost per Vehicle Hour	\$ 108.90	\$ 52.18	\$ 50.88	\$ 91.04
Cost per Vehicle Mile	\$ 8.11	\$ 3.07	\$ 2.72	\$ 6.22
Cost per Revenue Hour	\$ 120.10	\$ 59.39	\$ 63.30	\$ 101.83
Cost per Revenue Mile	\$ 9.75	\$ 3.86	\$ 4.29	\$ 7.70
Fare Revenue per Boarding	\$ 0.80	\$ 3.11	\$ 0.80	\$ 0.85



Need for Fare Adjustment

- Rising Costs
 - Fuel, wages, benefits, etc.
 - ACCESS service
- Declining Farebox Recovery
 - Transportation Development Act - 20% mandate
- Revenue Enhancement
 - Declining Sales Tax revenue
 - Necessary to meet operating expenses
 - Balance the FY2008-09 budget
 - Support long term service viability

Rising Costs

Description	2005	2009	% Inc
Pension-OCERS			
Administrative	\$ 2,141,963	\$ 3,608,132	68.4%
Union	6,053,687	12,115,404	100.1%
Pension Total	\$ 8,195,650	\$ 15,723,536	91.9%
Health Care			
Administrative/TCU	\$ 5,330,000	\$ 6,523,470	22.4%
Coach Operators	9,200,000	11,635,344	26.5%
Maintenance	2,028,000	2,955,744	45.7%
Health Care Total	\$ 16,558,000	\$ 21,114,558	27.5%
Fuel			
Diesel Fuel	\$ 4,693,135	\$ 7,975,083	69.9%
Compressed Natural Gas ('07)*	417,588	6,972,024	1569.6%
Liquefied Natural Gas*	3,394,018	7,430,225	118.9%
Gasoline	217,250	1,918,056	782.9%
Fuel Total	\$ 8,504,741	\$ 24,295,388	185.7%

* Alternative Fuel Credit not included.

OCTA Proposals vs. Other Agencies

City	Transit Agency	Cash Fare	Day Pass	30-Day Pass	Farebox Recovery Ratio *
Los Angeles	LACMTA	\$ 1.50	\$ 5.00	\$ 62.00	29%
Oakland	AC Transit	1.75		70.00	19%
San Diego	San Diego Transit	2.00	5.00	64.00	25%
San Jose	VTA	1.75	5.00	61.25	14%
Long Beach	Long Beach Transit	0.90	2.50	50.00	22%
Riverside	RTA	1.25	3.75	43.00	21%
San Bernardino	Omintrans	1.35	3.50	45.00	21%
San Francisco	MUNI	1.50		45.00	27%
Sacramento	RTD	2.00	5.00	85.00	22%
Average		\$ 1.56	\$ 4.25	\$ 58.36	22%
Orange County	OCTA (current fares)	\$ 1.25	\$ 3.00	\$ 45.00	
Orange County	OCTA (Proposed fares)	\$ 1.50	\$ 4.00	\$ 55.00	

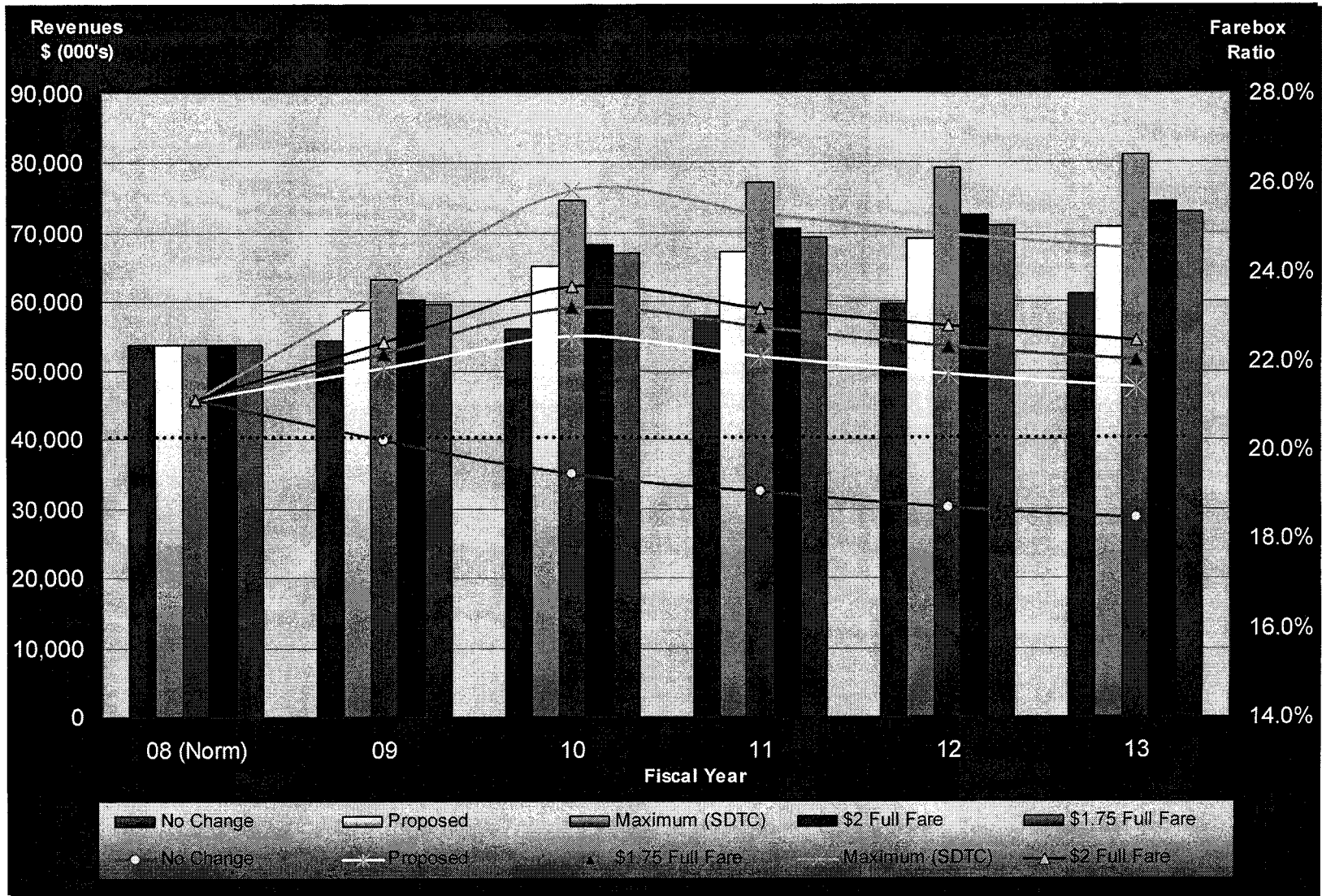


OCTA Senior/Disabled Proposals vs. Other Agencies

City	Transit Agency	Cash Fare	Day Pass	30-Day Pass	Farebox Recovery Ratio *
Los Angeles	LACMTA	\$ 0.55	\$ 1.80	\$ 14.00	29%
Oakland	AC Transit	0.85		20.00	19%
San Diego	San Diego Transit	1.00	5.00	16.00	25%
San Jose	VTA	0.75	2.00	20.00	14%
Long Beach	Long Beach Transit	0.45	1.50	19.00	22%
Riverside	RTA	0.60	1.85	21.00	21%
San Bernardino	Omintrans	0.55	1.60	22.50	21%
San Francisco	MUNI	0.50		10.00	27%
Sacramento	RTD	1.00	2.50	42.50	22%
Average		\$ 0.69	\$ 2.32	\$ 20.56	22%
Orange County	OCTA (current fares)	\$ 0.50	\$ 1.00	\$ 15.00	
Orange County	OCTA (Proposed fares)	\$ 0.60	\$ 1.25	\$ 18.00	



Fare Adjustment Scenarios



OCTA Proposed Fare Matrix

Fare Type	Fare Structure	
	Current	Proposed
Adult (Fixed Route and Bus Rapid Transit)		
Cash Fare	\$ 1.25	\$ 1.50
Day Pass	\$ 3.00	\$ 4.00
Prepaid Day Pass (pack of 10)	\$ 27.00	\$ 36.00
7 Day Pass	\$ 15.00	\$ 20.00
15 Day Pass	\$ 26.00	\$ 35.00
30 Day Pass	\$ 45.00	\$ 55.00
Intracounty express (cash)	\$ 2.50	\$ 3.00
Intercounty express (cash)	\$ 3.75	\$ 4.50
OC express 30 day pass	\$ 86.00	\$ 100.00
Intercounty express 30 day pass	\$ 128.00	\$ 150.00



Fare Type	Fare Structure	
	Current	Proposed
Senior and Disabled (Fixed Route and Bus Rapid Transit)		
Senior and Disabled Cash Fare peak/off-peak service	\$ 0.50	\$ 0.60
Senior and Disabled Day Pass	\$ 1.00	\$ 1.25
Prepaid Senior and Disabled Day Pass (pack of 10)	\$ 9.00	\$ 11.25
Senior and Disabled 7 Day Pass	\$ 5.00	\$ 6.50
Senior and Disabled 15 Day Pass	\$ 9.00	\$ 12.00
Senior and Disabled 30 Day Pass	\$ 15.00	\$ 18.00
Senior and Disabled Intracounty Express Cash	\$ 2.25	\$ 2.70
Senior and Disabled Intercounty Express Cash	\$ 3.35	\$ 4.00



Fare Type	Fare Structure	
	Current	Proposed
ACCESS		
ACCESS standard service (curb)	\$ 2.25	\$ 2.70
Companion of ACCESS rider	\$ 2.25	\$ 2.70
Personal care attendant of ACCESS rider	free	free
ACCESS premium service [door]	\$ 5.00	\$ 5.00
ACCESS eligible Fixed Route Cash Fare peak/off-peak service	\$ 0.25	\$ 0.25



Fare Type	Fare Structure	
	Current	Proposed
Student and Employee		
College Semester Pass	\$ 120.00	\$ 150.00
College Quarter Pass	\$ 75.00	\$ 95.00
University Pass (per boarding)	\$ 0.75	\$ 1.00
University Pass Student (cap)	\$ 30.00	\$ 37.00
University Pass Faculty (cap)	\$ 45.00	\$ 55.00
University Pass Intracounty premium (per boarding)	\$ 1.25	\$ 1.50
University Pass Intracounty premium (cap)	\$ 86.00	\$ 100.00
University Pass Intercounty premium (per boarding)	\$ 2.50	\$ 3.00
University Pass Intercounty premium (cap)	\$ 128.00	\$ 150.00
Employer Pass (per boarding)	\$ 0.75	\$ 1.00
Employer Pass (cap)	\$ 45.00	\$ 55.00
Employer Pass Intracounty premium (per boarding)	\$ 1.25	\$ 1.50
Employer Pass Intracounty premium (cap)	\$ 86.00	\$ 100.00
Employer Pass Intercounty premium (per boarding)	\$ 2.50	\$ 3.00
Employer Pass Intercounty premium (cap)	\$ 128.00	\$ 150.00



Fare Type	Fare Structure	
	Current	Proposed
Youth and Child		
Youth (age 7 - 18) 30 Day Pass	\$ 26.00	\$ 33.00
Summer Youth Pass	\$ 40.00	\$ 50.00
Child (age 6 and under)	free	free
Other		
Any peace officer, firefighter, military	free	free



■ 91 Express Lanes

- No taxpayer subsidies – operating surplus will fund improvements
- Annual cost of living adjustments
- Congestion pricing – possible rate adjustments every 6 months
- More than 36% increase in peak rate since January 2005

■ Metrolink

- Approximately 45% of operating costs taxpayer subsidized
- Annual fare increases of 3.5% to 5.5%
- More than 20% cumulative fare increase since January 2005

■ OCTA Bus Service

- Approximately 80% of operating costs taxpayer subsidized
- No fare increase since January 2005
- Average 25% fare increase proposed for January 2009



- Increase Revenue
 - Necessary to meet operating expenses
 - Help balance FY 2008-2009 budget
 - Support long term service viability
- Minimize impact to customers
- Maintain farebox recovery
 - Transportation Development Act - 20% mandate
- Avoid un-planned Use of Reserves

- 32,000 brochures on buses
- 20,000 mailers to customers & stakeholders
- 6 ads with 1.2 million impressions
- 2 community open houses
- 1,900 people viewed information online
- 844 response cards generated
 - 378 understand need for fare adjustment
 - 448 do not support fare adjustment
- Online survey
 - 34 understand need
 - 59 do not support



Results: 45% understand need 55% do not support

PUBLIC COMMENTS

Proposed Fare Adjustment

*Public Hearing
Oct. 27, 2008
9:00 a.m.
600 S. Main Street
Orange, CA 92863*

Propuesta para el Ajuste de Tarifas en los Pasajes

*Conferencia Pública
27 de Octubre de 2008
9:00 a.m.
600 S. Main Street
Orange, CA 92863*

OCTA

The flyer is a vertical rectangular graphic with a dark top section and a light bottom section. The top section contains the text "PUBLIC COMMENTS" in a vertical orientation on the left, followed by the title "Proposed Fare Adjustment" and the details of a public hearing. The bottom section contains the title "Propuesta para el Ajuste de Tarifas en los Pasajes" and the details of a public conference. The OCTA logo is located at the bottom right of the flyer.

- Conduct Public Hearing today
- Finance and Administration Nov 12, 2008
- Board Action Nov 24, 2008
- Implement fare adjustment per Board direction

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 10, 2008

Call to Order

The October 10, 2008, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Norby at 9:00 a.m. at the Orange County Transportation Authority Headquarters, Orange, California.

Roll Call

Directors Present: Chris Norby, Chairman
Peter Buffa, Vice Chairman
Jerry Amante
Patricia Bates
Bill Campbell
Carolyn Cavecche
Paul Glaab
Cathy Green
Allan Mansoor
John Moorlach
Janet Nguyen
Miguel Pulido
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
Laurena Weinert, Assistant Clerk of the Board
Mary Burton, Deputy Clerk of the Board
Kennard R. Smart, Jr., General Counsel
Members of the Press and the General Public

Directors Absent: Arthur C. Brown
Richard Dixon
Curt Pringle

Invocation

Vice Chairman Buffa gave the invocation.

Pledge of Allegiance

Director Green led the Board and audience in the Pledge of Allegiance.

Public Comments on Agenda Items

Chairman Norby 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

1. Introduction of the New Orange County Sheriff-Coroner

Chief Executive Officer, Arthur T. Leahy, introduced Orange County Sheriff-Coroner, Sandra Hutchens. Sheriff Hutchens addressed the OCTA Board of Directors regarding the partnership with OCTA to keep the transit system safe.

Director Glaab inquired about the concealed weapons permit policy, and Sheriff Hutchens responded that the Sheriff's Department follows the "good cause" criteria as delineated by the California Penal Code and the opinion of the Attorney General regarding issuance of permits to carry a concealed weapon.

2. Anaheim Base Inspection

Chief Executive Officer (CEO), Arthur T. Leahy, provided opening comments regarding the history and purpose of the Base inspections. He introduced the video from the October 3, 2008, Anaheim Base inspection, and there was additional discussion.

CEO, Mr. Leahy, also reported that OCTA received recognition by Metro magazine for being one of the "10 Great Transit Systems to Work For," and presented the Board with the award.

Chairman Norby introduced a video regarding his presentation at Nicholas' Junior High school's back-to-school night in Fullerton for which he promoted OCTA's youth outreach program.

Chairman Norby also announced that on November 10, 2008, there will be a new tradition of College Day at OCTA for staff and Board Members. Everyone is encouraged to wear something representing their college alma mater.

Consent Calendar (Items 3 through 8)

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

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

A motion was made by Director Green, seconded by Director Amante, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of September 22, 2008.

Director Pulido was not present to vote on this matter.

4. Capital Assets Review

A motion was made by Director Green, seconded by Director Amante, and declared passed by those present, to direct staff to implement the recommendations in the Capital Asset Review, Internal Audit Report No. 08-017.

Director Pulido was not present to vote on this matter.

5. Audit Report for the State Transportation Improvement Program - Planning, Programming, and Monitoring Program, Fiscal Year 2005-06 Work Program

A motion was made by Director Green, seconded by Director Amante, and declared passed by those present, to receive and file the audit report for the State Transportation Improvement Program – Planning, Programming, and Monitoring Program, Fiscal Year 2005-06 Work Program.

Director Pulido was not present to vote on this matter.

6. State Legislative Status Report

Director Glaab pulled this item and inquired about the State budget and how it will effect OCTA. Wendy Villa, State Relations Manager, responded that the Governor and legislative leaders met this week to discuss the State's recently signed budget and additional shortfalls due to lack of revenues.

6. (Continued)

CEO, Mr. Leahy, reported that OCTA became aware this week of an additional potential \$12 million loss along with the \$7.8 million shortfall from the signed State budget. He has directed OCTA staff to review service levels, capital programs, and financial projections in anticipation of the potential \$20 million shortfall. This will be discussed with the Board in late October or early November.

There was additional discussion regarding OCTA's state advocates/coalitions support, "surgical" instead of across the board approach to potential service, capital and highways cuts, and impact of the proposed fare increase. The Board requested that they be kept posted regarding developments with the State budget.

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

Director Nguyen was not present to vote on this matter.

7. Amendment to Cooperative Agreement with the California Department of Transportation for the Eastbound Riverside Freeway (State Route 91) Project

Director Moorlach pulled this item and inquired as to why complexity creates an additional cost. He also wants to make sure that OCTA is receiving fair professional services for the fees paid.

Tom Bogard, Director of Highways Program, responded that the costs are for professional services by Caltrans to acquire the property needed for the widening of the State Route 91 between the State Route 241 to the State Route 71 eastbound.

Director Quon commented that a few of the parcels for this project could go into eminent domain which requires additional time for the conclusion of this acquisition.

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

- A. Authorize the Chief Executive Officer to execute Amendment No. 1 to Cooperative Agreement No. C-7-1152 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$307,600, for additional right-of-way support services.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2008-09 Budget by \$307,600 for additional right-of-way support services related to the Eastbound Riverside Freeway (State Route 91) Project, and authorize the transfer of 91 Express Lanes reserves to fund this amendment.

Director Nguyen was not present to vote on this matter.

Orange County Transit District Consent Calendar Matters

8. Public Transit/Human Services Transportation Coordination Plan for Orange County

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

- A. Adopt the Public Transit/Human Services Transportation Coordination Plan for Orange County.
- B. Direct staff to develop final project recommendations and return to the Board of Directors with a Call for Projects for the Section 5316 and Section 5317 federal funding programs.

Director Pulido was not present to vote on this matter.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

9. South Orange County Major Investment Study - Recommended Locally Preferred Strategy

Charlie Larwood, Project Manager for the South Orange County Major Investment Study (SOCMIS), presented this item and highlighted the following:

- Study area
- Public involvement program
- Transportation challenges
- Preferred strategy
- Future transportation baseline
- Arterial system projects and studies
- Freeway and tollroad projects
- Bus and rail transit system
- Locally preferred strategy mobility benefits

9. (Continued)

Additional discussion included:

- Staff was thanked for their hard work and planning;
- Director Glaab encouraged staff to review the proposal which focuses between Oso Parkway and Avery Parkway which adds additional collective distributors on both sides of the Interstate 5;
- The locally preferred strategy assumes the completion of the 241 tollroad south extension.

Public comments were heard from:

- Michael Fitts, representing the Endangered Habitats League, stated he had participated in the Stakeholders' Working Group as part of the SOCMIS process. He expressed his appreciation to staff for conducting what he felt was a useful process, and further offered comments regarding subsidizing tollroads.
- Hamid Bahadori, representing the Automobile Club of Southern California, expressed his appreciation to OCTA for including the Auto Club in the SOCMIS Stakeholders' Working Group. He asked the Board to consider today the need for the extension of the Foothill South and the need for additional east/west capacity as discussed.
- Marty Benson, representing the Save San Onofre Coalition, stated that he appreciated being included in the Stakeholder meetings and felt the process was very productive, and explained his reactions to the options presented.
- Stefanie Sekich, representing Surfrider, stated that she had previously testified on this subject, and reiterated her position, which is to oppose the locally preferred strategy, stating she feels it is too conceptual and voiced her concern regarding funding sources.
- Jack Eidt, representing Wild Heritage Planners, stated that he feels the Master Plan of Arterial Highways had an undue focus on the completion of the tollroad extension and felt that more responsible planning should have looked at options without that. He also expressed concern regarding the financial aspects of an extension. Additionally, he stated that the existing infrastructure needs to be improved.

Director Cavecche asked that the record show she feels that shadow tolling should be explored as a possibility, although stated that she has concerns with that option.

9. (Continued)

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

- A. Accept the locally preferred strategy recommendations from the Policy Advisory Committee.
- B. Establish the Renewed Measure M freeway plan as a priority for improving transportation in south Orange County followed by additional proposed improvements to the Santa Ana Freeway (Interstate 5) and the San Diego Freeway (Interstate 405), as defined in the locally preferred strategy and based on funding availability.
- C. Continue to evaluate the feasibility of the locally preferred strategy by: (1) working with the Transportation Corridor Agencies and the California Department of Transportation to maximize the efficiency of south Orange County's freeway and toll road facilities; (2) affirming local agencies' decisions to further study east-west arterial improvements identified in the locally preferred strategy; and, (3) conducting a comprehensive review of the Master Plan of Arterial Highways improvements with the input of local agencies.
- D. Seek further public input on the transportation concepts included in the locally preferred strategy through the Long-Range Transportation Plan update starting in late 2008.

Chairman Norby and Directors Nguyen and Pulido were not present to vote on this matter.

10. Request to Award Contract for Armored Vehicle and Fare Collection Counting Services

Tom Wulf, Accounting Department Manager, reported that staff was previously asked by the Finance and Administration Committee to follow up on issues with two previous contracts which Sectran (the recommended vendor) had in the past: one was with Metrolink, and the other was the Fontana Unified School District

Mr. Wulf stated that with the Metrolink contract, when it went out for bid, Sectran was not the lowest bidder and did not get the contract. Reportedly, Metrolink gave Sectran high marks on performance, and the reason for not being awarded the contract purely a pricing issue.

Mr. Wulf further stated that with the Fontana Unified School District, there were two contracts, with the larger one having some scheduling/billing issues up-front, which were resolved, and they are in their second year of the contract.

10. (Continued)

The second contract with Fontana Unified School District was a smaller contract and there were misunderstandings in the beginning and the Manager decided to cancel the contract on one day's notice; Sectran agreed to this.

A motion was made by Director Winterbottom, seconded by Director Green, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement No. C-8-0921 between the Orange County Transportation Authority and Sectran Security, Inc., in an amount not to exceed \$3,000,000, for armored vehicle and fare collection-counting services for a five-year term.

Chairman Norby and Directors Nguyen and Pulido were not present to vote on this matter.

11. 91 Express Lanes Debt Restructure

Kirk Avila, Treasurer and General Manager of the 91 Express Lanes, presented an update on this restructure to the Board. Mr. Avila informed the Board of the various alternatives staff has analyzed related to the variable rate transaction for the 91 Express Lanes, and summarized the updates which have been presented to the Finance and Administration Committee. Mr. Avila's recommendation is to move forward with the variable rate restructuring.

Mr. Avila summarized the prior structure which was put back into place in 2003 related to the 91 Express Lanes' debt, stating that the Authority had issued \$195 million, half of which was fixed, half was issued as variable rate bonds. The fixed rate transaction was issued at an average of 4.9 percent; the variable rate transaction re-sets on a weekly basis.

In order to remove the variable rate exposure, the Authority entered into a synthetic fixed rate swap at an interest rate of 4.06 percent with two counterparties: 75 percent with Lehman Brothers, and 25 percent was with Bear-Stearns. Additionally, with regard to the variable rate, the Authority entered into a bond purchase agreement with the JP Morgan and Dexia, which expires in November 2008.

Mr. Avila provided an overview of what has taken place in the market since that time, and how those circumstances impact OCTA at this time.

Barney Allison, OCTA's Bond Counsel, Nossaman, Gunther, Knox and Elliott, provided a summary of counter-party risks, the Lehman Brothers' filing of bankruptcy, and the impacts on the Authority's counter-party swap.

Discussion followed regarding the calculation of the termination costs and establishing a position to monitor the changes and circumstances at all times to enable OCTA to make an immediate response to market changes.

11. (Continued)

A motion was made by Director Campbell, seconded by Director Amante, and declared passed by those present, to provide staff the authority as necessary to terminate with JP Morgan and Bear-Stearns if the termination costs are less than \$1 million, and to authorize staff to negotiate final terms with the Orange County Treasurer on a private placement for the \$100 million in 91 Express Lanes variable rate demand bonds and return to the Board of Directors with draft financing documents.

Chairman Norby and Directors Nguyen and Pulido were not present to vote on this matter.

Orange County Local Transportation Authority Regular Calendar Matters

12. Fullerton Transportation Center Parking Expansion Project Update

Deputy Chief Executive Officer (DCEO), Paul C. Taylor, explained that this issue came up too late to be taken through committee, and it relates to the need to reallocate funds for moving expeditiously with the parking expansion project.

Kia Mortazavi, Executive Director of Development, provided an overview and update on this project, highlighting funding sources, and discussions at recent meetings.

A brief discussion followed, and Director Bates requested that staff clarify the authority of the California Transportation Commission to deny applying Assembly Bill 3090 for the Fullerton parking structure. Chief of Staff, Sue Zuhlke, indicated it may be necessary for General Counsel to review this.

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

- A. Authorize the use of Measure M transit funds to fully fund the right-of-way component of the Fullerton Transportation Center Parking Expansion, in the amount of \$3,150,000.
- B. Authorize the Chief Executive Officer to negotiate and execute an agreement with the City of Fullerton to govern the use of Measure M funds for the right-of-way phase of the Fullerton Transportation Center Parking Expansion project.
- C. Direct staff to reduce the State Transportation Improvement Program funds in the construction phase by \$3,150,000.

12. (Continued)

- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and State Transportation Improvement Program and to execute any necessary agreements to facilitate the actions above.

Chairman Norby and Directors Nguyen and Pulido were not present to vote on this matter.

Discussion Items

13. Investment Report Update

Kirk Avila, Treasurer and 91 Express Lanes General Manager, presented an update on OCTA's investment portfolio and financial institutions, investment diversification, Lehman Brothers investments, next steps to monitor Lehman Brothers, review debt service reserve fund investments, and continue to monitor financial market changes.

14. Metrolink Board of Directors' Actions Impacting the Orange County Transportation Authority

DCEO, Paul C. Taylor, reported that packets were distributed to Board Members from the CEO with information regarding emergency orders and actions taken by the Metrolink Board of Directors since the train crash of September 12. That Board approved, at their September 26 Board meeting, a set of multi-point motions which are included in the packet, as well.

Mr. Taylor announced that the Metrolink Board is holding a Special Meeting this date to include approval and creation of a Commuter Rail Safety Peer Review Panel and includes a report on schedule and budget impacts for implementation of Board directives, such as evaluating advanced train control technologies, adjusting train crew staffing, and review of the agency's contract with Veolia Transportation. Additionally, staff is updating the Board on their crisis communications procedures.

Mr. Taylor advised the Members that Director Brown, at the Transit Committee the previous day, requested that OCTA staff explore adding automatic train stop technology to the segments in Orange County. He further advised that south of Santa Ana, the Los Angeles/San Diego Rail (LOSSAN) Corridor has automatic train stop technology, which was installed many years ago by the Santa Fe Railroad. While it is not the state-of-the art technology being discussed today, but it does provide some measure of technological automated safety.

14. (Continued)

Mr. Taylor informed the Board that OCTA will be looking at that new technology in the region from Santa Ana to Fullerton on the LOSSAN Corridor and in the Olive Subdivision, which is in the City of Orange going eastward to Yorba Linda. This function will be included in the Metrolink service expansion program in order for it to be incorporated as quickly as possible.

He stated that one of the aspects of the expansion program is to add the fiber-optic technology in OCTA's rights-of-way that will enable a transition to the latest state-of-the art train control technology.

Mr. Taylor stated that a few days ago, Senator Lowenthal chaired an informational hearing on the Chatsworth accident, and Senator Feinstein provided testimony and announced that the two freight railroads in the Los Angeles basin have reached an interoperability agreement to begin implementing a type of positive train control in the basin. Metrolink's challenge is to do the same positive train control technology that the Burlington Northern/Santa Fe and Union Pacific are using.

Director Cavecche requested that staff look into whether Southern California Regional Rail Authority has changed the indemnity required of cities since the tragic September 12th incident.

15. Public Comments

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

No additional public comments were received.

16. Chief Executive Officer's Report

Paul C. Taylor, Deputy Chief Executive Officer (reporting for CEO, Mr. Leahy, who had to leave to Chair a CEO Regional meeting in Los Angeles) reported:

- Southern California Association of Governments is opening an office at the OCTA Headquarters for their Orange County outreach, and are hosting an open house today in conference room 103/104.
- There are two upcoming open houses to seek input from the public regarding the proposed bus fare increase. The open houses will be held on October 13 at the Laguna Hills Community Center, and on October 15 at the OCTA Headquarters from 5:00 to 7:00 p.m.

16. (Continued)

- The public hearing for the proposed bus fare increase is scheduled for the October 27 Board meeting. A brochure has been sent to the stakeholders and a riders' alert regarding the proposed increase, and OCTA has received about 600 reply cards reflecting that approximately 60 percent responding that they understand the need for a fare increase.
- Taxpayers' Oversight Committee will meet on October 14 at the OCTA Headquarters.
- On October 16, members of the Grand Jury will tour the Garden Grove Base.
- On October 17, the Fifth District Leadership Forum will be held at the Renaissance Club Sport in Aliso Viejo.
- OCTA is working with the City of Placentia regarding the grade separation projects, and a status report will be given to the appropriate OCTA Committees.
- On October 24, a tour of the Metro Rapid in Los Angeles on Wilshire Boulevard will be conducted; Board Members are invited to attend.

17. Directors' Reports

Director Moorlach requested that staff provide an update to the Finance and Administration Committee regarding the 91 Express Lanes' debt "swap" decision-making.

Director Green reported that Directors Brown and Winterbottom and she attended the American Public Transportation Association Annual Meeting and Expo last week, and the major topic of discussion was fare increases and the financial status of the various transit agencies.

Director Glaab reported that he represented OCTA at the International Bridge, Tunnel, and Turnpike Association Conference and accepted an award on behalf of OCTA which was for its tollroad administration and protocols.

Director Quon announced that the annual Golden Guardian Emergency Response Drill will take place on November 13, 14, 17, and 18. This year's event focuses on preparing for a region-wide 7.8 magnitude earthquake.

Director Winterbottom reported that Metro magazine named OCTA as one of the top ten transit agencies in the country for which to work.

Director Bates reported that she and Directors Cavecche, Nguyen, and Pulido met with Senator Boxer on September 28 to discuss the 91 Express Lanes and issues related to goods movement.

18. Closed Session

A Closed Session was not conducted at this meeting.

19. Adjournment

The meeting adjourned at 12 noon. The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, October 27, 2008**, at the OCTA Headquarters.

ATTEST

Laurena Weinert
Assistant Clerk of the Board

Chris Norby
OCTA Chairman



ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

Julie Ann Peabody

WHEREAS, the Orange County Transportation Authority recognizes and commends Julie Ann Peabody; and

WHEREAS, be it known that Julie Ann Peabody has been a principal player at the OCTA and has performed her responsibilities as a Coach Operator in a professional, safe, courteous, and reliable manner; and

WHEREAS, Julie Ann Peabody has demonstrated that safety is paramount by achieving 31 years of safe driving; and

WHEREAS, Julie Ann Peabody has demonstrated her integrity by maintaining an excellent attendance record, and her dedication exemplifies the high standards set forth for OCTA employees; and

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

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Julie Ann Peabody as the Orange County Transportation Authority Coach Operator of the Month for October 2008; and

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

Dated: October 27, 2008

Chris Norby, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2008-63





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

ANDERS HOLST

WHEREAS, the Orange County Transportation Authority recognizes and commends Anders Holst; and

WHEREAS, be it known that Anders Holst has been a principal player in our Maintenance Department with his innovative contributions, service and commitment;

WHEREAS, be it known that Anders Holst is an Advance Technology Mechanic who takes great pride in his work assignments, possess a positive attitude and a very conscientious employee. Anders has outstanding troubleshooting skills in all major bus systems including Compressed Natural Gas and hybrid vehicles.

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 Anders Holst as the Orange County Transportation Authority Maintenance Employee of the Month for October 2008; and

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

Dated: October 27, 2008

Chris Norby, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2008-62





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

Jim Sterling

WHEREAS, the Orange County Transportation Authority recognizes and commends Jim Sterling; and

WHEREAS, be it known that Jim Sterling is a valued member of the Development Division and has performed his duties as geographic information systems manager in an outstanding manner, demonstrating the highest level of integrity and professionalism in all his dealings with Authority staff, local agencies, and the public; and

WHEREAS, Jim has developed the Authority's geographic information system into a state-of-the art computer system that has increased the usefulness and value of existing information; and

WHEREAS, Jim's leadership in the Authority's geographic information system has resulted in better decision-making, improved planning and forecasting, and increased productivity for the Authority and local agencies;

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Jim Sterling as the Orange County Transportation Authority Administrative Employee of the Month for October 2008; and

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

Dated: October 27, 2008

Chris Norby, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2008-64





October 27, 2008

To: Members of the Board of Directors
From: Chris Norby, Chairman
Subject: Appointment of Designated Representatives

Overview

Appointment of designated representatives to meet with the Chief Executive Officer regarding his annual performance review and compensation.

Recommendation

Approve the appointment of Chairman Chris Norby, Vice Chairman Peter Buffa, and former Chairman Carolyn Cavecche as designated representatives to meet with the Chief Executive Officer regarding his annual performance review and compensation.

Discussion

The Board of Directors annually reviews the performance of the Chief Executive Officer and considers possible adjustments to his compensation.



MEMO

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: **Payroll Operational Review**

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 22, 2008

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Payroll Operational Review

Overview

The Internal Audit Department of the Orange County Transportation Authority has completed an operational review of the payroll function. Internal Audit has provided three recommendations to strengthen internal controls. Management has indicated the recommendations provided in the report will be implemented or otherwise satisfactorily addressed.

Recommendation

Direct staff to implement the recommendations made in the Payroll Operational Review, Internal Audit Report No. 08-001.

Background

Salaries and benefits represent one of the largest operating expenses of the Orange County Transportation Authority (OCTA). According to OCTA's budget system (BUDBAR), salaries and benefits costs for fiscal year 2007-08 were \$154,286,000 for 1,972 full-time equivalent employees. Approximately 80 percent of all salaries and benefits are attributable to Orange County Transit District operations.

The Payroll Section (Payroll) of the Accounting and Financial Reporting Department processes all biweekly paychecks for OCTA, inputs all administrative employee timesheets, reviews interface reports for union employees, processes Board of Directors' stipends on a monthly basis, and processes payroll tax reports.

The Compensation and Benefits Section (Compensation) of the Human Resources Department consists of a section manager, two compensation analysts, two benefit analysts, two human resource assistants, two office specialists, and one intern. Compensation processes employee performance

reviews, changes to personnel records (such as name, address, marital status, dependents, etc.), computer purchase reimbursements, employment verifications, job descriptions, merit increases, personnel requisitions, and salary surveys.

OCTA utilizes the Lawson System (Lawson) for human resource management and payroll processing. Coach operator time is entered into the Automated Coach Operator Reporting System (ACORS), which is uploaded nightly into Lawson. Maintenance employee time is entered into the Electronic Timekeeping System (ETS), which is also uploaded nightly into Lawson. The payroll data in Lawson directly interfaces with Integrated Financial and Administration Solution (IFAS), OCTA's accounting system.

The Lawson System includes employee personal data (such as name, address, marital status, dependents, etc.), employee pay rate, withholdings, benefits, salary and position history. Lawson has a self-help portal that employees can access to review personal salary and benefits information.

Discussion

The Fiscal Year 2007-08 Internal Audit Plan included a review of the payroll function. The objective of the review was to ensure adequate internal controls exist over the payroll operations function. A separate review of payroll information system controls, including system interfaces, is being performed by an information systems auditor under contract with the Internal Audit Department.

During the review, Internal Audit noted that OCTA lacks controls to ensure that all changes to employee pay rates in the Lawson system are valid and authorized. Internal Audit also recommended controls be enhanced to ensure documentation of employee deferred compensation deductions is maintained. Finally, Internal Audit recommended that maintenance employee timekeeping records from the Santa Ana Base be forwarded to maintenance administration for review and validation.

Summary

Based on the review, Internal Audit offered three recommendations and management has indicated they have been or will be implemented.

Attachment

- A. Payroll Operations Review, Internal Audit Report No. 08-001

Prepared by:

A handwritten signature in black ink that reads "Kathleen M. O'Connell". The signature is written in a cursive style with a large, prominent "K" and "C".

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



INTEROFFICE MEMO

October 8, 2008

To: James S. Kenan, Executive Director
Finance, Administration and Human Resources

Beth McCormick, General Manager
Transit

From: Janet Sutter, Sr. Section Manager
Internal Audit

Subject: **Payroll Operations Review, Internal Audit Report No. 08-001**

Attached hereto is the Payroll Operations Review, Internal Audit Report No. 08-001. The management responses to the three recommendations made in the review have been incorporated into the attached final audit report. Internal Audit concurs with the responses.

We appreciate the cooperation received during this review. Internal Audit will follow up on management's planned corrective action in six months.

Appendix: Payroll Operations Review, Internal Audit Report No. 08-001

c: Ken Phipps
Lisa Arosteguy
Tom Wulf
Kathleen O'Connell

ORANGE COUNTY TRANSPORTATION AUTHORITY INTERNAL AUDIT DEPARTMENT



Payroll Operational Review

INTERNAL AUDIT REPORT NO. 08-001

September 24, 2008



Audit Team

Kathleen M. O'Connell, CPA, Internal Audit Manager
Lisa Monteiro, CPA, Principal Internal Auditor
Ricco Bonelli, Senior Internal Auditor

ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT

Payroll Operational Review
September 24, 2008

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**ORANGE COUNTY TRANSPORTATION AUTHORITY
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**Payroll Operational Review
September 24, 2008**

CONCLUSION

The Internal Audit Department has conducted an operational review of the payroll function. The primary objective of the review was to evaluate internal controls and compliance with applicable laws and regulations. An information systems auditor under contract with the Internal Audit Department (Internal Audit) is performing a separate review of payroll system controls, including system interfaces.

Based on our review, it appears that controls over timekeeping and payroll processing are generally adequate. Internal Audit has provided three recommendations to improve internal controls as indicated below.

BACKGROUND

Salary Costs

Salaries and benefits represent one of the largest operating expenses of the Orange County Transportation Authority (OCTA). According to OCTA's budget system (BUDBAR), salaries and benefits budget and actual costs are as follows:

Fiscal Year	Budget <i>(in thousands)</i>	Actual <i>(in thousands)</i>	Full Time Equivalent's
2004-05	\$125,603	\$126,711	1,908
2005-06	133,371	132,107	1,909
2006-07	147,262	144,710	1,945
2007-08	158,831	154,286	1,972

Salaries and benefits are budgeted by department using the number of anticipated full-time equivalents for the fiscal year. Approximately 80 percent of all salaries and benefits are attributable to Orange County Transit District operations.

Roles and Responsibilities

The Payroll Section (Payroll) of the Accounting and Financial Reporting Department includes one section manager, one payroll administrator, and two payroll specialists. Payroll processes all bi-weekly paychecks for OCTA, inputs all administrative employee

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT**

**Payroll Operational Review
September 24, 2008**

timesheets, reviews interface reports for union employees, processes Board of Director's pay on a monthly basis, and processes payroll tax reports.

The Compensation and Benefits Section (Compensation) of the Human Resources Department consists of a section manager, two compensation analysts, two benefit analysts, two human resource assistants, two office specialists, and one intern. Compensation processes employee performance reviews, changes to personnel records (such as name, address, marital status, dependents, etc.), computer purchase reimbursements, employment verifications, job descriptions, merit increases, personnel requisitions, and salary surveys. Changes to salaries are requested and authorized through Personnel Action Forms (PAF's) that are forwarded to Compensation for input into the Lawson system.

Payroll System

OCTA utilizes the Lawson System for human resource management and payroll processing. Coach operator time is entered into the Automated Coach Operator Reporting System (ACORS), which is uploaded nightly to Lawson. Maintenance employee time is entered into the Electronic Timekeeping System (ETS), which is also uploaded nightly to Lawson. The payroll data in the Lawson System directly interfaces with Integrated Financial and Administration Solution (IFAS), OCTA's accounting system.

The Lawson system includes employee personal data (such as name, address, marital status, dependents, etc.), employee pay rate, withholdings, benefits, salary, and position history. Lawson has a self-help portal that employees can access to review their personal salary and benefits information. Supervisors can also access limited information related to their employees.

Payroll Taxes

OCTA is subject to the withholding and payment of federal payroll and income taxes, Medicare, state disability insurance, and California payroll and income tax.

OBJECTIVES, SCOPE AND METHODOLOGY

This engagement was an operational review of the Payroll function and was included in Internal Audit's Fiscal Year 2007-08 Internal Audit Plan. The objective of the review was to ensure that an effective payroll function has been established, specifically that:

- A. Adequate segregation of duties exists between the timekeeping and payroll processing functions.

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- B. Adequate internal controls exist to ensure changes to the payroll system are accurate and authorized.
- C. Salary and overtime payments to employees are properly authorized and calculated.
- D. Adequate internal controls exist to prevent payment of unauthorized payroll expenses.
- E. Employee payroll deductions are properly authorized.

Internal Audit's methodology consisted of interviews with employees, observation of the timekeeping and payroll processing functions, review of written policies and procedures, review of United States Internal Revenue Service regulations, review of related general ledger account balancing, and selected testing of timekeeping and payroll data. A separate review of payroll information system controls, including system interfaces, is being performed by an information systems auditor under contract with the Internal Audit Department (Internal Audit).

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT**

**Payroll Operational Review
September 24, 2008**

AUDIT COMMENTS, RECOMMENDATIONS AND MANAGEMENT RESPONSES

Compensation Changes Input To The Payroll System Are Not Reviewed

Changes to compensation are initiated and approved at the department level. These changes are recorded on PAF's and are forwarded to Compensation for input to Lawson.

During interviews with staff, Internal Audit noted that compensation changes input to the Lawson system are not independently reviewed for validity and accuracy. While Payroll receives and reviews copies of the processed PAF's, there is no system-generated report of all changes made or procedures for reviewing changes to ensure that all are supported by a PAF and are input accurately.

Recommendation 1: A system-generated report of pay rate changes should be generated each pay period and reviewed by Payroll to ensure all changes are supported by a properly authorized PAF.

Management Response (Finance, Administration, and Human Resources Division):

Management agrees with the recommendation. Staff will develop a report that details all compensation changes within the Lawson system each payroll period. The Payroll Section will assume responsibility for comparing the PAF's against the report to validate all changes.

Management appreciates Internal Audit's recommendations. This input is a valuable component of our ongoing effort to improve processes and strengthen internal controls.

Deferred Compensation Deduction Forms Not On File

Employees who wish to participate in the deferred compensation program must complete an enrollment application that is input to the Lawson system by Human Resources.

Human Resources could not locate enrollment documentation for 4 of 20 (20 percent) employees participating in the deferred compensation program.

Recommendation 2: Human resources staff should review procedures and implement controls to ensure that employee payroll deduction forms are properly filed and maintained.

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INTERNAL AUDIT DEPARTMENT**

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September 24, 2008**

Management Response (Finance, Administration, and Human Resources Division): Management agrees with the recommendation. The Deferred Compensation process has changed since the beginning of 2007, due to new Human Resource team members being hired who are directly responsible for this program.

Subsequent to the audit period selected for testing March 9, 2007, management implemented a process as follows:

- Deferred Compensation Enrollment/Change Forms and Nationwide Change Notices are date-stamped upon receipt
- An HR Representative enters the change into the Lawson system
- A Senior Benefits Analyst reviews change form and the Lawson data entry for accuracy and signs off on the paperwork
- An Office Specialist files all forms in a Deferred Compensation file that is located in a locked file room.

Maintenance Exception Timesheets Not Centrally Reviewed

Maintenance Department employee timekeeping is reported on an exception basis only. Exceptions are recorded by the base office specialists on a Daily Exception Timesheet and input to the Electronic Timekeeping Operating System (ETOS). These are faxed daily to the Transit senior office specialist who reviews the Daily Exception Timesheets and the exception entries in ETOS and then uploads the entries to ETS.

Review and discussion with staff noted that, while the Santa Ana Base enters exceptions into ETOS, the base does not provide the daily exception timesheets to the Transit senior office specialist for review.

Recommendation 3: The senior office specialist should ensure that daily exception timesheets are received from all bases and reviewed.

Management Response (Transit Division): The Transit Division/Maintenance Department agrees with the audit finding and will ensure that all bases follow the same procedures for review.



BOARD COMMITTEE TRANSMITTAL

October 20, 2008

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

Legislative and Communications Committee Meeting of October 16, 2008

Present: Directors Bates, Brown, Buffa, Cavecche, Glaab, Mansoor, and
Rosen
Absent: None

Committee Vote

No action was taken.

Staff Recommendation

Receive and file as an information item.



October 16, 2008

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

Overview

This report provides information on the status of federal legislation at the end of the 110th Congress, including Highway Trust Fund transfer legislation, appropriations, and rail legislation. The report also provides information regarding the value of the federal transportation funding program.

Recommendation

Receive and file as an information item.

Background

The Senate has adjourned and has set January 6, 2009, as the first day of the 111th Congress, but it is planning to return on November 17 for a lame duck session and new member orientation. The House has adjourned until January 3, 2009, subject to the call of the Speaker. Before leaving, Congress took several actions intended to keep transportation funds flowing until their return and also passed significant rail legislation. These actions provide the backdrop for a new Congress and President to take office in January. One of the issues facing the new Congress will be the future direction of the surface transportation program.

Discussion

At adjournment, the following transportation actions were taken by Congress and the President:

Highway Trust Fund (HTF) Transfer Legislation

On September 15, 2008, the President signed legislation which will provide \$8 billion to the HTF from the general fund to repay funds taken from the HTF

in 1998. With this additional funding, the HTF should remain solvent for several months. The remaining HTF balance is dependent upon the rate at which committed project funds are actually spent out and the rate at which gas tax revenues come into the account. The recent sharp reduction in vehicle miles traveled and gasoline consumption have worsened the problem and added to the uncertainty in future projections.

Appropriations

At the end of the federal fiscal year (FY) on September 30, none of the FY 2009 funding bills had been completed by Congress. As a result, Congress rolled all of the federal agency appropriations bills into an omnibus funding measure. That bill contains full FY 2009 funding for the Department of Defense, Department of Homeland Security, and Military Construction-Veterans Administration. It also contains a continuing resolution (CR) to fund every program, including the Department of Transportation, at its current FY 2008 levels through March 6, 2009. The CR passed both houses by a veto-proof majority and was signed by the President in time to prevent any closedown of the government on October 1.

Amtrak Authorization and Rail Safety Legislation

Congress combined the Amtrak authorization bill with pending rail safety legislation into H. R. 2095. This legislation was passed by a voice vote in the House on September 24 and by a vote of 74-24 in the Senate on October 1. The President had been opposed to the spending authorization provisions in the bill for Amtrak as well as several other provisions of the Amtrak authorization. However, it now appears that the President will sign the legislation.

This legislation contains several provisions of interest to the Orange County Transportation Authority (OCTA). First, the bill mandates the installation of positive train control technology on railroads by 2015. However, the bill only authorizes a total of \$250 million nationwide to help pay for this requirement. Estimates of the compliance cost for Metrolink alone range from between \$150 million and \$250 million. The bill contains other key safety related provisions, including the requirement of risk-based safety programs for all major railroads, the development of new scientifically-based hours-of-service regulations for passenger rail, and the banning of cell phones in locomotives.

The bill also authorizes \$2.6 billion in annual funding for Amtrak and includes funding for states with intercity rail such as California. In addition, the bill authorizes the establishment of a \$1.5 billion high-speed rail corridor

development program to fund capital costs of constructing high-speed rail corridors, including facilities such as the Anaheim Regional Transportation Intermodal Center (ARTIC). The OCTA obtained language in the bill which directs the Secretary of Transportation, in selecting projects for funding under this program, to “give greater consideration to projects” which encourage “intermodal connectivity through direct connections between train stations, airports, bus terminals and other modes of transportation” and which include “anticipated improvement of conventional intercity passenger, freight, or commuter operations”.

Since this Amtrak bill is authorization legislation only, appropriations to fund these newly established programs will need to be a part of OCTA’s work with the next Congress.

Fuel Tax Credit Extension

Under existing Internal Revenue Code provisions, OCTA receives a tax credit of 50 cents per gallon or gasoline gallon equivalent for alternative fuels such as compressed natural gas or liquefied natural gas which are used in OCTA’s fleet. In 2007 the OCTA received over \$3.6 million from the federal government through this program. These provisions were set to expire on September 30, 2009. The recent tax extender provisions passed by Congress as part of the financial bailout legislation will extend this credit for another three months until December 31, 2009. This will be an item requiring further work in the next Congress.

Reauthorization

All of these actions in the closing days of the 110th Congress point to the new business of surface transportation reauthorization which will face the incoming 111th Congress. In preparation for that activity, it is useful to assess the funding which the federal surface transportation program provides to the OCTA.

Attachment A provides a summary of federal highway and transit funding received by the OCTA over the five federal fiscal years as authorized by the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In addition to the funding identified in this attachment, the OCTA receives highway funding from the state which is a mixture of both state and federal SAFETEA-LU funding and is not shown in the attachment. Funding for FY 2009 is projected based upon the amounts authorized and guaranteed for the final year of SAFETEA-LU.

Funding Table C at the bottom of the attachment shows that over the five-year period from 2004 to 2009, OCTA will have received a combined total of \$672.4 million in federal transportation funding. Current annual funding is approximately \$125 million. Of the combined total funding amount, \$85.3 million (shown in Funding Table B) or less than 13 percent, is discretionary funding. This discretionary funding includes earmarks received in SAFETEA-LU or through annual appropriations. The remaining amount of \$587.2 million (shown in Funding Table A) was received by OCTA through the various formula funding programs established as part of SAFETEA-LU. The annual formula funding totals shown in Funding Table A also show consistent year-to-year formula program increases which grow by \$20 million over the life of the SAFETEA-LU authorization period.

One can conclude from this attachment that federal transportation funding is a significant and growing resource to the OCTA. Furthermore, a substantial amount of this funding comes from the formula programs which are enacted as part of the authorization process.

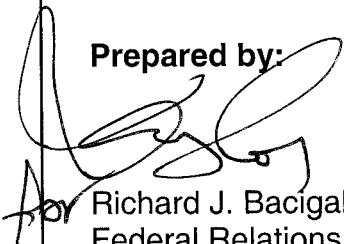
Summary

The final actions of the 110th Congress relating to surface transportation are summarized and the dollar value of the federal transportation is presented. Lastly, the monthly reports for August and September from Potomac Partners (Attachments B and C) and Smith, Dawson and Andrews (Attachments D and E) are attached.

Attachments

- A. SAFETEA-LU Highway and Transit Funding
- B. Report to the Orange County Transportation Authority from Potomac Partners August 2008
- C. Report to the Orange County Transportation Authority from Potomac Partners September 2008
- D. Report to the Orange County Transportation Authority from Smith, Dawson & Andrews August 2008
- E. Report to the Orange County Transportation Authority from Smith, Dawson & Andrews September 2008

Prepared by:



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

SAFETEA-LU Highway and Transit Funding

Table A: OCTA Federal Funding Allocations FY04-09 - Formula

FUNDING PROGRAMS	FY04	FY05	FY06	FY07	FY08	FY09 Projected	TOTAL
Congestion Mitigation and Air Quality	\$44,685,624	\$39,157,005	\$38,406,821	\$39,931,344	\$42,306,561	\$39,900,000	\$244,387,355
FTA 5307 Formula	\$40,133,746	\$43,381,661	\$46,593,235	\$48,631,827	\$52,551,072	\$56,027,442	\$287,318,983
FTA 5316 Job Access and Reverse Commute	\$0	\$0	\$1,678,644	\$1,769,470	\$1,907,402	\$1,977,302	\$7,332,818
FTA 5317 New Freedom	n/a	n/a	\$789,380	\$816,756	\$891,821	\$924,504	\$3,422,461
FTA 5309 Fixed Guideway	\$4,370,694	\$4,621,708	\$7,178,255	\$8,226,346	\$9,996,521	\$10,296,416	\$44,689,940
TOTALS	\$89,190,064	\$87,160,374	\$94,646,335	\$99,375,743	\$107,653,377	\$109,125,664	\$587,151,557

Table B: OCTA Federal Funding Allocations FY04-09 - Discretionary

FUNDING PROGRAMS	FY04	FY05	FY06	FY07	FY08	FY09 Projected	TOTAL
FTA 5309 Bus Capital	\$5,024,272	\$291,534	\$3,556,080	\$1,663,306	\$2,871,914	\$1,871,219	\$15,278,325
FTA 5310 Elderly and Disabled	\$525,500	\$273,309	\$532,000	\$478,000	\$500,000	\$505,000	\$2,813,809
High Priority Projects	n/a	\$13,443,822	\$13,309,384	\$13,677,409	\$13,443,822	\$13,344,675	\$67,219,112
TOTALS	\$5,549,772	\$14,008,665	\$17,397,464	\$15,818,715	\$16,815,736	\$15,720,894	\$85,311,246

Table C: Combined OCTA Federal Funding Allocations & Appropriations FY04 - 09

FUNDING PROGRAMS	FY04	FY05	FY06	FY07	FY08	FY09 Projected	TOTAL
Congestion Mitigation and Air Quality	\$44,685,624	\$39,157,005	\$38,406,821	\$39,931,344	\$42,306,561	\$39,900,000	\$244,387,355
FTA 5309 Bus Capital	\$5,024,272	\$291,534	\$3,556,080	\$1,663,306	\$2,871,914	\$1,871,219	\$15,278,325
FTA 5307 Formula	\$40,133,746	\$43,381,661	\$46,593,235	\$48,631,827	\$52,551,072	\$56,027,442	\$287,318,983
High Priority Projects	n/a	\$13,443,822	\$13,309,384	\$13,677,409	\$13,443,822	\$13,344,675	\$67,219,112
FTA 5316 Job Access and Reverse Commute	\$0	\$0	\$1,678,644	\$1,769,470	\$1,907,402	\$1,977,302	\$7,332,818
FTA 5317 New Freedom	n/a	n/a	\$789,380	\$816,756	\$891,821	\$924,504	\$3,422,461
FTA 5309 Fixed Guideway	\$4,370,694	\$4,621,708	\$7,178,255	\$8,226,346	\$9,996,521	\$10,296,416	\$44,689,940
FTA 5310 Elderly and Disabled	\$525,500	\$273,309	\$532,000	\$478,000	\$500,000	\$505,000	\$2,813,809
TOTALS	\$94,739,836	\$101,169,039	\$112,043,799	\$115,194,458	\$124,469,113	\$124,846,558	\$672,462,803

**Report to the Orange County Transportation Authority from
Potomac Partners
August 2008**

Partners contributing to the work described in this report include: Rick Alcalde, Dr. Lesli McCollum Gooch, Jim Holton, and Dan Feliz.

1. Appropriations and Transportation Legislative Outlook

The House reconvened on September 8th. It is not likely that the House will move any non-defense related spending bills before the November elections. The House, however, will need to pass before the September 26th adjournment date a Continuing Resolution to fund the federal agencies. This CR is being rumored to last anywhere from 2-6 months, depending on the decision of the Democratic majority in Congress and the outlook for the Presidential election. As with other CRs in previous years, the Appropriations committee staff believes this bill will not contain any controversial riders or include projects that will draw the ire of fiscal conservatives in the Republican Study Committee who have made earmark spending an issue for this campaign season. We will continue to press for important OCTA projects in Congress with an eye toward the Transportation re-authorization, which the Transportation & Infrastructure Committee has already begun crafting and plans to finish before the end of 2009. Specifically, Potomac Partners DC continues to advance OCTA projects with Congressmen Gary Miller, Ken Calvert, Joe Knollenberg and Jerry Lewis for the THUD bill that could ultimately be packaged into an Omnibus spending bill. During this the first week back we met with Congressman Calvert who indicated that there is a chance Congress will reconvene after the elections.

With regard to the FY09 T-HUD bill, no mark up has been scheduled for the bill to date. We will continue to monitor for any full Appropriations committee action on this bill, which will most likely serve as the basis for the transportation spending portion of a potential Omnibus bill that the House would like to pass to fund the remainder of FY 09 fiscal year when the Continuing Resolution expires.

In addition to the Continuing Resolution, the House may also start working on Supplemental spending bill that could contain disaster relief funds for storm damage from current and potential hurricanes threatening the coastal states. The bill could contain billions of dollars for infrastructure-related stimulus and other items the Senate tried to include in the last supplemental bill, but which the House decided to reject.

The Majority Leader also pressed the Senate to complete legislation that will transfer \$8B from the general fund to the Highway Trust Fund (HTF) to make up for shortfall in the HTF account. On the recommendation of the DOT, the Senate modified H.R. 6532 that was referred to the Senate Finance Committee after it passed the House and made the \$8 billion transfer in the House-passed

bill take effect immediately. It is expected that the bill will be on the President's desk by September 12th.

2. Amtrak Reauthorization Update

During the month of August, the House committee staff continued to work on the Amtrak Reauthorization bill's High Speed Rail component. The Senate has not yet named conferees, which has slowed the progress of the bill. Despite the Senate's inaction the House Committee staff believes that it is still possible to work the bill in the next three weeks with Senator Lautenberg and finalize a bill that could be re-introduced in the Senate. The expectation is that the Senate could then pass a finalized bill that will be sent back to the House eliminated the need for a formal Conference Committee as was done with the recent Housing Legislation.

Congresswoman Corrine Brown's staff believes that, even with this no Conference Committee scenario, changes and clarifications could still be included in the bill as it is ping-ponged back and forth between the House and Senate. We are continuing to press for additional language in the High Speed Rail title of the bill that will explicitly authorization high speed rail terminal like the ARTIC center.

3. Administration and Reauthorization Priorities

Congressman Miller's office has asked for OCTA's input into the policy priorities for the next Transportation reauthorization. We are prepared to work with the OCTA Legislative committee to help formulate for Congressman Miller some of those legislative priorities.

The Orange County Congressional delegation offices were pleased with the recent award of the \$7M FTA grant for the Orange County Transportation Authority. They are eager to continue the success of Orange County's public transportation and would like to help press for any additional funds FTA makes available before the next administration takes over. In order to advance this goal we recommend following up on the May 22nd discussion regarding the ARTIC project with the Federal Transit Administration's Deputy Administrator, Sherry Little. As with the May meeting the goal will be to make the case for the Administration to direct any remaining uncommitted FY08 funds to the ARTIC project.

4. Congressional Visits

We are continuing work with Congressman Oberstar and his staff on scheduling the Chairman's visit to Orange County this fall. As with previous

Congressional visits to the County, we hope to showcase important transportation projects like the ARTIC center and build a long term working relationship between OCTA and the Chairman who will be instrumental in the writing of the next Highway re-authorization bill.

**Report to the Orange County Transportation Authority from
Potomac Partners
September 2008**

Partners contributing to the work described in this report include: Rick Alcalde, Dr. Lesli McCollum Gooch, and Dan Feliz.

Legislative Overview and Look Ahead

During the last two weeks in Congress all legislative activities have been overshadowed by the economic crisis and the need to pass legislation to stabilize the capital markets. As a consequence of the need for Congress to remain in session beyond the scheduled adjournment date Congress passed some valuable legislation to include the Amtrak Reauthorization and Rail Safety Bill (HR 2095). However, because of the divided debate on the economic “bailout” some legislation like the second economic stimulus package did come off the table that would have provided a significant boost in transportation funding for highways and transit.

After the Emergency Economic Stabilization Act (EESA) passed the Congress on October 3rd, the House of Representatives passed an adjournment resolution and returned to the campaign trail. Pursuant to this adjournment resolution the House will return on January 3rd before the next Congress takes office on January 6th, which eliminates the possibility of any potential pocket vetoes or legislative mischief by an outgoing administration. The resolution also included language allowing the Speaker of House and Senate Majority Leader to call back both chambers in short notice when the national interest requires, which also leaves the door open to an expanded lame duck agenda. Senate Majority Leader Reid has also indicated that he will likely to reconvene the Senate after the November elections to pass a series of bills that have been filibustered by Senator Tom Coburn (R-OK) in one omnibus package. If a lame duck session does occur, there may an opportunity to press for an additional economic stimulus, like the House passed version (HR 7110) that included \$18.5 billion in supplemental appropriations for the U.S. Department of Transportation. We will continue to work with our Congressional champions to ensure transportation funding remains at the cornerstone of any economic stimulus that is contemplated.

1. Amtrak Reauthorization and Rail Safety Bill

Working with the key Congressional leaders involved in the House and Senate negotiation on the Amtrak Reauthorization bill, Potomac Partners secured the inclusion of the following language in section **26106. High-speed rail corridor development** of the bill:

“(C) give greater consideration to projects—
“(i) that are anticipated to result in benefits to other modes of transportation and to the public at large, including, but not limited to, consideration of the project’s—
“(I) encouragement of intermodal connectivity through provision of direct connections between train stations, airports, bus terminals, subway stations, ferry ports, and other modes of transportation; ‘
(II) anticipated improvement of conventional intercity passenger, freight, or commuter rail operations;”

Purpose of the language

The purpose of this language is to encourage the development of regional intermodal centers like ARTIC that connect directly to all modes of transportation in Orange County and throughout Southern California. This language gives these projects greater consideration in competing for grants or appropriations as authorized projects.

Background

In early July we began working with Railroad Subcommittee chairwoman, Corrine Brown, on adding additional language to the Amtrak Reauthorization bill’s high speed rail provision. Senate had passed the bill by a vote of 70 to 22 on Oct. 30, 2007. The House passed its own Amtrak reauthorization measure by a vote of 311 to 104 on June 11. On July 22nd the House offered an amended version of the bill that replaced the Senate-passed language with the text of the House-passed Amtrak reauthorization bill. This allowed the House and Senate to go to conference on Amtrak reauthorization legislation and provided us the opportunity to insert the desired language. Later that week Congresswoman Corrine Brown traveled to Orange County and received a briefing on ARTIC from Mayor Pringle and was further convinced that such projects would be an integral component of future high speed rail. Director Peter Buffa, Art Leahy and Rick Bacigalupo also briefed Congresswoman Brown on ARTIC and other OCTA priorities later that day.

Conference Delayed while a Solution is Sought for the HSR Provision

Sen. Lautenberg had originally objected to the HSR provision that was included in the House version of the Amtrak Reauthorization and the Senate was unable to agree to go to Conference with the House before the August recess. During the August break, Congressman Mica and Sen. Lautenberg’s staff met informally to discuss a potential compromise on the HSR provision. We continued to work with the key committee members to include our language that would give greater consideration to the projects that connect high speed rail to other modes of transportation.

A deal with Mica and Lautenberg is reached

After three weeks of negotiation, Congressman Mica agreed to a counter offer from Sen. Lautenberg that would release RFPs for all 11 high-speed corridors at

the same time instead of making the North East Corridor the first priority. As a result of this deal, a final version of the Amtrak reauthorization was able to be combined with the 2007 Rail Safety Bill and PTC bill. This combined bill passed the House by voice vote on September 24. On October 1, the Senate passed this House version, which will now be sent to the President's desk for his signature. The President is expected to sign the bill.

2. Emergency Economic Stabilization Act (EESA)

After a failed attempt in the House to pass a "bailout package" the Senate prepared an alternative bill that included a tax title, which contained several transportation-related tax extensions.

One provision of interest is the alternative fuel credit of 50 cents per gallon or gasoline gallon equivalent (GGE) for certain alternative fuels used in motor vehicles. Among the fuels which qualify for this credit are compressed natural gas (CNG) and liquefied natural gas (LNG), both of which are used in the Orange County Transportation Authority (OCTA) bus fleets. The language in the bill is as follows:

SEC. 204. EXTENSION AND MODIFICATION OF ALTERNATIVE FUEL CREDIT.

(a) EXTENSION.—

(1) ALTERNATIVE FUEL CREDIT.—Paragraph (4) of section 6426(d) (relating to alternative fuel credit) is amended by striking "September 30, 2009" and inserting "December 31, 2009".

(2) ALTERNATIVE FUEL MIXTURE CREDIT.—Paragraph (3) of section 6426(e) (relating to alternative fuel mixture credit) is amended by striking "September 30, 2009" and inserting "December 31, 2009".

(3) PAYMENTS.—Subparagraph (C) of section 6427(e)(5) (relating to termination) is amended by striking "September 30, 2009" and inserting "December 31, 2009".

(note: Paragraph (4) of section 6426(d) refers the IRS tax code that specifies compressed or liquefied natural gas as an alternative fuel.)

The inclusion of the extension in the EESA is an important development that will give OCTA and its federal advocacy team extra time to push for a longer extension in the next Transportation Reauthorization bill, likely to be completed by the end of 2009.

3. Transportation Reauthorization and Container Fees Issue

On September 18th, the Transportation and Infrastructure Committee held a hearing on transportation planning. This hearing was part of the Subcommittee's

effort to prepare for the reauthorization of federal surface transportation programs under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users ("SAFETEA-LU"), which expires on September 30, 2009.

One issue of concern during the hearing was the use of container fees like those proposed in the Calvert-Jackson Bill--H.R. 5102, the "On-Time Act" to pay for the much needed infrastructure improvements in communities impacted by the flow of goods from ports to rest of the county. Committee member, Congresswoman Laura Richardson questioned all the panelists if they would support such containers fees to fund transportation improvements in and around ports and specifically asked if they would support the approach California has taken with state legislation like S. 974. Mr. Charles Howard, the Transportation Planning Director of Puget Sound Regional Council was the first to respond that he would not support a state approach, which could place ports with containers fees at a disadvantage from ports in other states with no such container fees. Mr. Howard did add that he would support a federal solution that places all ports on equal footing. After Mr. Howard's response, Congresswoman Richardson re-iterated her support for federal legislation like the On-time Act and she promised to continue to work to include a similar proposal in the next transportation reauthorization bill.

Congressman Calvert and Congressman Miller have also indicated their commitment to work on a federal solution to providing more transportation infrastructure funding for ports and the impacted communities through container fees.

**Report to the Orange County Transportation Authority from
Smith, Dawson & Andrews
August 2008**

Focus: Transportation Appropriations and Reauthorization Activity
August 2008

Highlights

Washington activity has been focused on the programs and legislative discussions that affect OCTA's federal funds: transportation appropriations movement and transportation reauthorization committee information and activities.

Congress began a six week recess on August 1 and will return on September 8. The timeframe covers summer district activity as well as both political party conventions.

The House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation held a field hearing at the Port of Long Beach on August 4. The hearing's focus--Port Development and the Environment at the Ports of Los Angeles and Long Beach--included discussion of the California "Clean Trucks" legislation in the California legislature. OCTA did not seek to testify. The hearing was conducted by Subcommittee Chair Elijah Cummings (MD) primarily at the request of Congresswoman Laura Richardson (CA). They were joined by other California Representatives--Congressmen Bob Filner and Dana Rohrabacher and Congresswomen Hilda Solis and Grace Napolitano. Before the hearing, the group toured the Port of Long Beach. A summary of proceedings of can be found on the Committee's Web site at <http://transportation.house.gov/Media/File/Coast%20Guard/20080804/SSM.CG.pdf>

There is speculation that the Senate Environment and Infrastructure Committee will schedule a field hearing at LA METRO offices for Thursday, September 4. Specific information on the hearing is still emerging, and OCTA is expected to testify.

When Congress resumes business in September, there is a long list of bills that stalled over the summer. It is still believed that Congress will not complete action on the remaining appropriations bills, including transportation, until 2009, when the new administration begins. Congress has an adjournment date set for September 26, but a lame duck session in December may be called.

Discussions about a second stimulus bill that includes funding for "ready-to-go" projects continue. As mentioned before, House Speaker Nancy Pelosi (CA) has asked staff to work on the legislation. On the Senate side, Appropriations Chairman Robert Byrd (WV) has directed the same.

On August 1, Senator Hillary Rodham Clinton (NY) introduced S. 3380 or "Saving Energy through Public Transportation Act" as a companion to HR 6052--the Oberstar/Mica bill that was passed by the House in June. The bills would authorize \$850 million over this year and the next fiscal year to help transit authorities pay for rising fuel costs and encourage increased transit ridership. Because of the number of bills and the time remaining to deliberate them on the calendar, this Senate bill would have to be added to a larger energy package to be able to be considered.

AMTRAK reauthorization or the "Passenger Rail Investment and Improvement Act" is expected to proceed to a House and Senate conference when Congress returns. The House-passed version provides \$14.4 billion over five years; the Senate passed version contains \$11.4 billion over six years. The conference will seek a compromise on the funding as well as several policy provisions, such as:

- state capital grant program for intercity rail projects
- state grants for high speed rail corridors
- a new forum to mediate right of way disputes between commuter and freight rail.

Action on HR 2095, the "Rail Safety Enhancement Act", also continues. Deliberation of the provision has been ongoing since last year, when the House passed its version. The Senate passed a bill on August 1 that completely replaced the House passed bill, and includes a three-year time frame for finalizing hours of service. The bill is expected to complete action before Congress adjourns.

Climate change legislation is not expected to proceed to any final action in this Congress. Hearings on existing legislation and proposed provisions will continue into next year.

SDA Outreach

Contact on Capitol Hill on behalf of OCTA

-Gaines with *Rep. Sanchez* staff, who took a tour of OCTA facilities on August 21.

-Gaines with Senate Environment & Public Works staff regarding September hearing in Los Angeles

Contact with relevant organizations on behalf of OCTA

-Garson--weekly updates from US Conference of Mayors transportation and environment legislative staff

-SDA group--outreach to Republican and Democratic leadership regarding activities related to earmark preparations and reauthorization discussions

-SDA group--review of important Congressional hearings and press conferences related to OCTA goals

Miscellaneous

Gaines attended OCTA Legislative Committee Meeting

Burrell attended FTA training on ADA, Civil Rights and DBE in Denver, August 12-14

Garson updated legislative matrix.

**Report to the Orange County Transportation Authority from
Smith, Dawson & Andrews
September 2008**

Focus: Transportation Appropriations and Reauthorization Activity
September 2008

Highlights

Washington activity has been focused on the fast passed legislative actions that affect OCTA's federal funds and have been dominating Congress: transportation appropriations, transportation reauthorization committee information and activities, and rail safety.

Congress returned from its six week recess on September 8 and began deciding what legislation would make it to the House and Senate dockets before the tentatively set September 26 adjournment. Several factors interceded, which caused Congress to remain in session through the first week of October. In Washington, news of an imminent financial meltdown focused all attention on a federal bailout/rescue plan that was developed, rejected by the House on September 29; revised and approved by the Senate on October 1; and finally approved by the House on October 5. In between all night sessions on the financial plan, the House and Senate deliberated on several actions related to OCTA federal funds and programs.

A Continuing Resolution was signed by President Bush on September 30, and it provided fiscal 2009 funding for military construction, the Departments of Defense and Homeland Security and the Veterans Administration only, while funding for the rest of the federal departments (including transportation) was approved at fiscal 2008 levels through March 6.

On October 2, the Senate completed action on the House passed rail safety package that combined a number of bills into one. Of note are several provisions: the support of "positive train control" technology in the aftermath of the September Metro Link accident; language to support special consideration of intermodal rail projects like ARTIC; reauthorization of AMTRAK; and close to \$2.5 billion funding authority for state intercity passenger rail grants.

A second stimulus bill was formulated in the House, was added to the CR with additional funds for highway and transit programs and passed. However, when the CR was taken up by the Senate, deliberated on and passed, the stimulus provisions related to highways and transit were deleted. Additional provision to

the final CR as signed by the President included emergency disaster relief funding related to wildfires, hurricanes and other natural disasters, a loan for the auto industry to stimulate an increase in alternative fuel vehicles and a lifting of the ban on off-shore drilling.

Several hearings took place to further discuss transportation reauthorization. Senator Barbara Boxer (CA) conducted California field briefings on transportation reauthorization in Sacramento and in Los Angeles respectively on September 3 & 4. OCTA testified in Los Angeles. All other statements and testimonies are included on the Committee's Web site proceedings and can be found at http://epw.senate.gov/public/index.cfm?FuseAction=Hearings.Hearing&Hearing_ID=76ca4921-802a-23ad-41f5-e19e81ac8699 for September 3 and http://epw.senate.gov/public/index.cfm?FuseAction=Hearings.Hearing&Hearing_ID=76ce6ed8-802a-23ad-44dd-b18eee583fda for September 4. Also the House Subcommittee on Highways and Transit held a reauthorization hearing on transportation planning on September 18, where Denver Mayor John Hickenlooper testified about metropolitan needs on behalf of the U.S. Conference of Mayors. The proceedings from this hearing can be found at <http://transportation.house.gov/hearings/hearingDetail.aspx?NewsID=741> .

SDA Outreach

Contact on Capitol Hill on behalf of OCTA

-Gaines attended OCTA Legislative Committee meeting on ???? and the Senate Environment & Public Works Committee hearing in Los Angeles on September 4

-Garson covered T & I hearing on "Transportation Planning" on September 18, 2008.

Contact with relevant organizations on behalf of OCTA

-Garson--weekly updates from US Conference of Mayors transportation and environment legislative staff

-SDA group--outreach to Republican and Democratic leadership regarding activities related to earmark preparations and reauthorization discussions

-SDA group--review of important Congressional hearings and press conferences related to OCTA goals

Miscellaneous

Burrell attended FTA Reauthorization Task Force meeting in Washington on September 12

Burrell attended Metro Link accident briefing in Washington on September 22

Garson updates legislative matrix.

Garson notes from:

Transportation & Infrastructure's Subcommittee on Highways and Transit: "Transportation Planning"--(9/18/08)

This hearing was convened by Mr. McNerney who was substituting for Chairman DeFazio. The Witness list included: John Hickenlooper, mayor,

Denver, CO; James Ritzman, deputy secretary for transportation planning, Pennsylvania Department of Transportation; Andrew Chesley, executive director, San Joaquin Council of Governments, Stockton, CA; Charles Howard, director, Transportation Planning, Puget Sound Regional Council, Seattle, WA; Keith Selman, planning director, City of Laredo, TX; Neil Pederson, chairman, Executive Board, I-95 Coalition, Baltimore, MD.

Mr. McNerney began the hearing by emphasizing that the purpose of the hearing was to get a better understanding of regional and nationwide planning for transportation projects. Ranking Member Duncan believes that we need to collect more input from all users of transportation infrastructure before we begin planning. Mr. Duncan also stressed the importance of planning on a regional and national level rather than within a state, which is how transportation planning currently operates; Ranking Member Mica echoes this sentiment. Mr. Mica began discussing his proposal that calls for a national strategic transportation plan. He stated that most states and Metropolitan areas have put together good plans, but they don't account for regional impacts. He has several issues with the planning process. Some Metropolitan Planning Organizations (MPOs) and local governments don't take into consideration large metropolitan areas when planning; there needs to be better coverage/cooperation during the MPO process; there is an enormous issues of financing our transportation infrastructure; we have not looked into public-private-partnerships enough; we need to speed up the process of transportation projects. His example was the rebuilding of the Minnesota Bridge that collapsed last year, which only took 450 days; whereas, it normally would have taken 6-7 years with all of the permits, environmental statements and other processes.

Mr. Hickenlooper stated that the success of Denver's transportation system resulted from the planning that looked at the region rather than just the downtown area. Mr. Howard stated that he thinks the planning part of transportation infrastructure is often successful, but the implementation step does not always happen and this needs to be addressed. When Chairman DeFazio asked about the helpfulness and hindrances of the filing requirement and about funding through the state DOT, Mr. Hickenlooper explained that it does not motivate regional collaboration because of the large disparity between highway and transit funding. It makes funding for integrated projects more difficult. The mayor wants more flexibility, funding to be mode neutral, and to be given to projects based on merit, not rules or a formula. Mr. Pederson added that he thinks true partnerships between the localities, state and region have created the most successful situations for planning and implementation. He further explained that the way the process is set up is that when transportation affects multiple states, such as with freight movement, the states look out for their own self-interest, not the regional or national interest. This needs to change. He thinks we need joint dialogue and partnerships at all three levels of government and the federal government needs to lead this dialogue. Mr. Chesley believes that intermodalism is the key to movement and these different modes are able to

solve regional issues when they work together. For instance, in his area, the regional agencies cooperated to mitigate the impacts on local areas from increased freight movement. Mr. Ritzman believes that the federal government should simplify categories of where funding can apply.

Ranking Member Mica began a tangent where he expressed his feelings that we must have a mega plan that addresses regional transportation. He wants to coordinate between the freight commerce people and the highway and transit people for a regional plan, but realizes the jurisdictional split will make such an idea very difficult. Mr. Mica really hit on the idea that we need to speed up the process of transportation projects. He was also very adamant about passing the reauthorization of SAFTEA-LU on time. Mr. Pederson has found that the largest and most costly projects often benefit other states more often than their own state. Chairman Oberstar stated that he thinks the purpose of MPOs is to resolve differences at the local level. MPOs have funding to engage in the transportation process, but the money is directed by the state, which takes much of the planning power away from the MPOs. Mr. Hickenlooper answered the Chairman's question about how we could regionally plan better by giving the example of Denver. The mayor wishes that the federal government could provide more incentives to certain regions for building transportation infrastructure in certain areas. In Denver, the mayor was able to bring 32 mayors from big cities and small towns to unanimously agree to support a 4 cent tax increase to pay for 57 new rail stations. The incentives were there for all of the mayors because they would either be benefited with an actual station or there would be less congestion in their town or city. This collaborative approach is something that the federal government could use as an example. Mr. Howard added that the state DOT makes the decision in his region of where 94% of the federal highway funding goes. With only 6% of the funds, it is difficult to take on very large projects. Mr. Howard also added that he sees the most delays in construction of transportation infrastructure when the project is not fully funded. Mr. Pederson added that when the I-95 Coalition wants growth somewhere they have incentives for the land use and when they don't want growth they make sure there are no incentives.

Mr. Oberstar made a strong point that unlike the last highway bill, this time they are going after congestion points throughout the U.S. The reauthorization will target money to these areas and make sure the modal, multi-modal, transit, buses and freight transportation issues are closely examined as it relates to congestion points. Chairman Duncan made one last point that transportation projects take way too long and he wants to come up with a way to streamline the environmental approvals. Congresswoman Schmidt asked about financing and planning for the upcoming authorization bill. Mr. Hickenlooper stated that where the federal money goes must become neutral—not a majority go to highway and a little go to transit—and MPOs should have a more significant role in how funds are spent, which would help connect planning and funding. He thinks that spending decisions with federal money should become

more local, not just state DOT's decisions. He also stated that he thinks people are more willing to go along with a tax increase if they know specifically what it is purchasing. Mr. Chesley thinks that the gas tax will need to become a more user based system. Mr. Pederson thinks we need to switch to a more vehicle miles traveled (VMT) and tax carbon emissions to pay for our infrastructure.



MEMO

October 22, 2008

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 23, 2008

To: Transit Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Evaluation of Personal Rapid Transit Technology

Overview

In August 2008, the Orange County Transportation Authority met with representatives from two firms currently developing personal rapid transit systems. Staff has summarized the outcome of these meetings and outlined recommended next steps.

Recommendations

- A. Receive and file as an information item.
- B. Direct staff to return to the Board of Directors with a set of guiding principles for the evaluation of personal rapid transit and other experimental transit technologies.

Background

In recent months the Orange County Transportation Authority (OCTA) has been approached by several individuals and firms promoting personal rapid transit (PRT) technology. "Podcar" or PRT systems would offer on-demand, point-to-point transportation using vehicles that seat approximately four people and operate on independent guideways. Although research on PRT has been ongoing since at least the 1950s, the only system currently in revenue service is at West Virginia University in Morgantown, West Virginia, although even that system lacks many of the features typically associated with modern PRT.

The Morgantown system is an experimental people-mover, originally constructed by a subsidiary of Boeing in the early 1970s, using a \$130 million federal grant. The Morgantown PRT includes a fleet of 70 driverless vehicles that operate on a 3.8-mile route serving five stations. Some claim that Morgantown's system is actually "group rapid transit" because, unlike PRT, the Morgantown vehicles accommodate up to 20 passengers and often make all station stops rather than

provide non-stop, point-to-point service. In addition, although the Morgantown system includes off-line stations, it does not operate in a loop system that offers alternate route choices.

The use of PRT has been proposed as a possible transit alternative on the Pacific Electric (PE) Railroad right-of-way (ROW) between Los Angeles County and Orange County. On July 10, 2008, during a discussion on the PE ROW, the Transit Committee requested that staff conduct additional research on PRT and return with an assessment of the viability of PRT technology.

Discussion

In August 2008, OCTA staff met with representatives from two firms that are currently leading worldwide PRT development efforts: Advanced Transport Systems, Inc. (ATS), developer of the ULTra PRT system, and Vectus, a subsidiary of Korean steel manufacturer POSCO.

A 2.4-mile PRT guideway is being privately developed by ATS at London's Heathrow Airport, linking Terminal 5 to a remote parking lot. The project is currently under construction and is expected to open for revenue service in October 2009. The initial segment of the ULTra PRT system at Heathrow Airport will consist of 18 driverless, battery-powered vehicles that operate on rubber tires and have a seating capacity of four people, plus luggage. The vehicles will operate at a top speed of 25 miles per hour on up to four-second headways, serving three stations on a fixed-route utilizing a two-lane concrete guideway. The total cost of an ULTra PRT system, including vehicles, infrastructure, and control system, ranges between \$10 million and \$15 million per track mile, according to ATS estimates.

Vectus currently operates a ¼-mile PRT test track in Uppsala, Sweden that is not in revenue service. Vectus' prototype PRT vehicles are powered by linear induction motors and operate on steel rails supported by a lightweight steel structure that is designed to be relocated, if necessary. Vehicles are designed to operate at up to 30 miles per hour on three-second headways using a driverless, computer-based control system.

Both firms observed that PRT systems are best suited to serving areas that have relatively constant travel demand throughout the day. The systems are not suited to "pulse loads" during peak hours when a large numbers of passengers attempt to board vehicles that accommodate only four people.

Representatives from both ATS and Vectus acknowledged that the risk associated with public sector involvement in PRT at this time would have to be

mitigated, either through significant private equity investment and other private-sector financial mitigation measures, or by developing a PRT system in small segments to minimize expenditures. Nevertheless, public risk still remains in pursuing a transit technology that has not yet proven itself in sustained revenue service anywhere in the world and is not available as an "off the shelf" product.

Because there are no modern PRT systems currently in revenue service, no reliable statistics exist regarding the long-term safety, reliability, and operation and maintenance costs of PRT. Although experimental transit technologies such as PRT hold promise for specific applications in the future, staff believes it is premature for OCTA to invest taxpayer dollars in any technology that has not been fully developed and tested in revenue service for a reasonable period of time. Simply put, PRT technology has not yet advanced to a state of commercial readiness.

Firms proposing PRT and other emerging transit systems should look to the private sector and universities to fund the additional research and testing needed to fully develop the technology before seeking public agency support and funding. As a public transit agency, this is not OCTA's role.

Next Steps

Staff will continue to monitor developments in PRT and other experimental transit technologies, including the system currently under construction at London's Heathrow Airport. Staff recommends returning to the Board of Directors (Board) with a set of guiding principles for the evaluation of PRT and other experimental transit technologies. If approved, these principles would be used to evaluate experimental transit technologies in future planning studies, including OCTA's 2010 Long-Range Transportation Plan.

Summary

Staff has submitted an initial assessment of the viability of PRT technology, and will return to the Board with a set of recommended guiding principles for the evaluation of PRT and other experimental transit technologies.

Attachment

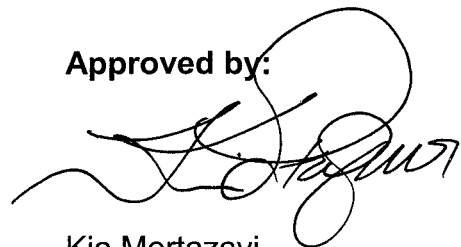
None.

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MEMO

October 22, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: **Third Quarter 2008 Debt and Investment Report**

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 22, 2008

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Third Quarter 2008 Debt and Investment Report

Overview

The California Government Code authorizes the Orange County Transportation Authority Treasurer to submit a quarterly investment report detailing the investment activity for the period. This investment report covers the third quarter of 2008, 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 \$1.10 billion as of September 30, 2008. The portfolio is divided into two managed portfolios: the liquid portfolio for immediate cash needs and the short-term portfolio for future budgeted expenditures. In addition to these portfolios, the Authority has funds invested in debt service reserve funds for the various outstanding debt obligations.

The Authority's debt portfolio had an outstanding principal balance of \$452.5 million as of September 30, 2008. Approximately 56 percent of the outstanding balance is comprised of Measure M debt, 6 percent is associated with the Renewed Measure M Program, and the remaining 38 percent is for the 91 Express Lanes.

Discussion

Economic Summary: The third quarter of 2008 was not just a volatile market, it was the beginning of what has proven to be the biggest financial market shake-up since the Great Depression. Wall Street and Main Street witnessed the downfall of major institutions including Lehman Brothers Holdings Company (Lehman). The Treasury Department, backed by the current administration, proposed sweeping reform and unprecedented assistance to help calm markets that included a \$700 billion rescue plan. Economic variables that typically affect the fixed-income market were overshadowed by a greater issue, liquidity.

In August, outstanding consumer credit fell by \$7.9 billion as banks tightened lending standards and held cash in an effort to bolster their balance sheets. Consumer spending, the biggest contributor to the United States (U.S.) economy, is forecasted to continue slowing as banks remain cautious, job losses mount and property values decline. In 2008, weekly jobless claims have averaged 390,000 compared to 321,000 during 2007. The number of people continuing to collect jobless claims reached 3.659 million, the most since June 2003.

Debt Portfolio Activity: During the quarter, the Authority began discussions with the Orange County Treasurer's office regarding a private placement with the Orange County Investment Pool (OCIP) for the 91 Express Lanes variable rate debt. OCIP has been directly investing in the variable rate demand bonds since July 2008. A staff report seeking final approval of the transaction is scheduled to go to the Board of Directors at the second meeting in November 2008. If approved, the transaction will close in early December 2008.

Also occurring during the quarter was the bankruptcy filing of Lehman. Lehman was the remarketing agent for the 91 Express Lanes and served as one of the Authority's counterparty for the swap component of the variable rate bonds. Lehman did not send the counterparties payment to the Authority on October 1, 2008. As a result, the Authority sent a Notice of Default and Reservation of Rights letter to Lehman. It is uncertain whether Lehman will continue to breach the terms of the swap contract. The Authority continues to work with Bond Counsel regarding our legal options for the swap.

On August 15, 2008, the Authority remitted a debt service payment for the 91 Express Lanes in the amount of \$8.3 million. Of this amount, \$4.3 million was used to retire principal. Currently, there remains \$174.9 million outstanding on the 91 Express Lanes tax-exempt bonds.

Also occurring on August 15, 2008, the Authority remitted a debt service payment to Measure M investors in the amount of \$6.6 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 \$6.6 million in principal from the Tax-Exempt Commercial Paper (TECP) Program during the month of September. The outstanding balances for each of the Authority's debt securities are presented in Attachment A.

Investment Portfolio Activity: There were several substantive changes to the portfolio during the quarter as a direct result of the current and evolving financial crisis. Both Bear Stearns and Western Asset Management invested in Lehman corporate medium-term notes (MTN) in the par amounts of \$2,000,000 and \$1,000,000 respectively. The bonds were rated "A" on Friday, September 12, 2008, by both Standard and Poor's and Moody's but by Monday, September 15, 2008, Lehman had filed for bankruptcy and the ratings were lowered. The securities were within the Authority's permitted investment guidelines at the time of purchase and remained as such until the time of insolvency. The bonds are currently trading at 15 percent on the dollar and are expected to increase in value as the orderly sale of Lehman assets continues.

The Authority liquidated \$34.8 million in collateralized Investment Agreements with American International Group (AIG). The agreements represented debt service reserve fund investments of Measure M Series 1992, 1997, 1998, and 91 Express Lanes debt issues. The agreements contained downgrade provisions that allowed the liquidation of funds if the credit ratings for AIG reached predetermined levels. After discussions with the Authority's financial advisor, bond counsel, and respective bank trustees, it was determined that it was in the Authority's best interest to reduce its exposure to AIG. The agreements were terminated on September 29, 2008, at par plus accrued interest with no termination penalty.

The reserve fund proceeds are currently invested in AAA rated money market funds. Moving forward the reserve funds will be invested in treasury and agency securities maturing on each subsequent interest payment date.

September 30, 2008, marked the end of the Authority's investment management relationship with Bear Stearns Asset Management. Portfolio management duties transitioned to JP Morgan as a result of the merger. The assets remain on deposit with the custody agent Bank of New York Mellon.

Investment Portfolio Compliance: As of September 30, 2008, the Authority's portfolio was not in compliance with its investment policy. On

Federal Home Loan Mortgage Corporation pool bonds totaling \$5,000,000 par maturing in 2038. These bonds are in violation of the Authority's 2008 Investment Policy because the bonds have a stated final maturity longer than five years. Staff instructed WAM to liquidate the positions and subsequently put the firm on probation for period of one year pursuant to Section III Compliance of the 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, 2008, to the diversification guidelines of the policy.

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

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

The returns for the Authority's short-term operating monies are compared to the Merrill Lynch 1-3 year Treasury Index benchmark. The Merrill Lynch 1-3 year Treasury Index is one of the most commonly used short-term fixed income benchmarks. Each of the four managers invests in a combination of securities that all conform to the Authority's 2008 Annual Investment Policy. For the quarter ending September 30, 2008, the weighted average total return for the Authority's short-term portfolio was 0.60 percent, 109 basis points below the benchmark return of 1.69 percent. For the 12-month period ending September 30, 2008, the portfolio's return totaled 5.23 percent, 104 basis points below the benchmark return of 6.27 percent for the same period.

For investors, more now than in recent history, there is value in safety. The often-used term flight-to-quality has never been more true and more apparent.

Treasury securities continued to outperform all fixed income sectors during the third quarter as investors at all levels sought safety during a time of financial instability. Agency security performance improved by quarter-end as efforts by the U.S. Treasury Department strengthened the balance sheets of Freddie Mac and Fannie Mae while restoring market confidence.

The Merrill Lynch 1-3 year Treasury Index benchmark, comprised of 100 percent treasuries, outperformed all other benchmarks holding non-treasury securities. The Authority's underperformance relative to the benchmark can also be attributed to corporate medium-term notes holdings in the financial services sector and the \$3 million investment in Lehman securities. Given the recent effort by the Department of Treasury and the Federal Open Market Committee to increase lending and promote economic growth, demand for treasury securities is forecasted to slow in coming weeks. Additionally, the Department of Treasury's investment in certain banks is being very well received in both the debt and equity markets.

The market value of the portfolio, \$1,012,659,951, remains above the book value of \$1,010,388,549 due to price appreciation of high-quality securities.

Investment Portfolio Summaries: 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 2008 through September 2008.

Attachments

- A. Orange County Transportation Authority Outstanding Debt September 30, 2008.
- B. Orange County Transportation Authority Investment Policy Compliance September 30, 2008.
- C. Orange County Transportation Authority Short-term Portfolio Performance Review Quarter Ending September 30, 2008.
- D. Orange County Transportation Authority Short-term Portfolio Performance as of September 30, 2008.
- E. Orange County Transportation Authority Comparative Yield Performance as of September 30, 2008.
- F. Investment Manager Diversification and Maturity Schedules September 30, 2008.
- G. Orange County Transportation Authority Portfolio Listing as of September 30, 2008.

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**Orange County Transportation Authority
Outstanding Debt
September 30, 2008**

ATTACHMENT A

Orange County Local Transportation Authority (OCLTA) - M1 Program

	<u>Issued</u>	<u>Outstanding</u>	<u>Final Maturity</u>
2001 Second Senior Sales Tax Revenue Bonds	\$ 48,430,000	\$ 48,430,000	2011
1998 Second Senior Sales Tax Revenue Bonds	213,985,000	66,320,000	2011
1997 Second Senior Sales Tax Revenue Refunding Bonds	57,730,000	44,105,000	2011
1995 Tax-Exempt Commercial Paper	74,200,000	16,000,000	2011
1992 First Senior Sales Tax Revenue Bonds	350,000,000	77,700,000	2011
Sub-total	\$ 744,345,000	\$ 252,555,000	

Orange County Local Transportation Authority (OCLTA) - M2 Program

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

91 Express Lanes *

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

* Not reflected is the intra-agency borrowing (subordinated debt) for the purchase of the 91 Express Lanes in the amount of \$32,396,537.

TOTAL OUTSTANDING BALANCE **\$ 452,495,000**

ORANGE COUNTY TRANSPORTATION AUTHORITY
Investment Policy Compliance
September 30, 2008

<u>Investment Instruments</u>	<u>Dollar Amount Invested</u>	<u>Percent Of Portfolio</u>	<u>Investment Policy Maximum Percentages</u>
U.S. Treasuries	\$335,758,546	33.2%	100%
Federal Agencies & U.S. Government Sponsored	264,397,489	26.2%	100%
State of California & Local Agencies *	0	0.0%	25%
Money Market Funds & Mutual Funds	138,294,557	13.7%	20%
Bankers Acceptances	0	0.0%	30%
Negotiable Certificates of Deposit	11,629,753	1.2%	30%
Commercial Paper	0	0.0%	25%
Medium Term Maturity Corporate Securities	105,729,632	10.5%	30%
Mortgage and Asset-backed Securities	69,367,960	6.9%	20%
Repurchase Agreements	15,163,011	1.5%	75%
Investment Agreements Pursuant To Indenture	0	0.0%	100%
Local Agency Investment Fund	18,223,161	1.8%	\$ 40 Million
Orange County Investment Pool	7,131,556	0.7%	\$ 40 Million
CAMP	0	0.0%	10%
Variable & Floating Rate Securities	15,499,430	1.5%	30%
Debt Service Reserve Funds - Investment Agreements	29,193,457	2.9%	Not Applicable
Derivatives (hedging transactions only)	0	0.0%	5%
TOTAL	<u>\$1,010,388,549</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, 2008**

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
7/31/2008	0.40%	1.65 years	0.41%	1.81 years	0.43%	1.51 years	0.40%	1.78 years	0.38%	1.69 years
8/31/2008	0.48%	1.70 years	0.44%	1.74 years	0.51%	1.49 years	0.42%	1.69 years	0.48%	1.74 years
9/30/2008	0.79%	1.70 years	-1.18%	1.54 years	0.28%	1.46 years	-0.80%	1.64 years	0.66%	1.71 years
Jul 08 - Sep 08 Total Return	1.69%		-0.34%		1.22%		0.02%		1.53%	

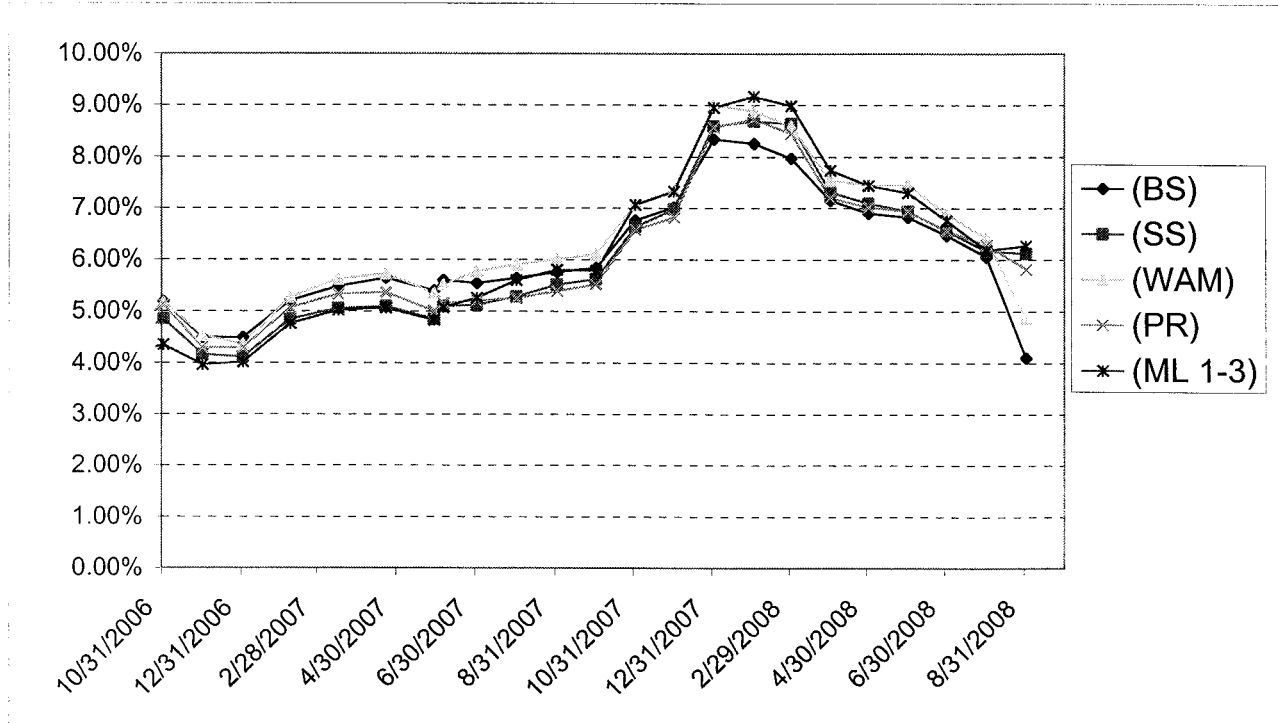
HISTORICAL QUARTERLY RETURNS

Oct 07 - Dec 07 Total Return	2.36%	2.34%	2.35%	2.45%	2.37%
Jan 08 - Mar 08 Total Return	2.98%	2.37%	3.01%	2.71%	2.99%
Apr 08 - Jun 08 Total Return	-0.86%	-0.31%	-0.85%	-0.36%	-0.87%
Jul 08 - Sep 08 Total Return	1.69%	-0.34%	1.22%	0.02%	1.53%
12-Month Total Return	6.27%	4.10%	5.82%	4.86%	6.12%

* - Month End Rates of Return are Gross of Fees

Orange County Transportation Authority Short-Term Portfolio Performance September 30, 2008

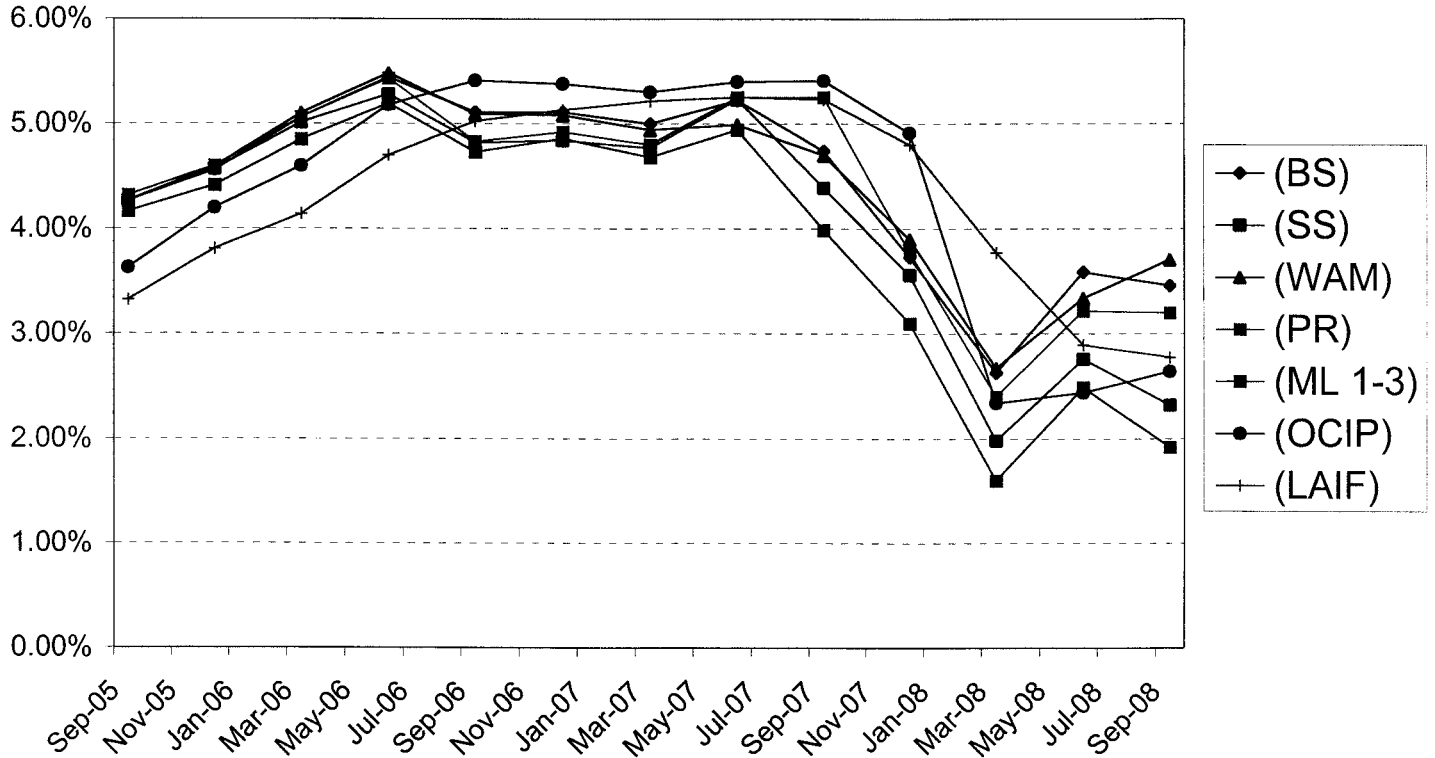
**Trailing 1-Year Total Return
Vs. The Merrill Lynch 1-3 Treasury Benchmark**



	Bear Stearns (BS)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	Merrill Lynch 1-3 Yr (ML 1-3)
Oct-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%
Oct-07	5.84%	5.62%	6.10%	5.52%	5.78%
Nov-07	6.76%	6.63%	7.07%	6.57%	7.06%
Dec-07	7.01%	6.97%	7.35%	6.81%	7.32%
Jan-08	8.34%	8.59%	8.99%	8.57%	8.95%
Feb-08	8.26%	8.69%	8.89%	8.73%	9.17%
Mar-08	7.97%	8.64%	8.60%	8.45%	8.99%
Apr-08	7.15%	7.31%	7.54%	7.20%	7.74%
May-08	6.90%	7.09%	7.45%	7.02%	7.44%
Jun-08	6.82%	6.94%	7.45%	6.94%	7.30%
Jul-08	6.47%	6.56%	6.89%	6.56%	6.76%
Aug-08	6.05%	6.17%	6.41%	6.29%	6.18%
Sep-08	4.10%	6.12%	4.86%	5.82%	6.27%

Orange County Transportation Authority Comparative Yield Performance September 30, 2008

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

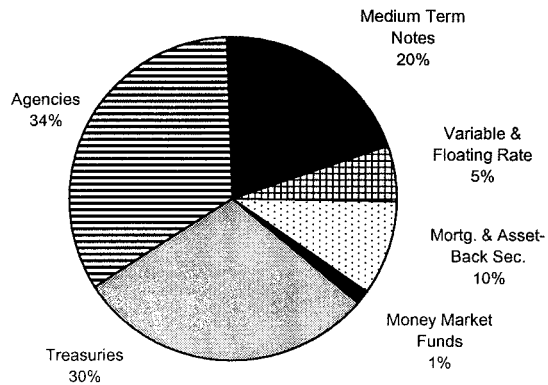


	Bear Stearns (BS)	State Street (SS)	Western Asset Mgmt (WAM)	Payden Rygel (PR)	Merrill Lynch 1-3 Yr (ML 1-3)	(OCIP)	(LAIF)
Sep-05	4.27%	4.27%	4.27%	4.32%	4.17%	3.63%	3.32%
Dec-05	4.56%	4.57%	4.59%	4.60%	4.41%	4.20%	3.81%
Mar-06	5.06%	5.01%	5.10%	5.06%	4.85%	4.60%	4.14%
Jun-06	5.44%	5.28%	5.48%	5.43%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

Investment Manager Diversification and Maturity Schedules

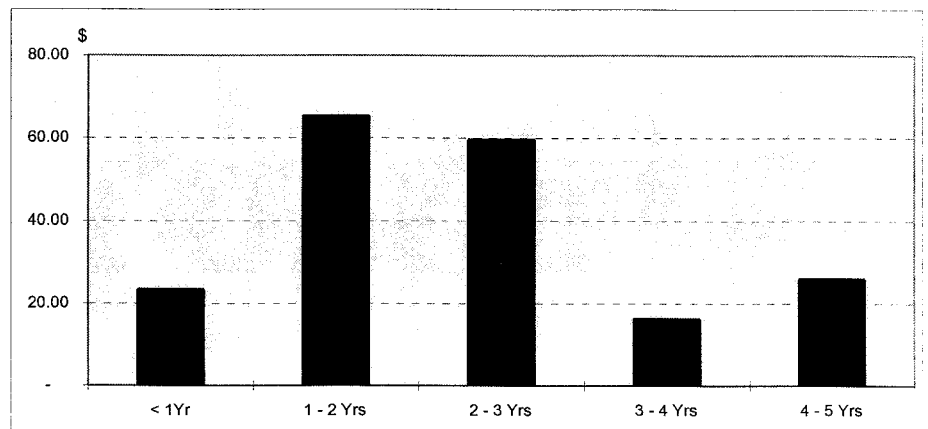
**Bear Stearns
September 30, 2008**

SHORT-TERM PORTFOLIO (\$193.5 M)



	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$57,465,658	\$59,109,213
Agencies	64,868,546	65,330,291
Medium Term Notes	39,625,562	37,149,668
Variable & Floating Rate	10,299,430	9,929,855
Mortg. & Asset-Back Sec.	18,420,343	18,443,304
Money Market Funds	2,790,455	2,790,455
	<u>\$193,469,994</u>	<u>\$192,752,786</u>

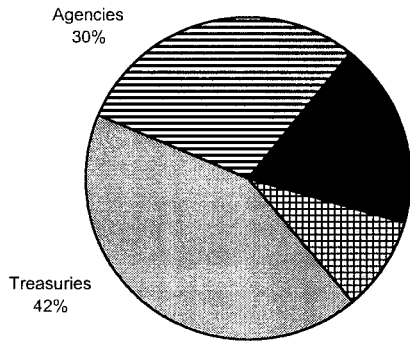
Wtd Avg Maturity	1.87 Yrs
Duration	1.54 Yrs
Quarter-end Yield	3.59%
Benchmark Comparison	1.91%
Quarter Return	-0.34%
Benchmark Comparison	1.69%
12 Month Return	4.10%
Benchmark Comparison	6.27%



Investment Manager Diversification and Maturity Schedules

Payden & Rygel
September 30, 2008

SHORT-TERM PORTFOLIO (\$192.6 M)

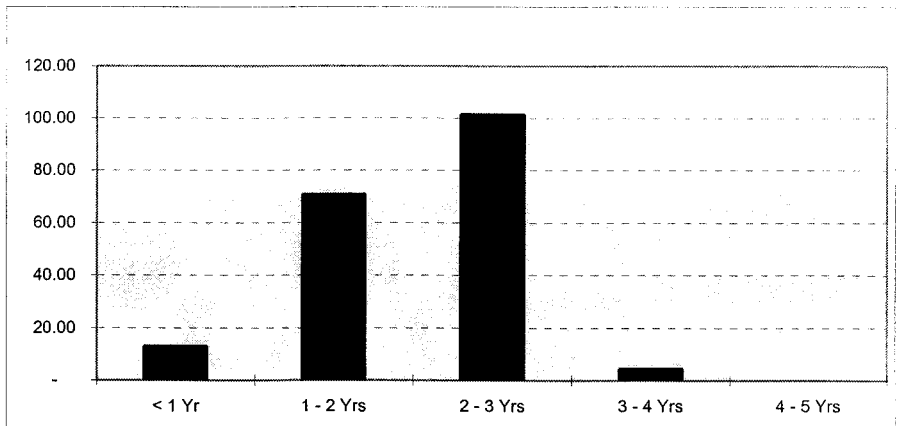


Medium Term Notes
19%

Mortg. & Asset-Back Sec.
9%

	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$81,648,325	\$84,422,395
Agencies	56,943,122	56,891,552
Medium Term Notes	35,766,578	35,825,515
Mortg. & Asset-Back Sec.	18,031,056	18,076,979
Money Market Funds	<u>156,760</u>	<u>156,760</u>
	<u>\$192,545,842</u>	<u>\$195,373,202</u>

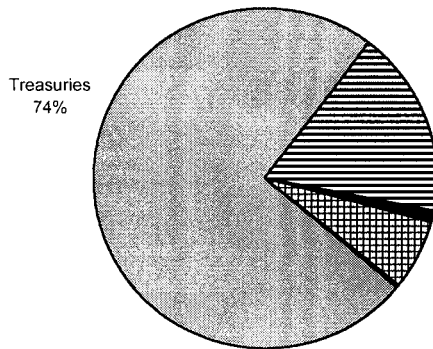
Wtd Avg Maturity	1.89 Yrs
Duration	1.46 Yrs
Quarter-end Yield	3.20%
Benchmark Comparison	1.91%
Quarter Return	1.22%
Benchmark Comparison	1.69%
12 Month Return	5.82%
Benchmark Comparison	6.27%



Investment Manager Diversification and Maturity Schedules

State Street
September 30, 2008

SHORT-TERM PORTFOLIO (\$195.1 M)



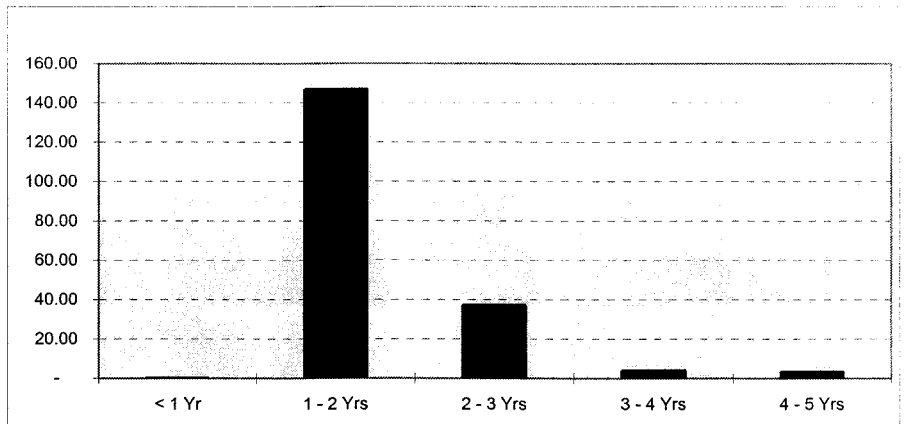
Agencies
18%

Medium Term
Notes
1%

Mortg. & Asset-
Back Sec.
7%

	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$144,941,916	\$146,204,994
Agencies	34,562,299	34,801,287
Medium Term Notes	2,051,200	2,082,380
Mortg. & Asset-Back Sec.	13,176,589	13,285,147
Money Market Funds	<u>404,253</u>	<u>404,253</u>
	<u>\$195,136,258</u>	<u>\$196,778,061</u>

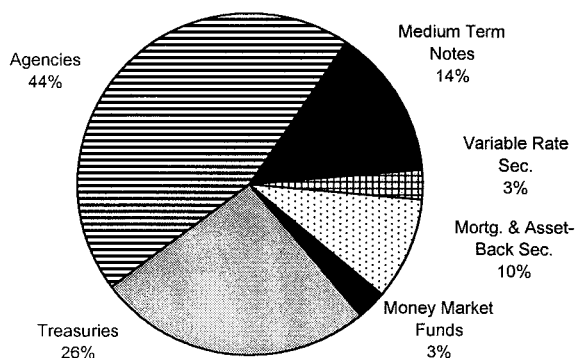
Wtd Avg Maturity	1.83 Yrs
Duration	1.71 Yrs
Quarter-end Yield	2.32%
Benchmark Comparison	1.91%
Quarter Return	1.53%
Benchmark Comparison	1.69%
12 Month Return	6.12%
Benchmark Comparison	6.27%



Investment Manager Diversification and Maturity Schedules

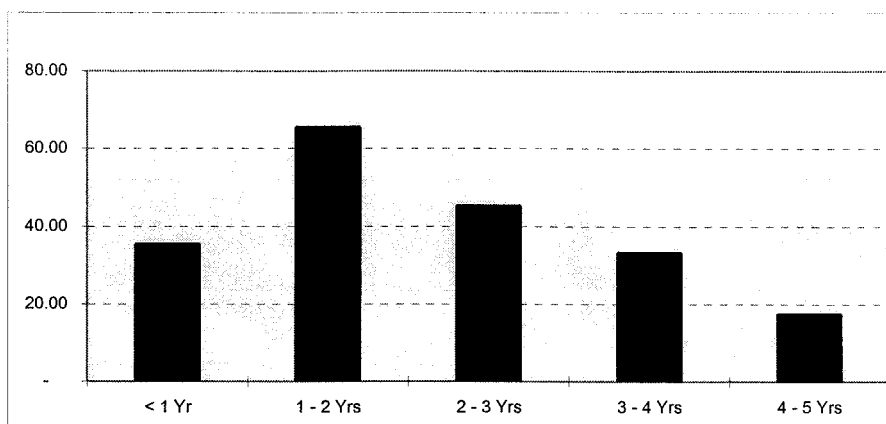
Western Asset Management September 30, 2008

SHORT-TERM PORTFOLIO (\$200.0 M)



	<u>Book Value</u>	<u>Market Value</u>
Treasuries	\$51,702,645	\$52,099,834
Agencies	89,506,890	90,218,108
Medium Term Notes	28,286,292	25,652,150
Variable Rate Sec.	5,200,000	5,031,174
Mortg. & Asset-Back Sec.	19,739,971	19,844,048
Money Market Funds	<u>5,524,554</u>	<u>5,524,554</u>
	<u>\$199,960,352</u>	<u>\$198,369,867</u>

Wtd Avg Maturity	2.04 Yrs
Duration	1.64 Yrs
Quarter-end Yield	3.21%
Benchmark Comparison	1.91%
Quarter Return	0.02%
Benchmark Comparison	1.69%
12 Month Return	4.86%
Benchmark Comparison	6.27%



**Orange County Transportation Authority
Portfolio Listing
As of September 30, 2008**

LIQUID PORTFOLIO

<u>Description</u>	<u>Maturity Date</u>	<u>Book Value</u>	<u>Market Value</u>	<u>Yield</u>
<u>Cash Equivalents</u>				
FNMA Discount Note	2/13/2009	18,516,632.20	18,625,931.50	1.94%
Repurchase Agreement	10/1/2008	15,163,010.53	15,163,642.32	1.50%
Fidelity Funds Treasury I	N/A	38,253,528.24	38,253,528.24	1.85%
First American Treasury Obligations	N/A	63,273.33	63,273.33	1.58%
Goldman Sachs Financial Govt Fund	N/A	18,564,510.07	18,564,510.07	2.05%
Milestone Funds Treasury Obligations	N/A	14,700,556.53	14,700,556.53	1.85%
<i>Sub-total</i>		<u>105,261,510.90</u>	<u>105,371,441.99</u>	
<u>Local Agency Investment Fund (LAIF)</u>	N/A	18,223,160.68	18,223,160.68	2.78%
<u>Orange County Investment Pool (OCIP)</u>	N/A	7,131,555.75	7,131,555.75	2.51%
Liquid Portfolio - Total		<u>\$ 130,616,227.33</u>	<u>\$ 130,726,158.42</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>				
FHLB	10/6/2008	15,077,333.22	15,079,870.86	1.93%
FHLB	10/9/2008	4,245,041.67	4,246,505.56	2.00%
FHLMC	10/24/2008	2,133,660.00	2,136,283.00	2.39%
Milestone Funds Treasury Obligations	N/A	8,876,022.32	8,876,022.32	1.85%
<i>Sub-total</i>		<u>30,332,057.21</u>	<u>30,338,681.74</u>	
<u>U.S. Government & Agency Obligations</u>				
FHLB	4/1/2009	1,893,480.04	1,890,500.00	2.21%
FHLB	9/18/2009	23,832,402.00	23,874,531.26	4.92%
FHLB	5/14/2010	4,309,269.98	4,431,773.44	4.75%
FHLB	9/10/2010	10,942,239.00	11,109,453.13	4.95%
FHLB	10/22/2010	14,405,318.25	14,767,343.75	4.29%
FHLB	12/10/2010	21,211,211.80	21,416,737.50	3.49%
FHLMC	6/11/2009	15,654,878.20	15,886,437.50	4.94%
FHLMC	11/3/2009	5,214,468.00	5,338,593.75	4.67%
FHLMC	6/28/2010	4,186,887.50	4,230,407.50	2.88%
FHLMC	10/18/2010	2,400,694.00	2,376,498.00	4.83%
FHLMC	2/24/2011	2,987,550.00	3,023,670.00	5.20%
FHLMC	2/25/2011	3,919,086.60	3,889,031.25	3.25%
FHLMC	4/1/2011	7,778,950.00	7,702,266.00	3.03%
FHLMC	4/11/2011	5,107,089.00	5,034,656.25	2.78%
FHLMC	6/29/2011	10,021,149.66	9,995,575.00	3.82%
FNMA	12/15/2009	7,479,150.00	7,628,906.25	4.54%
FNMA	2/10/2010	5,806,148.40	5,827,275.00	3.24%
FNMA	4/28/2010	7,934,259.00	7,912,734.38	3.01%
FNMA	7/9/2010	5,696,694.00	5,739,187.50	5.46%
FNMA	8/12/2010	9,989,350.00	10,021,875.00	3.24%
FNMA	8/15/2010	4,909,510.00	5,101,562.50	4.16%
FNMA	10/15/2010	9,902,812.50	9,909,281.25	4.99%
FNMA	2/15/2011	10,296,284.10	10,239,171.88	4.37%

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FNMA	4/28/2011	6,060,288.25	6,082,697.19	3.49%
FNMA	5/15/2011	5,600,558.08	5,465,600.00	5.62%
FNMA	8/15/2011	10,011,870.00	10,068,750.00	3.60%
FNMA	4/9/2013	6,873,223.25	6,814,062.50	3.33%
US Treasury Note	9/15/2009	9,685,345.06	10,142,187.50	3.32%
US Treasury Note	9/30/2009	15,332,812.50	15,307,031.25	3.91%
US Treasury Note	12/15/2009	13,784,507.82	14,465,114.00	3.43%
US Treasury Note	2/15/2010	19,312,989.28	19,433,390.63	4.57%
US Treasury Note	3/15/2010	10,995,815.23	11,386,704.69	3.87%
US Treasury Note	4/15/2010	14,868,059.24	14,790,901.44	0.89%
US Treasury Note	4/15/2010	29,888,234.35	29,843,765.63	3.87%
US Treasury Note	5/15/2010	54,154,088.37	55,797,291.00	4.32%
US Treasury Note	7/31/2010	7,032,289.11	7,108,850.00	2.70%
US Treasury Note	9/15/2010	45,149,647.88	47,124,971.25	3.73%
US Treasury Note	11/15/2010	13,129,315.43	13,161,125.00	4.27%
US Treasury Note	2/28/2011	26,187,370.20	26,235,672.00	4.25%
US Treasury Note	6/30/2011	14,388,963.81	14,566,230.00	4.74%
US Treasury Note	11/30/2011	11,255,224.75	11,307,447.20	4.23%
US Treasury Note	4/15/2012	6,006,184.16	6,681,513.53	1.99%
US Treasury Note	5/31/2012	22,041,097.12	21,771,598.60	4.42%
US Treasury Note	3/31/2013	20,532,070.34	20,663,580.00	2.54%
US Treasury Note	5/31/2013	2,014,531.26	2,049,062.50	3.41%
	<i>Sub-total</i>	<u>560,183,367.52</u>	<u>567,615,014.00</u>	

Medium Term Notes

3M Company	11/6/2009	1,999,120.00	2,028,820.00	5.05%
Abbott Labs	5/15/2011	1,051,630.00	1,033,530.00	5.41%
Amgen Inc	11/18/2009	1,373,316.00	1,386,784.00	4.03%
Atlantic Richfield Company	4/15/2009	1,977,562.75	1,837,026.75	5.86%
Bank America Corp	2/17/2009	3,228,780.80	3,327,914.80	3.44%
Bank America Corp	9/15/2012	2,413,872.00	2,217,750.00	5.27%
Bank New York Inc	1/15/2009	1,957,952.25	2,008,212.75	3.65%
Banque Paribas	3/1/2009	2,134,576.50	2,007,725.75	6.76%
BellSouth Corp	9/15/2009	4,698,620.00	4,734,912.00	4.25%
Berkshire Hathaway Financial Corp	10/15/2008	2,225,452.50	2,249,077.50	3.37%
Berkshire Hathaway Financial Corp	1/15/2010	3,067,940.00	3,112,028.00	4.10%
Campbell Soup Co	2/15/2011	1,066,130.00	1,064,531.25	6.34%
Caterpillar Financial Services	12/1/2010	2,790,788.00	2,813,636.00	5.02%
Cisco Systems Inc	2/22/2011	4,070,680.00	4,083,320.00	5.14%
Citigroup Inc	2/9/2009	3,722,525.50	3,778,901.40	3.70%
Coca Cola Enterprises Inc	9/15/2009	3,750,600.00	3,790,120.00	4.38%
Credit Suisse First Boston USA	1/15/2009	1,940,500.00	1,980,960.00	3.91%
Genentech Inc	7/15/2010	1,474,155.00	1,512,495.00	4.36%
General Electric Capital Corp	9/13/2010	2,803,749.00	2,771,414.00	4.44%
General Electric Capital Corp	12/1/2010	629,166.00	579,618.00	5.17%
General Electric Capital Corp	2/22/2011	2,122,400.00	1,987,400.00	6.16%
Gillette Company	9/15/2009	1,937,000.00	2,001,540.00	3.79%
Goldman Sachs Group	1/15/2009	1,462,545.00	1,473,195.00	3.94%
Goldman Sachs Group	6/15/2010	488,545.00	464,140.63	4.84%
Goldman Sachs Group	1/15/2012	1,410,097.00	1,211,843.75	7.08%
Heller Financial Inc	11/1/2009	2,081,240.00	2,016,360.00	7.31%
Honeywell International Inc	3/1/2010	2,973,796.00	2,944,732.00	7.13%
Household Financial Corp	5/15/2009	1,961,780.00	1,970,040.00	4.82%
IBM International Group Capital LLC	10/22/2012	628,494.00	605,010.00	5.00%
International Lease Finance Corp	4/15/2010	2,492,150.00	1,851,925.00	6.74%
John Deere Capital Corp	4/3/2013	1,557,441.60	1,488,973.20	4.71%

Orange County Transportation Authority
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JP Morgan Chase & Co	1/2/2013	1,059,110.00	957,360.00	5.75%
Lehman Brothers Holdings	7/26/2010	1,951,500.00	250,000.00	0.00%
Lehman Brothers Holdings	1/24/2013	1,013,340.00	125,000.00	0.00%
McDonalds Corp	4/15/2011	2,051,200.00	2,082,380.00	5.76%
Merrill Lynch & Co Inc	8/15/2012	1,034,500.00	937,630.00	6.45%
Metropolitan Life Global	4/10/2013	2,851,458.40	2,759,003.20	5.27%
Morgan Stanley Co	4/1/2012	1,075,180.00	726,380.00	6.60%
Nation Rural Utilities Financial	8/28/2009	4,873,112.00	4,860,912.00	5.67%
National City Bank	8/24/2009	674,490.27	419,545.66	3.68%
Oracle Corp	1/15/2011	1,309,368.71	1,330,901.00	4.88%
Pepsi Bottling	2/17/2009	2,021,940.00	2,009,240.00	5.59%
Principal Life Income Fundings	4/1/2009	2,145,825.00	2,234,970.00	3.22%
Protective Life	11/24/2008	3,790,585.00	3,839,990.00	3.70%
United Parcel Service Inc	1/15/2013	1,037,880.00	1,010,810.00	4.45%
Verizon Global Corp	12/1/2010	2,990,512.00	2,913,652.00	6.96%
Wal Mart Stores	8/10/2009	3,701,945.78	3,522,815.80	6.69%
Walt Disney Co	12/1/2012	619,986.00	597,054.00	4.72%
Wells Fargo	8/9/2010	2,064,493.50	2,041,513.00	4.64%
World Savings Bank	12/15/2009	1,970,600.00	1,756,620.00	4.69%
<i>Sub-total</i>		105,729,631.56	100,709,713.44	

Variable Rate Notes

Allstate Life Global	2/26/2010	1,000,000.00	993,720.00	3.41%
American Express Credit Corp	6/19/2013	930,000.00	811,555.20	4.73%
American Honda Financial Corp	2/5/2010	1,230,000.00	1,228,806.90	3.19%
Bank New York Inc	2/5/2010	500,000.00	489,100.00	3.19%
Caterpillar Financial Services	2/8/2010	1,000,000.00	999,860.00	3.25%
Hewlett Packard Co	9/3/2009	1,325,000.00	1,323,237.75	3.21%
John Deere Capital Corp	2/26/2010	1,200,000.00	1,199,724.00	3.26%
JP Morgan Chase & Co	6/22/2010	1,750,000.00	1,750,000.00	3.23%
PNC Bank NA Pittsburgh	2/23/2009	575,000.00	573,506.15	3.02%
PNC Bank NA Pittsburgh	8/5/2009	1,498,950.00	1,493,640.00	3.19%
UBS AG Stamford Medium Term Note	7/23/2009	2,000,000.00	1,980,900.00	2.79%
VTB Capital SA LN Partnership	11/2/2009	520,000.00	488,718.62	4.49%
Wachovia Bank NA	12/2/2010	1,472,835.00	1,129,155.00	2.88%
Western Union Co	11/17/2008	497,645.00	499,105.00	2.98%
<i>Sub-total</i>		15,499,430.00	14,961,028.62	

Mortgage And Asset-Back Securities

American Honda Auto Lease Trust	10/15/2010	1,331,582.86	1,328,851.72	5.11%
Americredit Auto Receivable Trust	10/6/2010	354,632.85	354,162.42	5.11%
Caterpillar Financial Trust	5/25/2010	754,221.10	757,010.14	5.55%
Citibank Credit Card Issuance	2/10/2011	4,979,275.00	5,004,933.00	4.84%
CNH Equipment Trust	8/16/2010	1,683,626.00	1,685,390.83	5.19%
FHLB Mortgage Pool	8/25/2009	962,492.82	986,224.05	4.06%
FHLB Mortgage Pool	11/25/2009	2,912,920.18	3,021,133.05	3.84%
FHLB Mortgage Pool	10/25/2010	9,751,736.52	9,836,161.40	4.71%
FHLB Mortgage Pool	7/20/2011	4,151,429.79	4,167,312.74	5.48%
FHLMC Mortgage Pool	2/1/2009	974,088.89	970,559.06	4.48%
FHLMC Mortgage Pool	3/1/2009	487,047.58	483,233.09	4.48%
FHLMC Mortgage Pool	4/1/2009	1,125,818.37	1,143,142.19	3.99%
FHLMC Mortgage Pool	4/1/2009	1,620,672.51	1,604,037.43	3.99%
FHLMC Mortgage Pool	1/1/2010	1,502,143.44	1,538,102.07	4.02%
FHLMC Mortgage Pool	12/1/2010	1,359,311.95	1,386,052.51	4.45%
FHLMC Mortgage Pool	12/1/2010	1,285,908.10	1,303,784.26	4.91%
FHLMC Mortgage Pool	3/15/2011	511,905.89	516,340.79	4.49%

**Orange County Transportation Authority
Portfolio Listing
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FHLMC Mortgage Pool	4/1/2011	1,491,126.72	1,506,895.61	5.43%
FHLMC Mortgage Pool	5/1/2011	3,853,281.14	3,885,160.14	4.43%
FHLMC Mortgage Pool	8/15/2011	4,156,494.85	4,208,652.37	5.19%
FHLMC Mortgage Pool	9/15/2011	2,480,360.14	2,516,150.62	5.30%
FHLMC Mortgage Pool	8/15/2012	6,028,125.00	5,996,816.40	4.50%
FHLMC Mortgage Pool	6/1/2038	2,443,945.33	2,436,825.00	5.12%
FHLMC Mortgage Pool	9/1/2038	2,443,945.33	2,436,825.00	5.12%
FNMA Mortgage Pool	1/1/2009	4,361.31	4,185.97	5.49%
FNMA Mortgage Pool	1/1/2009	9,247.86	8,876.08	5.51%
FNMA Mortgage Pool	6/25/2009	253,861.94	248,054.17	5.98%
FNMA Mortgage Pool	5/1/2010	1,587,238.83	1,653,206.68	4.45%
Ford Credit Auto Owner Trust	4/15/2010	1,730,540.63	1,712,375.11	4.68%
Ford Credit Auto Owner Trust	8/15/2011	3,127,851.56	3,039,250.05	5.46%
GE Capital Credit Card Master Trust	9/15/2012	3,039,843.75	2,954,675.70	5.15%
Wells Fargo Financial Auto Trust	5/15/2012	596,287.52	581,768.48	4.37%
World Omni Auto Trust	10/15/2010	372,633.88	373,330.49	5.00%
<i>Sub-total</i>		69,367,959.64	69,649,478.62	

Short-Term Portfolio - Total

\$ 781,112,445.93 **\$ 783,273,916.42**

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		23,513,430.49	
First American Treasury Obligations	N/A	10,878,063.90		1.58%
MBIA GIC - Debt Service Reserve Fund	12/15/2030	12,635,366.59		5.13%
<u>91 Express Lanes 2003 Refunding Bonds - Operating & Maintenance Reserves</u>			11,629,752.58	
Operating Reserve - Bank of the West CD		3,196,604.77		2.29%
Maintenance Reserve - Bank of the West CD		8,433,147.81		2.29%
<u>Measure M Second Senior Sales Tax Bonds</u>			56,910,357.63	
<u>1992 Sales Tax Bonds -</u>	2011			
FSA GIC	2/15/2011	8,998,875.61		3.88%
Fidelity Funds Treasury I	N/A	6,227,535.22		1.85%
<u>1994 Sales Tax Bonds -</u>	2011			
CSFP Agmt - Various Treasury Securities		6,309,672.43		5.98%
Fidelity Funds Treasury I	N/A	6,851,255.14		1.85%
<u>1997 Sales Tax Bonds -</u>	2011			
FSA GIC	2/15/2011	1,249,542.82		3.88%
Fidelity Funds Treasury I	N/A	1,601,660.96		1.85%
<u>1998 Sales Tax Bonds -</u>	2011			
Fidelity Funds Treasury I		25,423,182.11		1.85%
<u>2001 Sales Tax Bonds -</u>	2011			
Fidelity Funds Treasury I	2/15/2011	6,854,969.14		1.85%
Debt Service Reserve Funds - Total		\$ 98,659,876.50		

**Orange County Transportation Authority
Portfolio Listing
As of September 30, 2008**

	<u>Book Value</u>	<u>Market Value</u>
TOTAL PORTFOLIO	<u>\$ 1,010,388,549.76</u>	<u>\$ 1,012,659,951.34</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 27, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Go Local Step One Mixed-Flow Bus/Shuttle Proposals

Transportation 2020 Committee Meeting of October 20, 2008

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Approve the Go Local Program Step One bus/shuttle projects recommended for advancement into Step Two service planning as presented.



October 20, 2008

To: Transportation 2020 Committee
From: Arthur T. Leahy^{AL}, Chief Executive Officer
Subject: Go Local Step One Mixed-Flow Bus/Shuttle Proposals

Overview

The Orange County Transportation Authority received 29 mixed-flow bus/shuttle project proposals from 12 of the 21 teams participating in Step One of the Go Local Program. These teams are looking to advance projects into Step Two of the Go Local Program. All proposals have been screened against the Board of Directors-approved Go Local criteria, and the results of the screening are presented for Board of Directors approval.

Recommendation

Approve the Go Local Program Step One bus/shuttle projects recommended for advancement into Step Two service planning as presented.

Background

On February 25, 2008, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to screen the Go Local Step One final reports consistent with the Go Local Step One final reports screening checklist and the Board-approved Go Local evaluation criteria (Attachment A). At that meeting, the Board also approved the programmatic allocation of \$25.4 million of Measure M funds previously directed to the Go Local Program for development of the fixed-guideway and mixed-flow bus/shuttle project types. Of the \$25.4 million, \$3 million was directed to be used for the development of mixed-flow bus/shuttle projects during Step Two.

On May 12, 2008 the Board directed that all mixed-flow bus/shuttle proposals that met the Board-approved Go Local evaluation criteria be advanced to Step Two of the program and undergo detailed service planning to be performed by a bench of consultants procured by OCTA. OCTA is currently in the process of procuring the service planning consultants, with an expected award date later this fall.

Discussion

The deadline for Step One final reports approved by the Board was June 30, 2008. OCTA received 17 final reports by the deadline. The cities of Aliso Viejo and Fullerton submitted final reports in August 2008, which are in the process of being reviewed by staff. Final reports from the city teams of Newport Beach/Costa Mesa and Laguna Woods remain outstanding. As a result of discussions with the delayed city teams, OCTA staff anticipates that the two outstanding final reports will be submitted by October 2008. The final reports will be reviewed, screened, and brought to the Board for consideration in the order the reports were received. Staff expects to bring the results of the screening of the four reports that were not submitted by the June 30, 2008, deadline to the Board for consideration beginning in November 2008.

Of the 17 Go Local Step One final reports screened to date, 14 teams are requesting consideration for Step Two. Three city teams submitted final reports to satisfy the Step One agreement with OCTA, but are not requesting consideration for Step Two. The three city teams include: Laguna Niguel, Orange/Villa Park, and Rancho Santa Margarita. While each city team satisfied the obligations of Step One of the program, those cities have chosen to conclude efforts on the Go Local Program and be removed from further study of the proposals through the Go Local Program.

The 14 Go Local Step One final reports requesting consideration for Step Two represent 45 proposals that fall into four project types as shown below:

PROJECT TYPE	PROPOSALS RECEIVED
Fixed-Guideway	3
Station/Parking Enhancements	6
Bike/Pedestrian Enhancements	7
Mixed-Flow Bus/Shuttle	29
TOTAL Proposals	45

Attachment B reflects a more detailed breakdown by city team of the proposals submitted under each project type.

Fixed-Guideway Projects

The fixed-guideway proposals were presented to the Board in May 2008. The cities of Anaheim and Santa Ana were awarded \$5.9 million each to complete detailed planning, alternatives analysis, conceptual engineering, and environmental clearance for the cities' respective fixed-guideway proposals.

The City of Irvine's Guideway Demonstration Project was also formally included in the Go Local Step Two process through Board action on February 25, 2008.

Station/Parking and Bicycle/Pedestrian Projects

Staff is in the process of reviewing the six station and parking and seven bicycle/pedestrian improvement proposed projects and will bring comprehensive funding and delivery options to the Board for consideration this fall.

Bus/Shuttle Projects

In spring/summer 2008, the Go Local screening panel, comprised of three OCTA staff members, two Technical Advisory Committee members from local agencies, and one Citizens Advisory Committee member, met to review and evaluate the 29 mixed-flow bus/shuttle proposals consistent with the Board-approved Go Local evaluation criteria. The panel determined that 25 of the project proposals met the program criteria and recommended advancement into Step Two. Attachment C provides details for those 25 projects. The panel's recommendations reflect the proposals that best fit the intent of the 12 Board-approved Go Local evaluation criteria. Each of the recommended bus/shuttle services propose to provide a connection between a Metrolink station and major destination centers within the respective communities. Recommended proposals generally provided regional benefits, offered a link from the nearest Metrolink station to the cities' major population centers, and demonstrated preliminary financial commitment on behalf of the proposing cities and surrounding businesses and activity centers.

Attachment D illustrates the four proposals that the panel determined did not meet the intent of the Go Local criteria and are therefore recommending that the proposals be redirected to alternative funding sources for further study. The panel's recommendation as to which proposals should not be advanced was generally a result of the proposed services either not meeting the intent of the Go Local Program, such as providing connectivity to a Metrolink station, or were too preliminary in nature so that there was not enough information to determine if the concept had enough merit to advance for further study.

Consistent with previous Board direction, each city team approved for Step Two planning will be required to provide a local funding match of 10 percent of project cost, up to \$100,000. Working with OCTA staff and the city teams, consultants retained by OCTA will provide an estimate of the cost to perform the Step Two service planning work for each project. The specific requirements of the

cities' funding commitments will be addressed as part of cooperative agreements that will be developed with each city team prior to initiating Step Two work.

Next Steps

Staff is seeking the Board's approval of the Go Local Step Two mixed-flow bus/shuttle service planning projects as presented. If approved, staff will notify each city team that its proposal will undergo detailed service planning to be performed by the bench of consultants to be procured by OCTA.

Staff will return in the fall with a recommendation on evaluating the station/parking and bicycle/pedestrian improvement projects submitted under Go Local Step One as well as the screening results for the delayed Step One final reports.

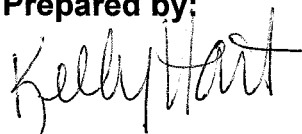
Summary

The deadline for Go Local Step One final reports was June 30, 2008. OCTA received 29 mixed-flow bus/shuttle proposals requesting advancement into Step Two for detailed service planning. All proposals have been screened against the Go Local criteria and the results of the screening are presented for Board consideration. The proposals that met the criteria as presented are recommended for advancement to Go Local Step Two. Cities with qualifying proposals will be required to provide a 10 percent local match.

Attachments

- A. Board-Approved (August 8, 2006) Evaluation Criteria Go Local Program – Final Version
- B. Status of Go Local Final Reports by Team, Step One – Summary Matrix
- C. Go Local Program – Step One Bus/Shuttle Projects Recommended for Step Two Service Planning
- D. Go Local Program – Step One Bus/Shuttle Projects Recommended for Alternative Sources of Funding

Prepared by:



Kelly Hart
Senior Transportation Analyst
(714) 560-5725

Approved by:



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

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

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

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

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

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

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

**Status of Go Local Final Reports by Team
Step One - Summary Matrix**

LEAD AGENCY	PARTNER CITY OR CITIES	FINAL REPORT SUBMITTED	ESTIMATED DATE OF DELAYED SUBMISSION	PROJECT CATEGORY			
				FIXED GUIDEWAY	BUS/SHUTTLE	STATION/PARKING	BIKE/PEDESTRIAN
Aliso Viejo	-	Delayed	August 08	Submittal under review			
Anaheim		Submitted		1	5	1	
Brea	Fullerton* La Habra Yorba Linda Placentia	Submitted			3		
Buena Park	Cypress La Palma	Submitted			4		
Fullerton*	-	Delayed	August 08	Submittal under review			
Irvine	-	Submitted		1	4	2	3
Laguna Beach	-	Submitted			1		
Laguna Niguel	-	Submitted		Not requesting Step Two			
Laguna Woods	-	Delayed	October 08	Delayed			
Lake Forest*	-	Submitted			1		
Lake Forest*	Laguna Hills	Submitted			1		
Los Alamitos	Seal Beach	Submitted			2	1	
Mission Viejo	-	Submitted			1		
Newport Beach	Costa Mesa	Delayed	October 08	Delayed			
Orange*		Submitted					1
Orange*	Villa Park	Submitted		Not requesting Step Two			
Rancho Santa Margarita	-	Submitted		Not requesting Step Two			
San Clemente	Dana Point San Juan Capistrano	Submitted			1		
Santa Ana	Garden Grove	Submitted		1		2**	
Tustin	-	Submitted			2		3
Westminster	Fountain Valley Huntington Beach Stanton	Submitted			4		
TOTAL PROJECTS SUBMITTED PER PROJECT CATEGORY				3	29	6	7

Notes:

*Multiple Participation

** Includes request for use of Pacific Electric Right-of-Way

Go Local Program - Step One Bus/Shuttle Projects Recommended for Step Two Service Planning
September 15, 2008

CITY OR TEAM	PROJECT DESCRIPTION	TARGET STATION	KEY STOPS*	MEETS (✓) DOES NOT MEET (✗) GO LOCAL BOARD-APPROVED EVALUATION CRITERIA											
				High Priority					Medium Priority					Low Priority	
				Local Jurisdiction Funding Commitments	Proven Ability to Attract other Financial Partners	Proximity to Jobs and Population Centers	Regional Benefits	Ease and Simplicity of Connections	Cost Effectiveness	Traffic Congestion Relief	Right-of-Way Availability	Sound Long-Term Operating Plan	Compatible and Approved Land Use	Project Readiness	Safe and Modern Technologies
ANAHEIM	<i>ARTIC to Downtown Anaheim to Fullerton Transportation Center (FTC) Connector</i> - Bus rapid transit system operating in mixed traffic, will allow residents and workers in downtown Anaheim to reach ARTIC, either to commute to jobs outside of the City of Anaheim or to reach other points of interest near ARTIC. It will also allow people in The Platinum Triangle to reach downtown Anaheim. A possible future extension to the FTC is also proposed.	Anaheim Fullerton	ARTIC Angel Stadium of Anaheim Honda Center Anaheim Resort Block at Orange FTC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	<i>ARTIC to Anaheim Canyon Station Connector</i> - BRT system which connects the Anaheim Canyon Station to ARTIC, eliminating the need for people to make a transfer at the Orange Station. Proposes to operate in mixed traffic either along La Palma Avenue, State College Boulevard or along the Orange Freeway (State Route 57).	Anaheim Anaheim Canyon	ARTIC Honda Center Kaiser Permanente (future) Angel Stadium of Anaheim Anaheim Canyon Business Center Anaheim Canyon	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
	<i>ARTIC to The Platinum Triangle to Anaheim Resort Shuttle Bus Connector</i> - Bus-based system to jumpstart the elevated fixed-guideway system by operating an at-grade transit connection along the high-volume corridor between ARTIC and the Anaheim Resort.	Anaheim	ARTIC Downtown Anaheim The Platinum Triangle Anaheim Resort Honda Center	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	<i>West Anaheim Commuter Shuttles</i> - Expanding the Anaheim Resort Transit (ART) shuttle program, this bus-based system would allow transit riders in west and northwest Anaheim to have a direct link to the Anaheim Resort and to ARTIC.	Anaheim	West and northwest Anaheim ARTIC Anaheim Resort	✓	✓	✓	✓	✓	✗	✗	✓	✓	✓	✓	✓
	<i>Anaheim Canyon Feeder Shuttles</i> - Two new shuttle routes to circulate between Anaheim Canyon Station and within the Anaheim Canyon Business Center. A third shuttle route would ensure continuation of the ART-operated service between Anaheim Canyon Station and Downtown Anaheim.	Anaheim Canyon	Anaheim Canyon Anaheim Canyon Business Centers	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
*Source: Anaheim Go Local Program - Project Concept Final Report February 2008															
BREA TEAM (FULLERTON, LA HABRA, PLACENTIA AND YORBA LINDA)	<i>Brea Employee Shuttle</i> - Shuttle service is proposed to connect the FTC with key employment sites and activity centers within the City of Brea.	Fullerton	FTC Brea Civic Center Brea Mall	✓	✗	✓	✓	✓	✓	✓	✓	✗	✓	✗	✓
	<i>Yorba Linda and Placentia Park-and-Ride Shuttle</i> - Shuttle will accommodate reverse commute needs of Metrolink (from both the FTC and Anaheim Canyon Station), riders needing to access activity centers in Savi Ranch and other locations in Yorba Linda or Placentia, and community-based travel needs within the cities of Placentia and Yorba Linda.	Fullerton Anaheim Canyon	FTC Anaheim Canyon Station Nixon Library Yorba Linda/Placentia Civic Center	✓	✗	✓	✓	✓	✓	✗	✓	✗	✓	✗	✓
	<i>La Habra Community Bus/Neighborhood Circulator</i> - Community bus/ neighborhood circulator which will connect to key activity centers in the City of La Habra and will also accommodate commuters accessing the Buena Park Metrolink Station.	Buena Park	Buena Park Station La Habra Civic Center Beach/Imperial Commercial Hub	✓	✗	✓	✓	✓	✓	✓	✓	✗	✓	✗	✓
*Source: Cities of Brea, Fullerton, La Habra, Placentia and Yorba Linda - Go Local Program - Project Concept/ Step 1 Report															

NOTE: Recommendations are contingent upon cities' commitment to 10 percent local funding match, up to \$100,000 of project cost.

Go Local Program - Step One Bus/Shuttle Projects Recommended for Step Two Service Planning
 September 15, 2008

CITY OR TEAM	PROJECT DESCRIPTION	TARGET STATION	KEY STOPS*	MEETS (✓) DOES NOT MEET (✗) GO LOCAL BOARD-APPROVED EVALUATION CRITERIA											
				High Priority						Medium Priority				Low Priority	
				Local Jurisdiction Funding Commitments	Proven Ability to Attract other Financial Partners	Proximity to Jobs and Population Centers	Regional Benefits	Ease and Simplicity of Connections	Cost Effectiveness	Traffic Congestion Relief	Right-of-Way Availability	Sound Long-Term Operating Plan	Compatible and Approved Land Use	Project Readiness	Safe and Modern Technologies
BUENA PARK TEAM (LA PALMA & CYPRESS)	<i>Buena Park Station to Auto Center/Civic Center Shuttle**</i> - Single loop route connecting the Buena Park Metrolink Station, Fullerton Park-and-Ride lot, Buena Park Auto Center and proposed new satellite Park-and-Ride lot(s).	Buena Park	Buena Park Station Fullerton Park-and-Ride Lot Buena Park Auto Center	✗	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
	<i>Buena Park Station to Cypress College/Business Park Shuttle</i> - Peak-direction-only limited-stop service between the Buena Park Station and the Cypress Business Parks via Dale, Artesia Boulevard, and Valley View Street.	Buena Park	Buena Park Station Cypress Business Parks Nabisco development site Centerpointe Business Park Lincoln Redevelopment Area Cypress College	✗	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
	<i>Buena Park Station to La Palma Civic Center/Centerpointe Shuttle</i> - Peak-period loop service providing quick and direct connections between the Buena Park Metrolink Station and key destination and employment centers in La Palma via Valley View Street and Walker Street.	Buena Park	Buena Park Station Centerpointe Commercial Center La Palma Civic Center	✗	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
	<i>Buena Park Station to Buena Park Downtown/ Entertainment Zone (E-Zone) Shuttle**</i> - Shuttle service originating at the Fullerton Park-and-Ride Lot, with service focused on connecting major activity centers and residential areas in Buena Park to the Buena Park Metrolink Station.	Buena Park	Fullerton Park-and-Ride Lot E-Zone Buena Park Mall Buena Park Civic Center Buena Park Station	✗	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
<i>*Source: Buena Park, La Palma, & Cypress- Step 1 **Recommendation to advance proposal is for shuttle service component only. Consideration of parking alternatives are deferred until the completion of Step Two.</i>															
IRVINE	<i>Irvine Business Complex (IBC) Shuttle**</i> : The IBC shuttle will meet peak period and midday trains arriving at and departing from Tustin Station, and will also provide local circulator service within the IBC.	Irvine	Tustin Metrolink Station John Wayne Airport Irvine Civic Center IBC Employment Centers IBC Retail Centers IBC Residential Communities	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	<i>Spectrum Shuttle Study</i> : Building directly off the Irvine Guideway Demonstration Project, the shuttle system will provide local circulator service throughout the Irvine Spectrum area including apartment villages and a variety of corporate offices, retailers, and local businesses.	Irvine	Irvine Station Verizon Amphitheater Broadcom The Village Future Lifelong Learning Districts Future Great Park	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
<i>*Source: City of Irvine Go Local Report - Irvine's Multimodal Transit Planning - February 29, 2008 ** IBC shuttle currently in operation. Formally included in Go Local process. City of Irvine expected to request Go Local Step Three funds</i>															

NOTE: Recommendations are contingent upon cities' commitment to 10 percent local funding match, up to \$100,000 of project cost.

Go Local Program - Step One Bus/Shuttle Projects Recommended for Step Two Service Planning
 September 15, 2008

CITY OR TEAM	PROJECT DESCRIPTION	TARGET STATION	KEY STOPS*	MEETS (✓) DOES NOT MEET (*)											
				GO LOCAL BOARD-APPROVED EVALUATION CRITERIA											
				High Priority					Medium Priority				Low Priority		
Local Jurisdiction Funding Commitments	Proven Ability to Attract other Financial Partners	Proximity to Jobs and Population Centers	Regional Benefits	Ease and Simplicity of Connections	Cost Effectiveness	Traffic Congestion Relief	Right-of-Way Availability	Sound Long-Term Operating Plan	Compatible and Approved Land Use	Project Readiness	Safe and Modern Technologies				
LAGUNA BEACH	Laguna Beach Summer Arts Festival Shuttle - Direct connection from Irvine Station to the Laguna Beach Festival operating on weekends during summer season. This would relieve congestion along Laguna Canyon Road and would reduce the need for additional parking at the Act V parking lot in the city.	Irvine	Irvine Station Laguna Beach Summer Arts Festival (ACT V parking lot)	x	x	✓	✓	✓	x	✓	✓	x	✓	✓	✓
*Source: City of Laguna Beach - Final Report for OCTA Go Local Program Step One - June 2008															
LAKE FOREST	Demand Responsive Shuttle - Demand- responsive commuter shuttle to Irvine Station and northern Lake Forest connecting to employment centers (Portola Hills business area, Foothill Ranch business area, and Northern Lake Forest business area).	Irvine	Irvine Station Portola Hills Business Area Foothill Ranch Business Area Northern Lake Forest Business Area	✓	✓	✓	✓	✓	x	✓	✓	x	✓	✓	✓
*Source: Transit Needs Assessment Study - OCTA Go Local Program Final Report - Demand Responsive Shuttle - June 2008															
LAKE FOREST (LAGUNA HILLS)	Park-and-Ride Metrolink Shuttle - Scheduled shuttle service from a Park & Ride lot within Laguna Hills and Lake Forest that will travel to/from Irvine Station, serving city residents that commute via Metrolink.	Irvine	Irvine Station Laguna Hills Park-and-Ride Lake Forest Park-and-Ride	✓	✓	✓	✓	✓	x	✓	✓	x	✓	✓	✓
*Source: Transit Needs Assessment Study - OCTA Go Local Program Final Report - Park and Ride Metrolink Shuttle - June 2008															
MISSION VIEJO	<p>Mission Viejo Blue Line - Bus/shuttle providing a direct connection from the southern and central portions of Mission Viejo to Laguna Niguel/ Mission Viejo Metrolink Station. Adds new service to unserved residential areas along portions of Felipe Road and La Paz Road.</p> <p>Mission Viejo Orange Line - Bus shuttle providing a direct connection from the central portion of Mission Viejo (Norman P. Murray Community Center) and adjacent residential areas to the Irvine Transportation Center via Muirlands Boulevard and La Paz Road.</p> <p>Mission Viejo Green Line - Bus/shuttle providing a direct connection from the Irvine Transportation Center with Portola Plaza via Trabuco Road and Los Alisos Boulevard. The Green Line also operates on unserved portions of Melinda Road, Olympiad Road, and Jeronimo Road as it continues to the Norman P. Murray Community Center.</p>	Laguna Niguel/ Mission Viejo Irvine	<p>Blue Line: Laguna Niguel/ Mission Viejo Station, Crown Valley Business Corridor, Shops at Mission Viejo, Mission Regional Medical Center, Saddleback College, and the Norman P. Murray Community Center.</p> <p>Orange Line: Irvine Transportation Center, Norman P. Murray Community Center, and business centers along La Paz/Chrisanta.</p> <p>Green Line: Irvine Transportation Center, Portola Plaza, Norman P. Murray Community Center, and unserved portions of Melinda, Olympiad and Jeronimo.</p>	✓	x	✓	✓	✓	✓	✓	✓	x	✓	✓	✓
*Source: City of Mission Viejo - Go Local Project Final Report - June 2008															

NOTE: Recommendations are contingent upon cities' commitment to 10 percent local funding match, up to \$100,000 of project cost.

Go Local Program - Step One Bus/Shuttle Projects Recommended for Step Two Service Planning
September 15, 2008

CITY OR TEAM	PROJECT DESCRIPTION	TARGET STATION	KEY STOPS*	MEETS (✓) DOES NOT MEET (✗) GO LOCAL BOARD-APPROVED EVALUATION CRITERIA											
				High Priority					Medium Priority					Low Priority	
				Local Jurisdiction Funding Commitments	Proven Ability to Attract other Financial Partners	Proximity to Jobs and Population Centers	Regional Benefits	Ease and Simplicity of Connections	Cost Effectiveness	Traffic Congestion Relief	Right-of-Way Availability	Sound Long-Term Operating Plan	Compatible and Approved Land Use	Project Readiness	Safe and Modern Technologies
SAN CLEMENTE TEAM (SAN JUAN CAPISTRANO AND DANA POINT)	<i>Tri-City Trolley</i> - Bus-based trolley service which connects to Metrolink and Amtrak (San Clemente and San Juan Capistrano), links key destinations within the three cities and reduces traffic congestion and parking demand.	San Clemente San Juan Capistrano	San Juan Capistrano Station Doheny State Beach Hotels in Dana Point Proposed Marblehead Commercial Development Downtown San Clemente San Clemente Pier San Clemente Station	✓	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	
	*Source: Tri-City Trolley Transit Needs Assessment Study - Final Report for OCTA Go Local Program Step One														
TUSTIN	<i>Local Shuttle Connecting the Metrolink Station to City Hall and Other Locations in Downtown Tustin</i> - Local shuttle connecting the Tustin Metrolink Station to City Hall while providing connectivity to major employment centers and Old Town Tustin.	Tustin	Tustin Station City Hall Old Town Tustin	✓	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	✓
	<i>Transit Connection to the Tustin Legacy Project</i> - Local shuttle connecting future residents and employees of the Tustin Legacy Project to the Tustin Metrolink Station.	Tustin	Tustin Station Tustin Legacy Project	✓	✓	✓	✓	✓	✓	✗	✓	✗	✓	✗	✓
*Source: Final Report - Tustin Metrolink Station - OCTA Go Local Step One Study															

NOTE: Recommendations are contingent upon cities' commitment to 10 percent local funding match, up to \$100,000 of project cost.

Go Local Program - Step One Bus/Shuttle Projects Recommended for Step Two Service Planning
September 15, 2008

CITY OR TEAM	PROJECT DESCRIPTION	TARGET STATION	KEY STOPS*	MEETS (✓) DOES NOT MEET (✗)															
				GO LOCAL BOARD-APPROVED EVALUATION CRITERIA								High Priority			Medium Priority			Low Priority	
				Local Jurisdiction Funding Commitments	Proven Ability to Attract other Financial Partners	Proximity to Jobs and Population Centers	Regional Benefits	Ease and Simplicity of Connections	Cost Effectiveness	Traffic Congestion Relief	Right-of-Way Availability	Sound Long-Term Operating Plan	Compatible and Approved Land Use	Project Readiness	Safe and Modern Technologies				
WESTMINSTER TEAM (FOUNTAIN VALLEY, HUNTINGTON BEACH, AND STANTON)	<i>Bolsa Chica Inter-County Express (Huntington Beach and Westminster)</i> - Bus/shuttle offering weekday, peak hour express bus service operating between Metrolink and select locations in Huntington Beach, Westminster, and the Bolsa Chica Business Park, continuing to the Metro Blue Line station at the Long Beach Transit Center.	Orange Santa Ana	Orange/ Santa Ana Station Westminster Civic Center/ Coastline Community College Bolsa Chica Business Park Westminster Mall Goldenwest Transportation Center Metro Blue Line	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓			
	<i>North/South Commuter Express (Huntington Beach, Stanton, and Westminster)</i> - Peak hour express bus service operating on Goldenwest Street or Beach Boulevard serving Metrolink stations and the cities of Huntington Beach, Stanton and Westminster. In Stanton, the service would split and go north to the Buena Park Station and east to the Orange or Santa Ana Metrolink Station.	Orange Buena Park	Buena Park Station Santa Ana or Orange Station Stanton Plaza Westminster/Beach Boulevard Goldenwest Transportation Center or Golden West Huntington Beach Pier	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓			
	<i>Fountain Valley Express (Fountain Valley)</i> - Weekday peak period express bus service connecting the Santa Ana Metrolink Station with Mile Square Park, the San Diego Freeway (Interstate 405) corridor, Fountain Valley medical centers and other locations in Fountain Valley.	Santa Ana	Santa Ana Station Fountain Valley Regional Hospital Orange Coast Memorial Medical Center King of Glory Lutheran Church Park-and-Ride Mile Square Park - Park-and-Ride	✓	✗	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓			
	<i>Little Saigon/ Fountain Valley/ Huntington Beach Express (Fountain Valley, Huntington Beach, and Westminster)</i> - Weekday and weekend express bus service connecting the Little Saigon area in Westminster, Fountain Valley, and Huntington Beach with the Orange or Santa Ana Metrolink Station.	Orange Santa Ana	Santa Ana Station Little Saigon Mile Square Park - Park-and-Ride Orange Coast Memorial Medical Center Beach/ Main Huntington Beach Pier	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓			
*Source: OCTA Go Local Program - Final Report (Bolsa Chica Inter-County Express, North/South Commuter Express, Fountain Valley Express, and Little Saigon/Fountain Valley/Huntington Beach Express)																			

NOTE: Recommendations are contingent upon cities' commitment to 10 percent local funding match, up to \$100,000 of project cost.

Go Local Program - Step One Bus/Shuttle Projects Recommended for Alternative Sources of Funding
September 15, 2008

CITY OR TEAM	PROJECT DESCRIPTION	TARGET STATION	KEY STOPS*	MEETS (✓) DOES NOT MEET (✗)												
				GO LOCAL BOARD-APPROVED EVALUATION CRITERIA										Low Priority		
				High Priority					Medium Priority					Low Priority		
Local Jurisdiction Funding Commitments	Proven Ability to Attract other Financial Partners	Proximity to Jobs and Population Centers	Regional Benefits	Ease and Simplicity of Connections	Cost Effectiveness	Traffic Congestion Relief	Right-of-Way Availability	Sound Long-Term Operating Plan	Compatible and Approved Land Use	Project Readiness	Safe and Modern Technologies					
IRVINE	<i>North Irvine Transit Study:</i> The northern part of the City of Irvine is not served by transit. The City of Irvine would like to investigate alternative transit opportunities for this area.	TBD	To be determined by study	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗
	<i>Great Park Shuttle System:</i> The future Orange County Great Park is anticipated to be visited by three million visitors per year. Circulation in the park will be provided by bikeways, trains, pedestrian paths, and a proposed shuttle system to provide connection between uses in the park and the Irvine Station.	Irvine	Provide connections between uses of Orange County Great Park and the Irvine Station.	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗
*Source: City of Irvine Go Local Report - Irvine's Multimodal Transit Planning - February 29, 2008																
LOS ALAMITOS TEAM (SEAL BEACH)	<i>Express Bus Service: I-605/ I-5 to Commerce Metrolink</i> - Shuttle feeder-distributor/connector for Metrolink, Los Angeles Metro, and OCTA bus commuters.	Commerce	Park-and-Ride (location TBD) Norwalk Greenline Station Commerce Metrolink Station	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
	<i>Beach Access Shuttle</i> - Bus shuttle to serve residents and tourists wanting to access both beach activities and downtown businesses in Seal Beach during summer weekend periods.	n/a	Major Employer Site (possibly Boeing) Seal Beach downtown	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
*Source: Cities of Los Alamitos and Seal Beach - Go Local Program - Project Concept/Step One Report - June 2008																



MEMO

October 22, 2008

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 23, 2008

To: Transit Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Agreements for On-Call Service Planning Support Services for the Go Local Mixed-Flow Bus/Shuttle Proposals

Overview

On July 28, 2008, the Orange County Transportation Authority Board of Directors directed staff to procure consultant services to perform service planning for qualifying Go Local Step One mixed-flow bus/shuttle proposals as part of Step Two of the Go Local Program. Proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-8-1012 with Dan Boyle & Associates, Inc., Agreement No. C-8-1216 with HDR Engineering, Inc., Agreement No. C-8-1217 with IBI Group, and Agreement No. C-8-1239 with Transportation Management & Design, Inc., for a combined maximum obligation of \$1,080,000, for on-call service planning support services.

Background

Under Step Two of the Go Local Program, all qualifying Go Local Step One mixed-flow bus/shuttle proposals must undergo service planning to further refine the proposed concepts. On February 25, 2008, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the programmatic allocation of \$3 million of Step Two Go Local funds for development of mixed-flow bus/shuttle project types.

The Board also directed staff to procure outside resources that would work directly with the participating cities to conduct the service planning according to a set of service planning guidelines established by OCTA. The approach of utilizing outside resources to conduct the service planning was recommended

so that OCTA has the capability for sufficient program review of capital and operating cost estimates and revenue and ridership assumptions. It was also the most efficient approach with OCTA resources managing a small group of consultants as opposed to overseeing all individual cities' planning efforts.

The recommendation as to which mixed-flow bus/shuttle proposals are recommended for advancement to Step Two is addressed as part of a separate staff report. Also addressed as part of a separate staff report is the recommendation for award of a consultant that will supplement the programmatic development of the mixed-flow bus/shuttle proposals, including program management oversight and technical support.

Discussion

Consultant services for mixed-flow bus/shuttle service planning are required to further develop, integrate with OCTA local bus services, and refine the mixed-flow bus/shuttle proposals approved for Step Two. The contracts awarded under this procurement will be tasked with assessing the feasibility of proposals by evaluating areas such as, but not limited to, potential demand and customer needs, route segment and system performance, potential impacts to existing OCTA fixed-route bus and paratransit service, boardings/revenue vehicle hours, resources, budgets, policies, and technical aspects of the proposed service.

The awarded contracts will have a two-year term with a one-year option and a combined maximum obligation of \$1,080,000. During the term of these agreements, proposals will be solicited from each firm when specific projects are identified. The firms will submit a proposal including a work plan, proposed staffing, and price for the work identified, and the contract task orders will be awarded on a competitive basis for services to be performed. At the present time, 19 mixed-flow bus/shuttle proposals are slated for further planning.

On July 29, 2008, a request for proposals (RFP) for on-call service planning support services was issued. An electronic notice was sent to 2,145 firms registered on CAMM NET. The solicitation was issued in accordance with current OCTA procurement policies and procedures for professional and technical services. The project was advertised in a newspaper of general circulation on July 31 and August 4, 2008. A pre-proposal conference was held on August 5, 2008, and was attended by 13 firms. Addendum No. 1 was issued on August 6, 2008, which provided a copy of the pre-proposal conference registration sheets and presentation. Addendum No. 2 was issued on August 12, 2008, to respond to questions. On August 28, 2008, seven proposals were received.

An evaluation committee comprised of staff from the Development and Transit divisions and Contracts Administration and Materials Management Department was established to review all proposals submitted. The proposals were evaluated based on the following criteria, which were approved at the July 28, 2008, Board meeting.

- Qualifications of the Firm 30 percent
- Staffing and Project Organization 30 percent
- Work Plan 20 percent
- Cost and Price 20 percent

In developing these criteria weights, staff assigned the greatest importance to the qualifications of the firm and staffing, as the expertise of the firm and qualifications of the project manager and other key task leaders are critical to the successful performance of the project.

Based upon its evaluation and findings, the evaluation committee interviewed the four firms who submitted the top ranked proposals as determined by the evaluation committee. On September 16, 2008, the committee interviewed the firms.

Firm and Location

Dan Boyle & Associates, Inc.
San Diego, California

HDR Engineering, Inc.
Irvine, California

IBI Group
Irvine, California

Transportation Management & Design, Inc.
Carlsbad, California

Based upon the interviews, combined with proposal evaluations, staff recommends all four firms for consideration of an award.

Qualifications of Firm

All of the firms are well established, have significant transit service planning experience, and a good understanding of the Go Local Program. Two of the firms, IBI Group and Dan Boyle & Associates, Inc., have Go Local Step One experience having worked with multiple cities in developing the cities' transit needs assessments.

Staffing and Project Organization

The proposed project managers for Dan Boyle & Associates, Inc., IBI Group, and HDR Engineering, Inc., have significant transit service planning experience. Key staff for Dan Boyle & Associates, Inc., IBI Group, and HDR Engineering, Inc., have significant similar experience and knowledge relative to OCTA's service planning processes.

Work Plan

The work plans for Dan Boyle & Associates, Inc., IBI Group, and HDR Engineering, Inc., are well thought out and detailed. Dan Boyle & Associates, Inc., IBI Group, and HDR Engineering, Inc., conveyed an understanding of the scope of work and program issues/constraints. These firms have considerable experience gathering data on passenger demand, route/segment performance, and impacts on fixed-route and paratransit services in order to assess the merit of new transit circulators. Dan Boyle & Associates, Inc., has a strong understanding of the application of Go Local Program criteria relative to the evaluation of city proposals. The evaluation committee rated Transportation Management & Design, Inc., lower in the criteria because the firm did not fully address the scope.

Cost and Price

The awarded contracts will be time and expense type agreements with fixed hourly labor rates.

Transportation Management & Design, Inc.'s pricing is the most competitive. Dan Boyle & Associates, Inc.'s pricing is the second most competitive. IBI Group's pricing is the third most competitive. HDR Engineering, Inc.'s pricing is the least competitive.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2008-09 Budget, Development Division, Account 0010-7519-T5410-3SB, and is funded through Measure M funds.

Summary

Based on the information provided, staff recommends award of Agreement No. C-8-1012 to Dan Boyle & Associates, Inc., Agreement No. C-8-1216 to HDR Engineering, Inc., Agreement No. C-8-1217 to IBI Group, and Agreement No. C-8-1239 to Transportation Management & Design, Inc., with a combined maximum obligation of \$1,080,000, for on-call service planning support services.

Attachments

- A. Evaluation Matrix – RFP 8-1012, On-Call Service Planning Support Services for Go Local Mixed-Flow Bus/Shuttle Proposals
- B. Proposal Evaluation Criteria Matrix (Short List) – RFP 8-1012, On-Call Service Planning Support Services for Go Local Mixed-Flow Bus/Shuttle Proposals

Prepared by:



Kelly Hart
Senior Transportation Analyst
(714) 560-5725

Approved by:



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

Evaluation Matrix
RFP 8-1012, On-Call Service Planning Support Services for
Go Local Mixed-Flow Bus/Shuttle Proposals

7 proposals were received, 4 firms were interviewed

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Time & Expense
1	79	Dan Boyle & Associates, Inc. San Diego, California	Judith Norman Transportation A-M-M-A Temps, Inc.	Highest ranked proposal. Firm has a strong background in transit service planning. Firm has Go Local Step One experience. Team members have significant experience working together on similar type projects. Team has significant experience working with local cities. Project manager has significant transit service planning experience as well as knowledge and experience with OCTA service planning processes. Concern with firm's current limited staffing and ability to perform services if awarded multiple contract task orders. Strong understanding of the scope of work, the Go Local Program and the application of the Go Local Program criteria relative to the evaluation of city proposals. Firm's pricing (blended hourly rate) is the second most competitive.	Blended Hourly Rate \$115.79
2	76	IBI Group Irvine, California	Arellano Associates Consensus Planning Group, Inc. Texas Transportation Institute	Second highest ranked proposal. Well established firm with a depth of resources (staffing). Firm has a very good understanding of the Go Local Program and has Go Local Step One experience. Firm has very good experience relative to transit service planning, including strategic service planning. Firm has significant experience working with local cities and OCTA. Project manager and principal-in-charge well experienced relative to transit service planning and have Go Local Program experience. Firm fully understands the scope of work and tasks to be performed. Strong understanding of key issues relative to Step Two of the Go Local Program. Team has good quality assurance/quality control (QA/QC) working experience with OCTA relative to ridership models and the American Disabilities Act planning. Firm's pricing (blended hourly rate) is the third most competitive.	Blended Hourly Rate \$130.34
3	75	HDR Engineering, Inc. Irvine, California	Fehr & Peers	Third highest ranked proposal. Well established firm with significant resources (staffing). Firm has strong transit service planning and analysis experience relative to complex transit projects. Team member has good Go Local Step One experience. Project manager and principal-in-charge have significant transit service planning experience. Team members have good diverse skill sets. Concern some key staff members are out of state. Firm has a very strong understanding of Go Local Program issues and constraints. Firm has a very good understanding of the scope of work and each task, including a good understanding of route segment performance analysis and a strong QA/QC plan. Firm's pricing (blended hourly rate) is the least competitive.	Blended Hourly Rate \$163.99
4	72	Transportation Management & Design, Inc. Carlsbad, California	None	Fourth highest ranked proposal. Well established firm. Firm has significant service planning experience. Principal of firm has strong transit service planning experience. Concern with availability of key staff (commitments to other projects). Firm did not fully address all aspects of the scope of work. Firm's pricing (blended hourly rate) is the most competitive.	Blended Hourly Rate \$79.98

Evaluation Panel: (5)

OCTA:
 CAMM (1)
 Development (2)
 Transit (2)

Proposal Criteria

Qualifications of Firm
 Staffing and Project Organization
 Work Plan
 Cost and Price

Weight Factor

30%
 30%
 20%
 20%

PROPOSAL EVALUATION CRITERIA MATRIX (SHORT LIST)
RFP 8-1012, On-Call Service Planning Support Services for
Go Local Mixed-Flow Bus/Shuttle Proposals

Firm: Dan Boyle & Associates, Inc.						Weights	Criteria Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	5.0	5.0	4.5	4.0	4.0	6	27
Staffing/Project Organization	3.5	3.5	3.5	3.5	3.0	6	20
Work Plan	4.0	4.5	4.0	5.0	4.0	4	17
Cost and Price	3.5	3.5	3.5	3.5	3.5	4	14
Overall Score	81	83	78	79	72		79

Firm: IBI Group						Weights	Criteria Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	5.0	4.0	4.5	4.0	4.0	6	26
Staffing/Project Organization	4.0	3.5	4.0	3.0	4.0	6	22
Work Plan	4.0	4.5	4.0	4.0	4.0	4	16
Cost and Price	3.0	3.0	3.0	3.0	3.0	4	12
Overall Score	82	75	79	70	76		76

Firm: HDR Engineering, Inc.						Weights	Criteria Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	5.0	4.5	4.5	4.0	4.5	6	27
Staffing/Project Organization	4.0	4.0	4.0	3.0	4.0	6	23
Work Plan	4.5	4.0	4.5	4.0	4.5	4	17
Cost and Price	2.0	2.0	2.0	2.0	2.0	4	8
Overall Score	80	75	77	66	77		75

Firm: Transportation Management & Design, Inc.						Weights	Criteria Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	3.0	4.0	6	23
Staffing/Project Organization	3.0	3.5	3.0	3.0	3.0	6	19
Work Plan	2.5	2.5	2.5	3.0	3.0	4	11
Cost and Price	5.0	5.0	5.0	5.0	5.0	4	20
Overall Score	72	75	72	68	74		72

Note: The scores from the non-shortlisted firms ranged from 47 to 60.

Evaluation Panel: (5)

OCTA:

- CAMM (1)
- DEVELOPMENT (2)
- TRANSIT (2)



MEMO

October 22, 2008

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 23, 2008

To: Transit Committee

From: Arthur T. Leahy, ^WChief Executive Officer

Subject: Agreement to Provide Project Management Consultant Services for Oversight of Go Local Mixed-Flow Bus/Shuttle Proposals

Overview

As part of Step Two of the Go Local Program, the Orange County Transportation Authority directed staff to procure consultant services to supplement the development of the mixed-flow bus/shuttle proposals, including program management oversight and technical support. Proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of a consultant for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-8-1144 with the TSG Enterprises, Inc., for a maximum obligation of \$249,600, over two years, to provide project management services for oversight of Go Local mixed-flow bus/shuttle proposals.

Background

The intent of the Go Local Program is to fund city-based efforts to plan and develop transit services which support the Metrolink Service Expansion Program (MSEP). It is necessary for these services to be effectively coordinated with Orange County Transportation Authority (OCTA) fixed-route services, StationLink, and each other. On February 25, 2008, the OCTA Board of Directors (Board) approved the programmatic allocation of \$3 million of Go Local funds for Step Two development of mixed-flow bus/shuttle project types. Staff recommended the use of project management consultant (PMC) services to achieve uniformity in merging existing and new service into a cohesive transit system by maximizing the overall transit service and avoiding duplication of services.

Discussion

The PMC will serve as an extension of OCTA staff to support the management and oversight of the mixed-flow bus/shuttle service planning effort through Step Two. This task will require operations and service planning experience to both determine the operational and financial feasibility of the proposal, as well as to analyze impacts of new local circulators on the existing transit network. The PMC will also assist OCTA in the development of application guidelines for progression into Step Three, or the implementation phase. To prepare for the progression into Step Three, the PMC will assist staff in assessing the merit of each proposal by ensuring that proposals receive sufficient study and review with respect to capital and operating cost estimates and revenue and ridership assumptions. The PMC will also work closely with the Transit Division to coordinate the proposed Go Local routes with OCTA fixed-route operations. The awarded contract will have a two-year term with provisions for extending the contract for a term of one additional year, with a maximum obligation of \$249,600.

A request for proposals (RFP) for PMC services for oversight of the mixed-flow bus/shuttle proposals was issued on August 27, 2008. An electronic notice was sent to 2,359 firms registered on CAMM NET. The solicitation was issued in accordance with current OCTA procurement policies and procedures for professional and technical services. The project was advertised in a newspaper of general circulation on September 3 and 8, 2008. Addendum No. 1 was issued on September 4, 2008, to revise the interview date, RFP title, and prohibition language. Addendum No. 2 was issued on September 8, 2008, to revise the pre-proposal conference date. A pre-proposal conference was held on September 11, 2008, and seven firms attended. Addendum No. 3 was issued on September 15, 2008, which provided a copy of the pre-proposal conference registration sheets and pre-proposal PowerPoint presentation. Addendum No. 4 was issued on September 18, 2008, to respond to questions.

On September 25, 2008, three proposals were received by the date and time specified in the RFP. An evaluation committee comprised of staff from the Development and Transit divisions and the Contracts Administration and Materials Management Department was established to review all proposals submitted. The proposals were evaluated based on the following criteria:

- Qualifications of the Firm 30 percent
- Staffing and Project Organization 30 percent
- Work Plan 20 percent
- Cost and Price 20 percent

In developing the criteria weights, staff assigned the greatest importance to the qualifications of the firm and staffing, as the expertise of the firm and qualifications of the project manager and other key task leaders are critical to the successful performance of the project.

Based upon its evaluation and findings, the evaluation committee interviewed the two firms who were deemed qualified by the evaluation committee. On October 6, 2008, the committee interviewed the two firms listed below in alphabetical order:

Firm and Location

Jakes Associates, Inc.
San Jose, California

TSG Enterprises, Inc.
Pasadena, California

Based upon the interviews and proposal evaluations, staff recommends TSG Enterprises, Inc., for consideration of an award.

Qualifications of Firm

Both of the firms have transit service planning experience, have served in a project management oversight role, and possess a firm understanding of the Go Local Program. TSG Enterprises, Inc., has prior Go Local experience from having worked with local agencies on Step One activities. The evaluation committee rated Jakes Associates, Inc., lower on this criterion because the firm's service planning experience was limited and more relevant to infrastructure-related projects.

Staffing and Project Organization

The proposed project managers for both firms have project management oversight and service planning experience. Key staff proposed for TSG Enterprises, Inc., have direct and related experience with service planning as it relates to OCTA as well as prior Go Local experience. Additionally the TSG Enterprises, Inc., team has prior experience working on projects in Orange County and is familiar with OCTA practices and policies.

Work Plan

The work plans for both firms were detailed and responded to the requirements of the scope of work. During the interview, TSG Enterprises, Inc., demonstrated an excellent understanding of the Go Local Program and the potential impacts to existing and other planned services.

Cost and Price

The awarded contract will be a time and expense agreement with fixed hourly labor rates. Based on the estimated number of hours required to provide extension of staff project management oversight services consistent with the duration of the technical service planning, the RFP was valued at \$250,000.

While Jakes Associates, Inc., had a lower rate, TSG Enterprises, Inc., has a higher overall value based upon its direct experience with service planning, prior relevant Go Local experience, and recent experience with OCTA's Step One activities.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2008-09 Budget, Development Division, Account 0010-7519-T5410-3SB, and is funded through Local Transportation Authority.

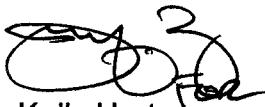
Summary

Based on the information provided, staff recommends award of Agreement No. C-8-1144 to TSG Enterprises, Inc., with a maximum obligation of \$249,600, to provide project management consultant services for oversight of Go Local mixed-flow bus/shuttle proposals.

Attachments

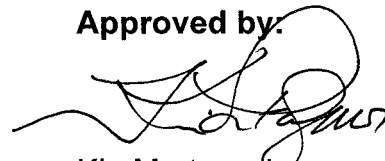
- A. Evaluation Matrix – RFP 8-1144, Project Management Consultant Services for Oversight of Go Local Mixed-Flow Bus/Shuttle Proposals
- B. Proposal Evaluation Criteria Matrix (Short List) – RFP 8-1144, Project Management Consultant Services for Oversight of Go Local Mixed-Flow Bus/Shuttle Proposals

Prepared by:



Kelly Hart
Senior Transportation Analyst
(714) 560-5725

Approved by:



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

Evaluation Matrix

RFP 8-1144, Project Management Consultant Services for Oversight of Go Local Mixed-Flow Bus/Shuttle Proposals Presented to Transit Committee

3 proposals were received, 2 firms were short-listed.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	TIME AND EXPENSE	Price
1	83	TSG Enterprises, Inc. Pasadena, California	Booz-Allen Hamilton, Inc. San Francisco, California Cindy Krebs Consulting, Inc. Newport Coast, California	Highest ranked firm overall firm. Key staff has extensive transit experience and relevant Go Local knowledge. Excellent presentation and communication during the interview, valuable encompassing good project understanding, service planning experience, work plan goals. Strong understanding of scope of work and application to Go Local and mixed-flow process. Relevant and recent OCTA experience and good understanding of OCTA and stakeholders goals. Team experienced with local cites awareness of community relavance and project constaints. Encompassed all key points of scope in proposal and interview.	Blended rate	\$175.01 per hour
2	72	Jakes Associates, Inc. San Jose, California	None	Good professional firm with extensive knowledge and experience of transit systems. Good work plan and understanding of requirements of the scope of work. Interview vague on deliverables, project management applications to scope, and lacks Go Local knowledge. Key proposed staff has significant project management experience.	Blended rate	\$135.34 per hour

Evaluation Panel:

5 members consisting of individuals from the Transit, Development, and CAMM

Evaluation Criteria

Qualifications of Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

30%
30%
20%
20%

**PROPOSAL EVALUATION CRITERIA MATRIX (Short List)
RFP 8-1144, Project Management Consultant Services for Oversight of Go Local
Mixed-Flow Bus/Shuttle Proposals**

Firm: TSG ENTERPRISES, INC.						Weights	Criteria Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.5	4.5	4.5	6	26
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	6	24
Work Plan	4.5	4.0	4.0	4.5	4.0	4	17
Cost and Price	4.0	4.0	4.0	4.0	4.0	4	16
Overall Score	82	80	83	85	83		83

Firm: JAKES ASSOCIATES, INC.						Weights	Criteria Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	3.0	3.5	3.5	3.5	3.5	6	20
Staffing/Project Organization	3.0	3.0	3.0	3.0	3.0	6	18
Work Plan	3.5	3.0	3.5	3.0	3.5	4	13
Cost and Price	5.0	5.0	5.0	5.0	5.0	4	20
Overall Score	70	71	73	71	73		72

NOTE: The score of the non-shortlisted firm was 32.

Evaluation Panel: (5)

OCTA

CAMM (1)

Development (2)

Transit (2)



MEMO

October 22, 2008

To: Members of the Board of Directors

From: Wendy Knowles, Clerk of the Board

Subject: **Board Committee Transmittal for Agenda Item**

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

Thank you.



October 23, 2008

To: Transit Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Agreement for Project Management Consultant Services for Development of the Anaheim Regional Transportation Intermodal Center, Go Local Program, and California High-Speed Rail

Overview

The Orange County Transportation Authority is seeking project management consultant services for the continued development of the Anaheim Regional Transportation Intermodal Center, the Go Local Program, and the California High-Speed Rail Authority's Los Angeles to Orange County segment. Proposals were received in accordance with the Orange County Transportation Authority's procurement for professional services. A summary of the procurement and a recommendation for award are provided for review and approval.

Recommendation

Authorize the Chief Executive Officer to execute Agreement No. C-8-1133 between the Orange County Transportation Authority and Atwell Consulting Group, in an amount not to exceed \$300,000, to provide project management consultant services for the continued development of the Anaheim Regional Transportation Intermodal Center, the Go Local Program, and the California High-Speed Rail Authority's Los Angeles to Orange County segment.

Background

The Orange County Transportation Authority (OCTA) and the City of Anaheim are working collaboratively on the continued development of the Anaheim Regional Transportation Intermodal Center (ARTIC). Over the next 24 months, OCTA will complete advanced conceptual design and the environmental document for the transit facility at ARTIC. The environmental document will clear the project both through National Environmental Protection Agency and California Environmental Quality Act processes at a project level for the transit facility and program level for ARTIC. This work will require specific technical expertise on environmental documents.

The Go Local Program has completed Step One and is in the early stages of Step Two. The Step Two work will include alternatives analysis, environmental and preliminary engineering for proposed fixed guideway projects, and detailed service planning and analysis on the bus/shuttle projects. These tasks will take place over the next 12 to 24 months and will provide the basis for evaluation for projects to move into Step Three of the program. Consultant services are being requested to assist staff with coordination and oversight of the multiple projects and consultant efforts underway for the Go Local Program.

The California High-Speed Rail Authority (CHSRA) is in the process of preparing the environmental document for the Los Angeles to Orange County segment. This work is being funded by OCTA through a \$7 million funding agreement with the CHSRA, approved by the OCTA Board of Directors in September 2006. The draft environmental document is anticipated to be ready for circulation next summer. This effort, like ARTIC will require specific technical expertise for environmental document-related review.

Consultant services are requested to assist staff in the continued development of these three major projects and the interaction and relationships of these projects with the existing and planned Metrolink commuter rail system in Orange County, as well as the state-supported Amtrak Pacific Surfliner service between the San Diego – Los Angeles – San Luis Obispo rail corridor.

Discussion

Consultant services are required to assist staff in order to effectively manage the continued development of ARTIC, the Go Local Program, and the CHSRA Los Angeles to Orange County segment, and ensure these three programs are developed in a consistent and cohesive manner with existing and planned Metrolink and Amtrak services. The consultant will function as an extension of staff to assist with the daily management of ARTIC and the Go Local Program as well as providing oversight and coordination with the CHSRA between Los Angeles and Orange County.

On August 27, 2008, a request for proposals (RFP) for project management consultant services for development of ARTIC, the Go Local Program, and the CHSRA Los Angeles to Orange County segment was posted on CMM NET. An electronic notice was sent to 2,302 firms registered on CMM NET. The solicitation was issued in accordance with current OCTA procurement policies and procedures for professional and technical services. On September 11, 2008, four proposals were received.

An evaluation committee comprised of staff from the Development and Transit divisions, Contracts Administration and Materials Management Department, and Executive Office was established to review all proposals submitted. The proposals were evaluated based on the following criteria:

- Qualifications of the Firm 30 percent
- Staffing and Project Organization 30 percent
- Work Plan 20 percent
- Cost and Price 20 percent

In developing these criteria weights, staff assigned the greatest importance to the qualifications of the firm and staffing, as the expertise of the firm and qualifications of the project manager and other key task leaders are critical to the successful performance of the project.

The evaluation committee reviewed all proposals received and found three firms most qualified to do the work identified in the RFP. The three firms are listed in alphabetical order:

Firm and Location

Atwell Consulting Group
Santa Ana, California

Cindy Krebs Consulting, Inc.
Irvine, California

Sharon Greene & Associates
Laguna Beach, California

On September 23, 2008, the evaluation committee interviewed each of the three firms. Questions were asked of the firms in relation to the approach to scope of work and staff availability. Based upon the interviews, combined with proposal evaluations, staff ranked Atwell Consulting Group as the top firm qualified to perform the work. The firm demonstrated an excellent understanding of the needs of each of the three major projects and the role each of the projects has to the existing and planned services of Metrolink and Amtrak.

Qualifications of Firm

All of the firms have program development experience and a good understanding of the needs of ARTIC, the Go Local Program, and the CHSRA Los Angeles to Orange County segment. All three of the firms have experience in the environmental impact report (EIR) process. Atwell Consulting Group has extensive prior experience with large scale transit EIRs and had also previously worked on ARTIC.

Staffing and Project Organization

The proposed project managers for each of the three firms all have prior experience working as extension of staff providing program management. The project manager for Atwell Consulting Group has specific experience working on ARTIC and has sufficient availability to begin work immediately. The evaluation committee rated Sharon Greene & Associates lower in this criteria, as there is a concern with the availability of the proposed team's key staff because of commitments to other projects and the fact that the project manager is not available on a full-time basis.

Work Plan

All firms provided detailed work plans and responded well to the requirements identified in the scope of work. During the interview, Atwell Consulting distinguished themselves in the overall understating of the OCTA requirements of this project.

Cost and Price

The awarded contract will be a time and expense agreement with fixed hourly labor rates.

Atwell Consulting Group's hourly rate was the most competitive, with Cindy Krebs Consulting, Inc., as the second most competitive. Sharon Greene & Associates pricing is the least competitive.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2008-09 Budget, Development Division, Account 0010-7519-T5420P3H, and is funded through Measure M funds.

Summary

Based on the information provided, staff recommends award of Agreement No. C-8-1133 to Atwell Consulting Group for program management consultant support for ARTIC, the Go Local Program, and the CHSRA Los Angeles to Orange County segment.

Attachments

- A. Evaluation Matrix – RFP 8-1133, Project Management Consultant Services for ARTIC, Go Local Program, and California High-Speed Rail
- B. Proposal Evaluation Criteria Matrix (Short List) – RFP 8-1133, Project Management Consultant Services for ARTIC, Go Local Program, and California High-Speed Rail

Prepared by:



Jennifer Bergener
Program Manager, Local Initiatives
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Approved by:



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

Evaluation Matrix
RFP 8-1133, Project Management Consultant Services for ARTIC, Go Local Program, and California High-Speed Rail
Presented to Transportation 2020 Committee

4 proposals were received, 3 firms were short-listed.

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	TIME AND EXPENSE	Price
1	84	Atwell Consulting Group, LLC Santa Ana, California	None	Highest ranked firm and lowest cost. Excellent firm with extensive transit experience. Relevant environmental, transit planning, and ARTIC experience. Excellent work plan and clearly defined bench marks. Strong understanding of scope of work and application to the Go Local Program and ARTIC project.	Hourly PM Rate	\$ 150.00 per hour
2	78	Cindy Krebs Consulting, Inc. Irvine, California	None	Did not possess experience that was specific to scope of work. Good presentation during the interview, and good project understanding. Excellent professional firm with strong knowledge of transit and Go Local programs.	Hourly PM Rate	\$ 180.00 per hour
3	76	Sharon Greene & Associates Laguna Beach, California	Laguna Beach Sarah Catz - Irvine	Interview and proposal displayed too much emphasis on staff rather than work plan approach. Well established firm with significant resources and staffing. Relevant experience with environmental, transit planning, intermodal issue Amtrak and Metrolink. Good project management and collaboration plan.	Hourly PM Rate	\$ 210.00 per hour

Evaluation Panel:

Five members consisting of individuals from:
Office of the CEO
Transit Project Delivery
Development, Capital Programs
Development, Corridor Studies
CAMM

Evaluation Criteria

Qualifications of Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

30%
30%
20%
20%

PROPOSAL EVALUATION CRITERIA MATRIX (SHORT LIST)

RFP 8-1133, Project Management Consultant Services
for ARTIC, Go Local, and California High-Speed Rail

Firm: ATWELL CONSULTING GROUP						Weights	Criteria Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	6	24
Staffing/Project Organization	4.0	4.0	4.5	4.0	4.0	6	25
Work Plan	4.0	3.5	4.0	4.0	4.0	4	16
Cost and Price	5.0	5.0	5.0	5.0	5.0	4	20
Overall Score	84	82	87	84	84		84

Firm: CINDY KREBS CONSULTING, INC.						Weights	Criteria Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	3.5	3.5	3.5	6	22
Staffing/Project Organization	4.0	4.0	4.0	3.5	4.0	6	23
Work Plan	4.0	4.0	4.0	4.0	4.0	4	16
Cost and Price	4.0	4.0	4.0	4.0	4.0	4	16
Overall Score	80	80	77	74	77		78

Firm: SHARON GREENE & ASSOCIATES						Weights	Criteria Score
Evaluation Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	5.0	5.0	6	26
Staffing/Project Organization	4.0	3.5	3.0	3.0	3.0	6	20
Work Plan	5.0	4.0	4.0	3.0	4.0	4	16
Cost and Price	3.5	3.5	3.5	3.5	3.5	4	14
Overall Score	82	75	72	74	78		76



BOARD COMMITTEE TRANSMITTAL

October 27, 2008

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Agreement for On-Call Right-of-Way Services for the Rail-Highway Grade Crossing Safety Enhancement Program

Transit Committee meeting of October 9, 2008

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

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute agreements between the Orange County Transportation Authority and Epic Land Solutions, Inc., (Agreement No. C-8-1184), HDR Engineering, Inc., (Agreement No. C-8-1185), and Overland, Pacific & Cutler, Inc., (Agreement No. C-8-0994), in an aggregate amount not to exceed \$990,300, for on-call right-of-way services.



October 9, 2008

To: Transit Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Agreement for On-Call Right-of-Way Services for the Rail-Highway Grade Crossing Safety Enhancement Program

Overview

Consultant services are required to assist the Orange County Transportation Authority to secure the right-of-way needed to implement the Rail-Highway Grade Crossing Safety Enhancement Program. Proposals were solicited and received for on-call right-of-way services in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute agreements between the Orange County Transportation Authority and Epic Land Solutions, Inc., (Agreement No. C-8-1184), HDR Engineering, Inc., (Agreement No. C-8-1185), and Overland, Pacific & Cutler, Inc., (Agreement No. C-8-0994), in an aggregate amount not to exceed \$990,300, for on-call right-of-way services.

Background

On August 13, 2007, the Orange County Transportation Authority (Authority) Board of Directors (Board) approved the Renewed Measure M Early Action Plan. This plan called for the implementation of rail-highway grade crossing safety enhancements and quiet zone improvements at 52 at-grade rail-highway crossings in Orange County. Significant efforts have been undertaken to advance the program towards implementation in 2010. Given the size, complexity, and accelerated schedule of the project, the Authority must proceed with right-of-way (ROW) work immediately. Although the project is intended to be within existing ROW, significant ROW support is needed. Design work to date has identified over 100 utility lines that need to be protected and/or relocated. In addition, temporary and/or permanent easements must be secured, as well as possible minor property acquisitions. Local agencies are

the lead for the ROW work, however, the Authority will prepare the necessary ROW paperwork to support and expedite local agency efforts.

The Authority has a need for on-call ROW services necessary to facilitate the implementation of the Rail-Highway Grade Crossing Safety Enhancement Program (Program). Services that will be performed include mapping, surveying, preparation of legal descriptions, environmental assessments, appraisals, and acquisitions, which include temporary construction easements, permanent easements, and partial fee acquisitions.

On July 22, 2008, the Authority issued a request for proposals (RFP) for on-call ROW services for the Program, to be awarded to multiple consultants.

The broad range of ROW activities include, but are not limited to the following:

- Coordination of the relocation of utility facilities in conflict with construction.
- Obtain and review preliminary title reports, appraisal maps, surveys, and legal descriptions; hazardous waste and environmental inspections and reports; preparation of rights-of-entry.
- Preparation of appraisals and appraisal reviews; acquisition of property; relocation of persons, property, and businesses; and coordination of eminent domain activities if required and all other ROW related activities.
- Quality assurance and quality control to ensure compliance with applicable federal, state, and local laws, policies, ordinances, rules and regulations, and assist with budget control.

Discussion

This procurement was handled in accordance with the Authority's procedures for professional and technical services. In addition to cost, other factors are considered in an award for professional and technical services. Award is recommended to the firms offering the most effective overall proposal, considering such factors as staffing, prior experience with similar projects, approach to the requirements, and technical expertise in the field.

The awarded contracts will have a two-year initial term with two one-year options and will be on a contract task order (CTO) basis. During the term of these agreements, proposals will be solicited from each firm when specific work requirements are identified. The firms will submit a price proposal and work plan and a CTO will be issued to the firm on a competitive basis.

On July 22, 2008, a RFP for on-call ROW services was posted on CAMM NET and advertised in a newspaper of general circulation on July 26 and July 31, 2008. A pre-proposal meeting was held on July 28, 2008, and was attended by 17 firms. One addendum was issued to respond to written questions submitted by the interested firms. On August 21, 2008, seven proposals were received. An evaluation committee consisting of Authority staff from the Development Division and Contracts Administration and Materials Management Department was established to review all proposals submitted. All proposals were evaluated on the basis of the following criteria:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 30 percent
- Work Plan 25 percent
- Cost and Price 20 percent

The criteria were weighted higher for staffing and project organization because of the complex nature of the required professional services and the need to have adequate staff with appropriate skills, knowledge, and experience. Cost and price criteria were weighted lower because technical qualifications are considered more important than pricing for this area of expertise. The rates can also be negotiated prior to finalizing the contract.

On August 28 2008, the evaluation committee short-listed the top three firms. Interviews with the short-listed firms were held on September 24, 2008. Based on its findings, the evaluation committee recommends the following firms to the Transit Committee for consideration of award.

Firm and Location

Epic Land Solutions, Inc.
Torrance, California

HDR Engineering, Inc.
Irvine, California

Overland, Pacific & Cutler, Inc.
Irvine, California

These firms had significant relative experience and demonstrated the greatest knowledge and understanding of the project and its particular ROW issues. Additionally, the firms' proposed staffing plans exhibited the best combination

of experience and skills necessary to ensure timely and cost-effective delivery of services. The following is an appraisal of the recommended firms.

The recommended firms have very strong background in the ROW field, with solid railroad experience, which is highly advantageous for work on the Program. The firms' proposed staffing plans exhibited the best combination of experience and skills necessary to ensure timely and cost-effective delivery of services. Proposed staff have excellent related experience and have performed in a very satisfactory manner on other Authority projects. Proposed staff possess strong credentials and have demonstrated a high degree of effectiveness on other projects. The work plans for the three firms were comprehensive and thorough as to the work scope. The proposed schedules by all firms were detailed and covered nearly all major functional areas and related tasks. The offerors demonstrated a thorough understanding of the scope of work requirements.

The awarded agreements will be time and expense type with fixed hourly rates. The evaluation committee reviewed the rates proposed by the top the three firms and found each to be competitive when compared with similar types of services.

If approved by the Board, the agreement will be issued for a period of two years with two one-year options on a time and materials contract, in an aggregate amount not to exceed \$990,300.

Fiscal Impact

The project is included in the Authority's Fiscal Year 2008-09 Budget, Development Division, Account 0017-7514-TR001-P4C.

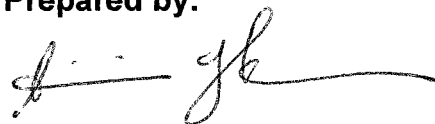
Summary

Consultant services are needed to support right-of-way activities for the Rail-Highway Grade Crossing Safety Enhancement Program. After evaluation of written proposals and interviews of the short-listed firms, staff has determined Epic Land Solutions, Inc., HDR Engineering, Inc., and Overland, Pacific & Cutler, Inc., to be capable of providing the required services at a reasonable cost. Award of agreements to these firms, in an aggregate amount not to exceed \$990,300, is recommended.

Attachments

- A. Evaluation Matrix – RFP 8-0994, On-Call ROW Services for Rail-Highway Grade Crossing Safety Enhancement Program
- B. Proposal Evaluation Criteria Matrix – RFP 8-0994, On-Call ROW Services for Rail-Highway Grade Crossing Safety Enhancement Program

Prepared by:



Simin Yazdan
Senior Right-of-Way Agent
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Approved by:



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

EVALUATION MATRIX
RFP 8-0994, On-Call ROW Services for Rail-Highway Grade Crossing Safety Enhancement Program

Seven (7) Proposals Received; Top three (3) firms selected

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	AVERAGE HOURLY RATE*
1	82	Overland, Pacific & Cutler, Inc. Irvine, California	See Attached List	Highly experienced in ROW field Strong railroad and Authority experience Staff has strong credentials and relevant experience Very comprehensive and thorough work scope	\$159.65
2	78	HDR Engineering, Inc. Irvine, California	See Attached List	Experience in ROW field less than other offerors, but sufficient railroad and Authority experience Staff appears technically very capable Comprehensive work plan and good understanding of work requirements	\$157.29
3	78	Epic Land Solutions, Inc. Torrance, California	See Attached List	Good experience in ROW field Railroad and Authority experience Staff has relevant general ROW experience Well thought out work scope	\$145.52

Evaluation Panel: (5)

OCTA:	Proposal Criteria	Weight Factor
	Qualifications of Firm	25%
Contracts Administration and	Staffing and Project Organization	30%
Materials Management (1)	Work Plan	25%
Development (4)	Cost and Price	20%

RFP 8-0994, ROW Services for Rail-Highway Grade Crossing Safety Enhancement Program

EVALUATION MATRIX SUPPLEMENT - LIST OF SUBCONTRACTORS

OVERLAND PACIFIC AND CUTLER, INC.	
Hatch, Mott MacDonald	Orange, California
Hennessey & Hennessey, LLC	Tustin, California
Lidgard and Associates, Inc.	Orange, California
The Kiley Company	Tustin, California
Donahue Appraisal Associates	Mission Viejo, California
Desmond, Marcello & Amster	Los Angeles, California
Psomas	Costa Mesa, California
SCS Engineering	Long Beach, California
Leighton Group, Inc.	Irvine, California
North American Title Company	Irvine, California
Stewart Title of California	Irvine, California
Quality Services	Carson, California
Guardian Fence	Long Beach, California
West Coast Land Clearing	Long Beach, California
EPIC LAND SOLUTIONS, INC.	
TOWILL, Inc.	Irvine, California
RBF Consulting	Irvine, California
AFI Valuation, Inc.	Marina Del Rey, California
Valentine & Associates	Santa Clarita, California
Riggs & Riggs	Simi Valley, California
Lidgard and Associates, Inc.	Orange, California
R. P. Laurain & Associates	Long Beach, California
Stewart Title	Anaheim, California
Chicago Title	Torrance, California
Apex Companies	San Diego, California
Partner Science & Engineering	El Segundo, California
J&G Demolition	Fountain Valley, California
HDR ENGINEERING, INC.	
Riggs & Riggs	Simi Valley, California
Pacific Real Estate Consultants	Newport Beach, California
J. W. Garrett & Associates	Westlake Village, California
Marshall-Stevens, Inc.	Los Angeles, California
Desmond Associates	Los Angeles, California
Desmond, Marcello & Amster, LLC	Los Angeles, California
The Relocation Specialists	Capistrano Beach, California
Stewart Title	Irvine, California
Commonwealth Land Title Company	Irvine, California
Coast Surveying, Inc.	Tustin, California
Huitt-Zollars, Inc.	Irvine, California
Coast 2 Coast Environmental, Inc.	Irvine, California



BOARD COMMITTEE TRANSMITTAL

October 27, 2008

To: Members of the Board of Directors
From: ^{Wk}Wendy Knowles, Clerk of the Board
Subject: Amendment to Cooperative Agreement with the Garden Grove Sanitary District for the Thunderbird Lift Station Improvement Project

Highways Committee Meeting of October 20, 2008

Present: Directors Amante, Cavecche, Green, Mansoor, Norby, Pringle, and Rosen
Absent: Directors Dixon and Glaab

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Cooperative Agreement No. C-7-1176 between the Orange County Transportation Authority and the Garden Grove Sanitary District, in an amount not to exceed \$314,654, to provide additional funding for construction and construction management of the Thunderbird Lift Station Improvement Project.



October 20, 2008

To: Highways Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the Garden Grove Sanitary District for the Thunderbird Lift Station Improvement Project

Overview

On April 28, 2008, the Board of Directors approved a cooperative agreement with the Garden Grove Sanitary District, in the amount of \$1,624,600, for final design, construction, construction management, operation, and maintenance of a sanitary sewer and lift station near Garden Grove Boulevard and Partridge Street. An amendment is requested to increase the funding for construction and construction management of the Thunderbird Lift Station Improvement Project.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Cooperative Agreement No. C-7-1176 between the Orange County Transportation Authority and the Garden Grove Sanitary District, in an amount not to exceed \$314,654, to provide additional funding for construction and construction management of the Thunderbird Lift Station Improvement Project.

Background

On April 28, 2008, the Orange County Transportation Authority's (Authority) Board of Directors (Board) approved Cooperative Agreement No. C-7-1176 with the Garden Grove Sanitary District (District) to perform final design, construction, construction management, operation, and maintenance of the Thunderbird Lift Station Improvement Project (Lift Station) necessitated by the Garden Grove Freeway (State Route 22) Widening Project. The Authority agreed to provide the District preliminary design plans previously prepared by the joint venture of Granite-Meyers-Rados, to reimburse the District for the costs, in the amount of \$824,600, for the completion of final design, construction, and construction

management required to complete the Lift Station, and to release a lump sum, in an amount of \$800,000, to the District after the completion of the construction for the long-term maintenance costs of the Lift Station. In return, the District agreed to act as the lead agency for the Lift Station implementation and maintain the facility thereafter. Per the cooperative agreement, the Authority had previously agreed to pay actual costs for final design, construction, and construction management and also agreed that any design, construction, and construction management costs which exceed the approved cooperative agreement amount must be approved by a written amendment to this cooperative agreement.

Discussion

The District recently opened bids for the construction of the Lift Station. Ten bids were received. All the bids were tightly grouped together reflecting the current cost of construction. The lowest responsive bid received is higher than the engineer's estimate used to develop the cooperative agreement terms. Several factors contributed to the higher bid amount. The original construction plans prepared by the designer did not account for electrical coordination and associated costs of the electrical service necessary to power the lift station. Additional minor modifications were made to the plans as an addendum to bring the project up to District standards.

Authority staff has reviewed the bids and the information provided by the District and determined that the construction bids are reasonable based on the current scope of work. Approval is requested to increase Cooperative Agreement No. C-7-1176 between the Authority and the District, in the amount of \$314,654, to fully fund the project.

Cooperative Agreement No. C-7-1176, for \$1,624,600, was approved by the Board in April 2008, for final design, construction, construction management, operation, and maintenance (Attachment A). The value of Cooperative Agreement No. C-7-1176 after the approval of this Amendment No. 1 will be \$1,939,254.

In addition, this amendment allows the Authority, District, and City of Garden Grove (City) to exchange funds to settle other amounts owed by the City to the Authority. The City currently owes the Authority \$1,540,000 for some local street improvements included in the State Route 22 freeway project. The Authority will reduce \$1,540,000 in funds owed to the District under this agreement and, in turn, the City will pay the District \$1,540,000 to offset this reduction. This exchange will settle the amounts owed to the Authority by the

Amendment to Cooperative Agreement with the Garden Grove Sanitary District for the Thunderbird Lift Station Improvement Project

Page 3

City. The remaining balanced owed to the District for the Lift Station of \$399,254 will be paid directly to the District by the Authority.

Fiscal Impact

Amendment No. 1 to Cooperative Agreement No. C-7-1176 exceeds the amount approved in the Authority's Fiscal Year 2008-09 Budget, Development Division, Account 0010-7831-F7100-KQ8. Funds will be transferred from Account 0010-7831-F7100-KQ1, which is funded through Local Transportation Authority, to accommodate the additional requirements.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to execute Amendment No. 1 to Cooperative Agreement No. C-7-1176 between the Orange County Transportation Authority and the Garden Grove Sanitary District to provide additional funding for construction and construction management of the Thunderbird Lift Station Improvement Project.

Attachment

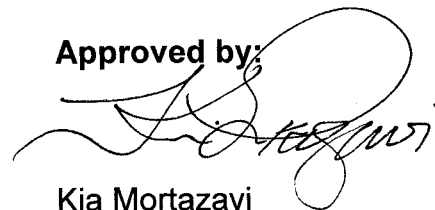
- A. Garden Grove Sanitary District Cooperative Agreement No. C-7-1176 Fact Sheet

Prepared by:



M. Joseph Toolson
Program Manager
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Approved by:



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

**Garden Grove Sanitary District
Cooperative Agreement No. C-7-1176 Fact Sheet**

1. April 28, 2008, Cooperative Agreement No. C-7-1176, \$1,624,600, approved by the Board of Directors.
 - Provide final design, construction, construction management, operation, and maintenance for the Thunderbird Lift Station Improvement Project.
2. September 22, 2008, Amendment No. 1 to Cooperative Agreement No. C-7-1176, \$314,654, pending approval by the Board of Directors.
 - Provide additional funding for construction and construction management of the Thunderbird Lift Station Improvement Project.

Total committed to the Garden Grove Sanitary District after approval of Amendment No. 1 to Cooperative Agreement No. C-7-1176 will be \$1,939,254.



BOARD COMMITTEE TRANSMITTAL

October 27, 2008

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Consultant Selection for Preparation of Plans, Specifications, and Estimates for Five Railroad Grade Separation Projects

Highways Committee Meeting of October 20, 2008

Present: Directors Amante, Cavecche, Green, Mansoor, Norby, Pringle, and Rosen
Absent: Directors Dixon and Glaab

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Approve the selection of MTK, Inc, as the top-ranked firm to prepare the plans, specifications, and estimates for the Placentia Avenue railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0961 for the required services.
- B. Approve the selection of HNTB Corporation as the top-ranked firm to prepare the plans, specifications, and estimates for the Kraemer Boulevard railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0922 for the required services.
- C. Approve the selection of DMJM Harris/AECOM, as the top-ranked firm to prepare the plans, specifications, and estimates for the Orangethorpe Avenue railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0987 for the required services.



BOARD COMMITTEE TRANSMITTAL
Page two

- D. Approve the selection of Biggs Cardosa Associates, Inc., as the top-ranked firm to prepare the plans, specifications, and estimates for the Tustin Avenue/Rose Drive railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0988 for the required services.

- E. Approve the selection of CH2M HILL, as the top-ranked firm to prepare the plans, specifications, and estimates for the Lakeview Avenue railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0962 for the required services.



October 20, 2008

To: Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Consultant Selection for Preparation of Plans, Specifications, and Estimates for Five Railroad Grade Separation Projects

Overview

On June 23, 2008, the Board of Directors of the Orange County Transportation Authority authorized the issuance of five requests for proposals for final design services for the Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue railroad grade separation projects, respectively. Proposals for consulting services to prepare the plans, specifications, and estimates for these projects were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform architectural and engineering work. Board of Directors approval is requested for the selection of firms to perform the required work.

Recommendations

- A. Approve the selection of MTK, Inc, as the top ranked firm to prepare the plans, specifications, and estimates for the Placentia Avenue railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0961 for the required services.
- B. Approve the selection of HNTB Corporation as the top ranked firm to prepare the plans, specifications, and estimates for the Kraemer Boulevard railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0922 for the required services.
- C. Approve the selection of DMJM Harris/AECOM, as the top ranked firm to prepare the plans, specifications, and estimates for the Orangethorpe Avenue railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0987 for the required services.

- D. Approve the selection of Biggs Cardosa Associates, Inc., as the top ranked firm to prepare the plans, specifications, and estimates for the Tustin Avenue/Rose Drive railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0988 for the required services.
- E. Approve the selection of CH2M HILL, as the top ranked firm to prepare the plans, specifications, and estimates for the Lakeview Avenue railroad grade separation project and authorize the Chief Executive Officer to negotiate and execute Agreement No. 8-0962 for the required services.

Background

The California Transportation Commission (CTC) approved \$183 million for seven railroad grade separation projects in Orange County under the Trade Corridors Improvement Fund (TCIF) program. This amount is matched with \$74 million of federal funding and \$160 million of local funding, for a total investment of \$417 million funding for the seven railroad grade separation projects.

In June 2008, the Orange County Transportation Authority (Authority) staff presented an implementation plan for the projects. This plan identified that the five grade separation projects primarily within the City of Placentia would be managed by the Authority. These locations include Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue. The plan also identified that the City of Fullerton would take the lead for the Raymond Avenue and State College Boulevard grade separation projects with an oversight element by the Authority.

The CTC requires that all TCIF-funded projects begin construction by December 2013. The Authority committed to the CTC to start the design of the projects by January 2009 in order to have them under construction by the required date.

On June 23, 2008, the Board of Directors (Board) approved the release of five requests for proposals (RFP) to select firms to provide final design services for the Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue railroad grade separation projects. The Board also approved the proposed evaluation criteria and weightings for these procurements. These procurements for professional architectural and

engineering (A&E) services are required to follow state law where the selection of the engineering firms are based on qualifications and technical proposals.

Discussion

The five projects were advertised on June 30 and July 7, 2008, in a newspaper of general circulation and sent electronically to 2,468 firms registered on CAMM NET. A pre-proposal meeting was held on July 14, 2008, and was attended by 133 individuals, representing 93 firms. Addendum No. 1 was issued on July 1, 2008, to revise the availability of reference materials. Addendum No. 2 was issued on July 15, 2008, to post the pre-proposal conference registration sheet, agenda, and presentation information. Addendum No. 3 was issued on July 23, 2008, for administrative changes to solicitation and to provide answers to questions received

Proposals were received for each of the five RFPs and were evaluated by a panel on a project-by-project basis. An individual evaluation and recommendation was prepared for each of the projects and is presented in five separate attachments to this report (Attachments A, B, C, D, and E).

These procurements were handled in accordance with the Authority's procedures for A&E requirements, which conform to both federal and state law. Proposals were evaluated without consideration of cost and were ranked in accordance with the qualifications of the firm and the technical proposal. The highest ranked firm will be requested to submit a cost proposal and the final agreement will be negotiated. Should negotiations fail with the top ranked firm, a cost proposal will be solicited from the second ranked firm in accordance with the procurement policies previously adopted by the Board.

Fiscal Impact

These projects were approved in the Authority's Fiscal Year 2008-09 Budget, Development Division, accounts 0017-7519-SO203-PPJ, 0017-7519-SO202-PPJ, 0017-7519-SO206-PPJ, 0017-7519-SO204, and 0017-7519-SO205-PPJ, and are funded through Renewed Measure M.

Summary

The evaluation committee met and reviewed proposals submitted. Based on materials provided, the committee recommends the selection of MTK, Inc., HNTB Corporation, DMJM Harris/AECOM, Biggs Cardosa Associates, Inc., and

CH2M HILL as the top qualified firms to complete the plans, specifications, and estimates for the Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue railroad grade separation projects, respectively.

Attachments

- A. Consultant Selection for the Placentia Avenue Railroad Grade Separation Project
- B. Consultant Selection for the Kraemer Boulevard Railroad Grade Separation Project
- C. Consultant Selection for the Orangethorpe Avenue Railroad Grade Separation Project
- D. Consultant Selection for the Tustin Avenue/Rose Drive Railroad Grade Separation Project
- E. Consultant Selection for the Lakeview Avenue Railroad Grade Separation Project

Prepared by:


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Approved by:


Kia Mortazavi
Executive Director, Development
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Consultant Selection for the Placentia Avenue Railroad Grade Separation Project

On July 30, 2008, eight proposals were received for the Placentia Avenue railroad grade separation project. An evaluation committee composed of staff from the Development Division, the Contracts Administration and Materials Management (CAMM) Department, the City of Placentia, the City of Anaheim, and the Burlington Northern Santa Fe (BNSF) Railway reviewed all proposals submitted. The proposals were evaluated based on the following criteria, which were approved at the June 23, 2008, Board meeting:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 40 percent
- Work Plan 35 percent

These evaluation criteria are consistent with the weightings developed for similar A&E procurements. In developing the criteria and weights, several factors are considered. Board-approved weighting gives the greatest importance to staffing and project organization, as the qualifications of the project manager and other key task leaders are critical to the successful performance of the project. Likewise, a high level of importance was assigned to the work plan, as the technical approach and understanding of the project is critical to developing realistic schedules and work approaches. As this is an A&E procurement, price is not an evaluation criteria pursuant to state and federal law.

The evaluation committee reviewed all proposals received and found four of the firms most qualified for the work. The four most qualified firms are:

Firm and Location

MTK, Inc.
Irvine, California

KFM Engineering, Inc.
Foothill Ranch, California

Biggs Cardosa Associates, Inc.
Fullerton, California

CH2M HILL
Santa Ana, California

On September 3 and 4, 2008, the evaluation committee interviewed each of the four firms. Questions were asked relative to the firms' proposals and staff availability.

Qualifications of Firm

All four firms rated high in the area of qualifications. Each firm has extensive experience in designing grade separation projects and working with local cities and BNSF. While MTK, Inc., is a relatively new firm, the firm's proposed key staff has significant industry experience.

Staffing and Project Organization

All four firms have proposed project managers and key staff members that are well qualified and have experience working together on similar projects. MTK, Inc.'s proposed project manager has excellent grade separation (structural engineering) experience. In addition, MTK Inc.'s proposed BNSF coordinator has outstanding experience with BNSF, including negotiating agreements with BNSF.

Work Plan

All four firms demonstrated a good understanding of the scope of work and project issues. MTK, Inc., demonstrated a good understanding of new railroad design standards and project issues (for example, right-of-way, business access, utility relocations, etc.).

Based on the evaluation of the proposals and interviews, the committee ranked MTK, Inc., as the top firm qualified to perform the work.

The proposal evaluation matrix and evaluation summary for this selection are shown on the following pages.

PROPOSAL EVALUATION CRITERIA MATRIX (SHORT LIST) - A&E
RFP No. 8-0961, Design Consulting Services for Placentia Avenue Railroad Grade Separation Project

Firm: MTK, Inc.							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	3.5	4.0	4.0	3.5	5	19
Staffing/Project Organization	4.0	4.5	3.5	4.5	4.5	4.0	8	33
Work Plan	3.5	3.5	3.5	4.0	4.5	4.0	7	27
Overall Score	77	81	70	84	88	78		79

Firm: KFM Engineering, Inc.							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.5	3.0	3.0	4.0	5	19
Staffing/Project Organization	3.5	4.0	4.5	3.0	3.5	4.0	8	30
Work Plan	4.0	3.5	4.5	4.0	4.0	4.5	7	29
Overall Score	76	77	90	67	71	84		77

Firm: Biggs Cardosa Associates, Inc.							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	3.5	3.5	4.0	3.5	4.0	4.0	5	19
Staffing/Project Organization	3.5	3.0	4.0	3.5	3.0	4.0	8	28
Work Plan	3.5	3.5	4.0	3.5	4.0	4.0	7	26
Overall Score	70	66	80	70	72	80		73

Firm: CH2M HILL							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	3.5	4.0	4.0	4.0	5	20
Staffing/Project Organization	3.0	3.5	3.0	3.0	3.0	4.0	8	26
Work Plan	3.0	3.5	4.0	3.5	3.5	4.5	7	26
Overall Score	65	73	70	69	69	84		71

Evaluation Panel: (6)

AUTHORITY:

CAMM (1)

DEVELOPMENT DIVISION (2)

BNSF (1)

CITY OF PLACENTIA (1)

CITY OF ANAHEIM (1)

Design Consulting Services for Placentia Avenue Railroad Grade Separation Project

Review of Proposals - RFP No. 8-0961

(Presented to Highways Committee - 10/20/08)

8 proposals were received, 4 firms were interviewed

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	79	MTK, Inc. Irvine, CA	J.L. Patterson TRC LSA Associates, Inc. Earth Mechanics, Inc. Kennedy-Jenks Consultants Paragon Partners LDP Design Group	Highest ranked overall proposal. Firm (team) has good final design grade separation project experience. Team members have strong final design railroad grade separation experience (structural, rail, and civil). New firm, however, principal staff have significant industry experience. Team has experience with local cities and BNSF. Project manager has excellent grade separation (structural) experience. Proposed BNSF coordinator has outstanding experience with BNSF (40 years), including negotiating BNSF agreements. Key staff are well qualified and have prior experience working together on similar projects. Excellent availability of key staff. Good understanding of the scope of work, new railroad design standards, and project issues (for example, right-of-way, business access, utility relocations, etc.).
2	77	KFM Engineering, Inc. Foothill Ranch, CA	McLean & Schultz Wilson & Company GeoLogic Associates Clark & Green LSA Associates, Inc. Huitt Zollars Overland, Pacific & Cutler OMB Electrical Engineers	Second highest ranked proposal. Firm has final design grade separation experience. Firm previously performed design services (up to the 65% design level) for this project. Good experience with local cities and BNSF. Concern firm did not propose any significant potential design enhancements. Concern firm may be hesitant to revisit the current design for enhancements. Project manager and key staff are well qualified. Availability of key staff is good. Strong understanding of scope of work and project issues. Experience with stakeholders and community.
3	73	Biggs Cardosa Associates, Inc. Fullerton, CA	BKF Pemika Psomas KOA Corporation Kleinfelder OLC, dba QEI Wieland Acoustics Tatsumi & Partners, Inc. MBI Media	Third highest ranked proposal. Firm has significant final design railroad grade separation project experience. Firm has significant BNSF experience. Firm has a limited local presence (staffing). Project manager currently located in San Jose, California. Concern with managing/coordinating services given the number of subconsultants. Project manager has significant similar project experience. Key staff well experienced relative to similar projects. Good design concepts for project enhancements.

4	71	CH2M HILL Santa Ana, CA	LSA Associates, Inc. Psomas Tatsumi and Partners, Inc. Utility Specialists California, Inc.	Fourth highest ranked proposal. Firm (team) has final design grade separation project experience. Well established financially stable firm with significant staff resources. Firm has experience working with local cities and BNSF. Project manager has direct relevant experience. Key staff have prior experience working together. Adequate availability of key staff. Good understanding of the scope of work and project issues and goals, for example, community sensitivity, traffic circulation and goods movement.
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Evaluation Panel: (6)

Authority:
 CAMM (1)
 Development Division(2)
Outside:
 BNSF (1)
 City of Placentia (1)
 City of Anaheim (1)

Proposal Criteria

Qualifications of Firm
Staffing and Project Organiza
Work Plan

Weight Factor

25%
40%
35%

**Consultant Selection for the Kraemer Boulevard
Railroad Grade Separation Project**

On July 30, 2008, 11 proposals were received for the Kraemer Boulevard grade separation project. An evaluation committee composed of staff from the Development Division, CAMM Department, the City of Placentia, the City of Anaheim, and BNSF Railway reviewed all proposals submitted. The proposals were evaluated based on the following criteria, which were approved at the June 23, 2008, Board meeting:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 40 percent
- Work Plan 35 percent

These evaluation criteria are consistent with the weightings developed for similar A&E procurements. In developing the criteria and weights, several factors are considered. Board-approved weighting gives the greatest importance to staffing and project organization, as the qualifications of the project manager and other key task leaders are critical to the successful performance of the project. Likewise, a high level of importance was assigned to the work plan, as the technical approach and understanding of the project is critical to developing realistic schedules and work approaches. As this is an A&E procurement, price is not an evaluation criteria pursuant to state and federal law.

The evaluation committee reviewed all proposals received and found three of the firms most qualified for the work. The three most qualified firms are:

Firm and Location

HNTB Corporation
Santa Ana, California

DMJM Harris/AECOM
Orange, California

CH2M HILL
Santa Ana, California

On September 3 and 4, 2008, the evaluation committee interviewed each of the three firms. Questions were asked relative to the firms' proposals and staff availability.

Qualifications of Firm

All three firms are well established and financially stable. All short-listed firms also have extensive final design railroad grade separation project experience with similar projects. HNTB Corporation has significant experience working with local cities and BNSF.

Staffing and Project Organization

All three firms have proposed project managers and key staff members that are well qualified and have experience working together on similar projects. HNTB Corporation's proposed project manager has significant experience, a lengthy tenure with the firm, and previous project management level experience relative to railroad grade separation projects. Also, all lead discipline staff proposed by HNTB Corporation are employees of the firm.

Work Plan

HNTB, DMJM Harris/AECOM, and CH2M HILL have a good understanding of the scope of work and project issues. HNTB Corporation's work plan was detailed and well thought out related to design constraints of Kraemer Boulevard. The HNTB work plan thoroughly addressed the project issues, including excellent proposed alternative design concepts to reduce right-of-way acquisitions.

Based on the evaluation of the proposals and interviews, the committee ranked HNTB Corporation as the top firm qualified to perform the work.

The proposal evaluation matrix and evaluation summary for the selection are shown the following pages.

PROPOSAL EVALUATION CRITERIA MATRIX (SHORT LIST) - A&E
RFP No. 8-0922, Design Consulting Services for Kraemer Boulevard Railroad Grade Separation Project

Firm: HNTB Corporation							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.0	4.5	5.0	4.5	4.0	5	22
Staffing/Project Organization	4.0	4.0	5.0	4.0	4.0	4.0	8	33
Work Plan	4.5	4.0	4.5	4.0	4.0	4.5	7	30
Overall Score	86	80	94	85	83	84		85

Firm: DMJM Harris/AECOM							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	5.0	4.0	4.0	5.0	4.0	5.0	5	23
Staffing/Project Organization	3.0	4.0	4.0	3.0	4.0	4.5	8	30
Work Plan	4.0	3.5	4.5	4.0	4.0	4.0	7	28
Overall Score	77	77	84	77	80	89		81

Firm: CH2M HILL							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	3.5	3.0	4.0	4.0	5	19
Staffing/Project Organization	3.5	4.0	4.0	4.0	4.0	4.0	8	31
Work Plan	3.5	3.0	4.0	4.0	4.0	4.5	7	27
Overall Score	73	73	78	75	80	84		77

Evaluation Panel: (6)

AUTHORITY:

CAMM (1)

DEVELOPMENT DIVISION (2)

BNSF (1)

CITY OF PLACENTIA (1)

CITY OF ANAHEIM (1)

Design Consulting Services for Kraemer Boulevard Railroad Grade Separation Project

Review of Proposals - RFP No. 8-0922

(Presented to Highways Committee - 10/20/08)

11 proposals were received, 3 firms were interviewed

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	85	HNTB Corporation Santa Ana, CA	The Culver Group, Inc. Katherine Padilla & Associates Leighton & Associates Lynn Capouya, Inc. LSA Associates, Inc. PacRim Engineering Paragon Partners, Ltd. FPL & Associates, Inc. Utility Specialists Southwest, Inc.	Highest ranked overall proposal. Firm has significant final design railroad grade separation project experience. Well established, financially stable firm with significant staff resources. Firm has significant working experience with local cities and BNSF. Team members have worked together previously on similar projects. Project manager has significant experience (30 years) and has been with the firm for 20 years. Project manager has previous project management level experience relative to railroad grade separation projects. Excellent availability of key staff. Key staff have significant experience and all lead discipline staff are employees of the prime firm. Excellent understanding of the scope of work and project issues, including regional impact issues (for example, traffic during construction). Excellent proposed alternative design concepts to reduce right-of-way acquisitions (reduce project costs).
2	81	DMJM Harris/AECOM Orange, CA	RMC, Inc. EDAW Psomas Austin Foust Associates, Inc. Kleinfelder	Second highest ranked proposal. Firm has significant final design railroad grade separation project experience. Well established financially stable firm with significant staff resources. Firm has experience working with local cities and BNSF. Team members (and key staff) have working together on previous projects. Project manager has relevant grade separation project experience. Key staff have significant relevant grade separation project experience. Adequate availability of key staff. Good understanding of the scope of work and project issues. Well thought out project design enhancements.
3	77	CH2M HILL Santa Ana, CA	LSA Associates, Inc. Psomas Tatsumi and Partners, Inc. Utility Specialists California, Inc.	Third highest ranked proposal. Firm (team) has previous final design grade separation project experience. Well established financially stable firm with significant staff resources. Firm has experience working with local cities and BNSF. Project manager has direct relevant experience. Adequate availability of key staff. Good design concept alternatives proposed.

Evaluation Panel: (6)

Authority:

- CAMM (1)
- Development Division (2)

Outside:

- BNSF (1)
- City of Placentia (1)
- City of Anaheim (1)

Proposal Criteria

- Qualifications of Firm
- Staffing and Project Organization
- Work Plan

Weight Factor

- 25%
- 40%
- 35%

Consultant Selection the Orangethorpe Avenue Railroad Grade Separation Project

On August 12, 2008, 12 proposals were received for the Orangethorpe Avenue railroad grade separation project. An evaluation committee composed of staff from the Development Division, CAMM Department, the City of Placentia, the City of Anaheim, and BNSF Railway reviewed all proposals submitted. The proposals were evaluated based on the following criteria, which were approved at the June 23, 2008, Board meeting:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 40 percent
- Work Plan 35 percent

These evaluation criteria are consistent with the weightings developed for similar A&E procurements. In developing the criteria and weights, several factors are considered. Board-approved weighting gives the greatest importance to staffing and project organization, as the qualifications of the project manager and other key task leaders are critical to the successful performance of the project. Likewise, a high level of importance was assigned to the work plan, as the technical approach and understanding of the project is critical to developing realistic schedules and work approaches. As this is an A&E procurement, price is not an evaluation criteria pursuant to state and federal law.

The evaluation committee reviewed all proposals received and found four of the firms most qualified for the work. The four most qualified firms are:

Firm and Location

DMJM Harris/AECOM
Orange, California

HNTB Corporation
Santa Ana, California

HDR Engineering, Inc.
Irvine, California

CH2M HILL
Santa Ana, California

On September 3 and 4, 2008, the evaluation committee interviewed each of the four firms. Questions were asked relative to the firms' proposals and staff availability.

Qualifications of Firm

All four firms are well established and financially stable with significant staff resources. Both DMJM Harris/AECOM and HNTB Corporation have significant final design railroad

grade separation project experience as well as significant experience working with local cities and BNSF.

Staffing and Project Organization

The proposed project manager for DMJM Harris/AECOM has excellent relevant grade separation project experience. HNTB Corporation's proposed project manager has significant experience (30 years) and has been with the firm for 20 years. DMJM Harris/AECOM's key staff (structures, traffic, and rail engineering) also have significant grade separation experience.

Work Plan

All four firms have a good understanding of the scope of work. DMJM Harris/AECOM has an excellent understanding of the project and a comprehensive work plan. Its work plan thoroughly addressed the project issues, including excellent proposed alternative design concepts to reduce right-of-way acquisitions and proposed alternative railroad design concepts for shoofly and shifting of tracks.

Based on the evaluation of the proposals and interviews, the committee ranked DMJM Harris/AECOM as the top firm qualified to perform the work.

The proposal evaluation matrix and evaluation summary for this selection are shown the following pages.

PROPOSAL EVALUATION CRITERIA MATRIX (SHORT LIST) - A&E
RFP No. 8-0987, Design Consulting Services for Orangethorpe Avenue Railroad Grade Separation Project

Firm: DMJM Harris/AECOM							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	5.0	4.0	5.0	4.0	5.0	5.0	5	23
Staffing/Project Organization	4.5	4.5	5.0	5.0	5.0	5.0	8	39
Work Plan	4.0	4.0	4.0	5.0	4.0	4.0	7	29
Overall Score	89	84	93	95	93	93		91

Firm: HNTB Corporation							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.0	4.5	4.0	3.5	4.0	5	20
Staffing/Project Organization	4.0	4.0	5.0	4.0	4.0	4.0	8	33
Work Plan	4.5	4.0	4.0	4.0	4.0	4.5	7	29
Overall Score	86	80	91	80	78	84		83

Firm: HDR Engineering, Inc.							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	5.0	4.0	4.0	4.0	4.0	5	21
Staffing/Project Organization	4.0	4.0	4.0	4.0	3.0	4.0	8	31
Work Plan	4.0	4.5	4.0	4.0	3.5	3.5	7	27
Overall Score	80	89	80	80	69	77		79

Firm: CH2M HILL							Weights	Criteria Score
Eval. Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	3.5	4.0	4.0	4.0	5	20
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	4.0	8	32
Work Plan	3.5	3.5	4.0	3.5	3.5	4.5	7	26
Overall Score	77	77	78	77	77	84		78

Evaluation Panel: (6)

Authority:

CAMM (1)

DEVELOPMENT Division (2)

BNSF (1)

CITY OF PLACENTIA (1)

CITY OF ANAHEIM (1)

Design Consulting Services for Orangethorpe Avenue Railroad Grade Separation Project

Review of Proposals - RFP No. 8-0987

(Presented to Highways Committee - 10/20/08)

12 proposals were received, 4 firms were interviewed

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	91	DMJM Harris/AECOM Orange, CA	RMC, Inc. EDAW Psomas Austin Foust Associates, Inc. Kleinfelder	Highest ranked overall proposal. Firm has significant final design grade separation project experience. Well established financially stable firm with significant staff resources. Firm has strong experience working with local cities and BNSF. Team members (and key staff) have working together on previous projects. Project manager has excellent relevant grade separation project experience. Key staff (structures, traffic and rail engineering) have significant grade separation project experience. Key staff fully available. Excellent project understanding and comprehensive work plan. Excellent work plan (design concepts) to minimize right-of-way impacts. Excellent alternative railroad design concept proposed (shoofly, shifting of tracks and one track remaining as a 3rd main line).
2	83	HNTB Corporation Santa Ana, CA	The Culver Group, Inc. Katherine Padilla & Associates Leighton & Associates Lynn Capouya, Inc. LSA Associates, Inc. PacRim Engineering Paragon Partners, Ltd. FPL & Associates, Inc. Utility Specialists Southwest, Inc.	Second highest ranked proposal. Firm has significant final design grade separation project experience. Well established financially stable firm with significant staff resources. Firm has significant working experience with local cities and BNSF. Team members have worked together previously on similar projects. Project manager has significant experience (30 years) and has been with the firm for 20 years. All major discipline leads are prime consultant staff members. Key staff have good experience. Good understanding of technical project challenges relative to structural and rail designs.
3	79	HDR Engineering, Inc. Irvine, CA	RBF Consulting Group Delta RMC, Inc. Fehr & Peers Arellano Associates ATS Consulting Clark & Green	Third highest ranked proposal. Well established financially stable firm with significant staff resources. Team has significant railroad experience. Team members well qualified for this design effort. Strong understanding of the project and scope of work. Innovative structure design for cost and schedule savings.
4	78	CH2M HILL Santa Ana, CA	LSA Associates, Inc. Psomas Tatsumi and Partners, Inc. Utility Specialists California, Inc.	Fourth highest ranked proposal. Well established financially stable firm with significant staff resources. Firm (team) has final design grade separation project experience. Firm (and key staff) have experience working with local cities and BNSF. Project manager has direct relevant experience. Adequate availability of key staff. Good understanding of the scope of work and alternative design concepts. Lack of information to mitigate right-of-way and community impacts (for example, visually intrusive structures).

Evaluation Panel: (6)

Authority:

- CAMM (1)
- Development Division (2)

Outside:

- BNSF (1)
- City of Placentia (1)
- City of Anaheim (1)

Proposal Criteria

- Qualifications of Firm
- Staffing and Project Organization
- Work Plan

Weight Factor

- 25%
- 40%
- 35%

Consultant Selection for the Tustin Avenue/Rose Drive Railroad Grade Separation Project

On August 12, 2008, 14 proposals were received for the Tustin Avenue/Rose Drive railroad grade separation project. An evaluation committee composed of staff from the Development Division, CAMM Department, the City of Placentia, the City of Anaheim, and BNSF Railway reviewed all proposals submitted. The proposals were evaluated based on the following criteria, which were approved at the June 23, 2008, Board meeting:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 40 percent
- Work Plan 35 percent

These evaluation criteria are consistent with the weightings developed for similar A&E procurements. In developing the criteria and weights, several factors are considered. Board-approved weighting gives the greatest importance to staffing and project organization, as the qualifications of the project manager and other key task leaders are critical to the successful performance of the project. Likewise, a high level of importance was assigned to the work plan, as the technical approach and understanding of the project is critical to developing realistic schedules and work approaches. As this is an A&E procurement, price is not an evaluation criteria pursuant to state and federal law.

The evaluation committee reviewed all proposals received and found six of the firms most qualified for the work. The six most qualified firms are:

Firm and Location

Biggs Cardosa Associates, Inc.
Fullerton, California

HNTB Corporation
Santa Ana, California

Moffatt & Nichol
Long Beach, CA

MTK, Inc.
Irvine, California

DMJM Harris/AECOM
Orange, California

CH2M HILL
Santa Ana, California

On September 3 and 4, 2008, the evaluation committee interviewed each of the six firms. Questions were asked relative to the firms' proposals and staff availability.

Qualifications of Firm

All of the firms have final design grade separation project experience. Biggs Cardosa Associates, Inc., has significant final design railroad grade separation experience, including significant experience with BNSF. HNTB Corporation has significant final design grade separation experience, including significant working experience with local cities and BNSF. Biggs Cardosa & Associates, Inc.'s proposed traffic engineering subconsultant has significant experience relative to local traffic issues.

Staffing and Project Organization

All six firms have proposed project managers and key staff members that are well qualified and have experience working together on similar projects. Biggs Cardosa & Associates, Inc.'s proposed project manager has significant similar project experience.

Work Plan

All six firms have a good understanding of the scope of work, project issues, and proposed alternative design concepts. Biggs Cardosa Associates, Inc., proposed innovative design concept alternatives for pre-cast structures over railroad tracks, single point interchange solution, and no encroachments into BNSF right-of-way.

Based on the evaluation of the proposals and interviews, the committee ranked Biggs Cardosa Associates, Inc., as the top firm qualified to perform the work.

The proposal evaluation matrix and evaluation summary for this selection are shown on the following pages.

PROPOSAL EVALUATION CRITERIA MATRIX (SHORT LIST) - A&E
RFP No. 8-0988, Design Consulting Services for Tustin Avenue - Rose Drive Railroad Grade Separation Project

Firm: Biggs Cardosa Associates, Inc.							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4.0	5	20
Staffing/Project Organization	4.0	3.5	4.0	4.0	4.0	4.5	8	32
Work Plan	4.0	4.5	4.5	4.0	4.5	4.0	7	30
Overall Score	80	80	84	80	84	84		82

Firm: HNTB Corporation							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.0	4.0	4.0	4.0	4.0	5	20
Staffing/Project Organization	3.0	3.5	3.5	3.0	4.0	4.0	8	28
Work Plan	4.5	4.0	4.0	4.0	4.0	4.5	7	29
Overall Score	78	76	76	72	80	84		78

Firm: Moffatt & Nichol							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4.0	5	20
Staffing/Project Organization	3.0	3.5	3.0	4.0	4.0	4.0	8	29
Work Plan	4.5	4.0	3.5	4.0	4.0	4.0	7	28
Overall Score	76	76	69	80	80	80		77

Firm: MTK, Inc.							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	3.5	3.5	3.0	3.0	3.5	3.5	5	17
Staffing/Project Organization	4.0	4.5	4.0	4.0	4.0	4.0	8	33
Work Plan	4.0	4.0	3.5	4.0	4.5	4.0	7	28
Overall Score	78	82	72	75	81	78		77

Firm: DMJM Harris/AECOM							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	5.0	4.0	4.0	4.0	4.0	5.0	5	22
Staffing/Project Organization	3.0	3.0	3.0	3.0	3.0	4.0	8	25
Work Plan	4.5	4.0	4.0	3.0	3.5	4.0	7	27
Overall Score	81	72	72	65	69	85		74

Firm: CH2M HILL							Weights	Criteria Score
Evaluation Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	3.5	3.5	4.0	4.0	5	19
Staffing/Project Organization	3.5	4.0	3.5	3.0	3.5	4.0	8	29
Work Plan	3.5	3.5	3.0	3.5	3.5	4.0	7	25
Overall Score	73	77	67	66	73	80		72

Evaluation Panel: (6)

AUTHORITY:

CAMM (1)

DEVELOPMENT DIVISION (2)

BNSF (1)

CITY OF PLACENTIA (1)

CITY OF ANAHEIM (1)

Design Consulting Services for Tustin Avenue-Rose Drive Railroad Grade Separation Project

Review of Proposals - RFPNo. 8-0988
(Presented to Highways Committee - 10/20/08)

14 proposals were received, 6 firms were interviewed

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	82	Biggs Cardosa Associates, Inc. Fullerton, CA	BKF Pemika Psomas KOA Corporation Kleinfelder OLC, dba QEI Wieland Acoustics Tatsumi & Partners, Inc. MBI Media	Highest ranked overall proposal. Well established firm. Firm has significant final design railroad grade separation project experience. Firm has significant BNSF experience. Subconsultant for traffic engineering has significant experience with local traffic issues. Firm has a limited local presence (staffing). Project manager currently located in San Jose, California Strong commitment of principal and project manager to the project. Project manager has significant similar project experience. Key staff well experienced relative to similar projects. Key staff fully available. Good understanding of the scope of work and very innovative design concept alternatives, including precast structures over railroad tracks, single point interchange solution, and no encroachments into BNSF right-of-way.
2	78	HNTB Corporation Santa Ana, CA	The Culver Group, Inc. Katherine Padilla & Associates Leighton & Associates Lynn Capouya, Inc. LSA Associates, Inc. PacRim Engineering Paragon Partners, Ltd. FPL & Associates, Inc. Utility Specialists, Inc.	Second highest ranked proposal. Firm has significant final design grade separation project experience. Well established financially stable firm with significant staff resources. Firm has significant working experience with local cities and BNSF. Team members have worked together previously on similar projects. Project manager has significant experience (30 years) and has been with the firm for 20 years. Adequate availability of key staff. Key staff have significant experience and all lead discipline staff are employees of the prime firm. Good design concepts proposed for potential cost savings, including reduced right-of-way acquisitions. Excellent awareness of potential community impacts and issues.
3	77	Moffatt & Nichol Long Beach, CA	JMDiaz, Inc. Overland, Pacific & Cutler, Inc. Leighton Consulting, Inc. LSA Associates, Inc. Coast Surveying, Inc. Iteris, Inc. Cornerstone Studios, Inc.	Third highest ranked proposal. Firm has significant grade separation project experience. Project manager is well experienced. Concern same staff member is leading both roadway and rail engineering design work. Concern staff member lacks roadway and civil project experience. Good analysis of proposed design concept alternatives, including raised roadways and medians. Concern with proposed concept of 12 foot roadway lanes with no shoulders. Good understanding of BNSF's requirements relative to schedule "windows" for construction.
4	77	MTK, Inc. Irvine, CA	J.L. Patterson TRC LSA Associates, Inc. Earth Mechanics, Inc. Kennedy-Jenks Consultants Paragon Partners LDP Design Group	Fourth highest ranked proposal. Firm (team) has good final design grade separation project experience. Team members have strong final design railroad grade separation experience (structural, rail and civil). New firm, however, principal staff have significant industry experience. Team has experience with local cities and BNSF. Project manager has excellent grade separation (structural) experience. Proposed BNSF Coordinator has significant experience with BNSF (40 years), including negotiating BNSF agreements. Key staff are well qualified and have prior experience working together on similar projects. Adequate availability of key staff. Good structural design alternatives analysis to reduce community impacts and "drop in" precast girder design concept.

5	74	DMJM Harris/AECOM Orange, CA	RMC, Inc. EDAW Psomas Austin Foust Associates, Inc. Kleinfelder	Fifth highest ranked proposal. Firm has significant final design grade separation project experience. Well established financially stable firm with significant staff resources. Firm has strong experience working with local cities and BNSF. Team members (and key staff) have working together on previous projects. Project manager has strong relevant grade separation project experience. Key staff (structures, traffic and rail engineering) have significant grade separation project experience. Adequate availability of key staff. Proposed design enhancements to reduce right-of-way impacts.
6	72	CH2M HILL Santa Ana, CA	LSA Associates, Inc. Psomas Tatsumi and Partners, Inc. Utility Specialists California, Inc.	Sixth highest ranked proposal. Well established financially stable firm with significant staff resources. Firm (team) has final design grade separation project experience. Firm (and key staff) have experience working with local cities and BNSF. Project manager has direct relevant experience. Adequate availability of key staff. Good understanding of the project scope of work and proposed alternative design concepts to mitigate community impacts. However, concern with visual impacts of structures.

Evaluation Panel: (6)

Authority:

- CAMM (1)
- Development Division (2)

Outside:

- BNSF (1)
- City of Placentia (1)
- City of Anaheim (1)

Proposal Criteria

- Qualifications of Firm
- Staffing and Project Organization
- Work Plan

Weight Factor

- 25%
- 40%
- 35%

Consultant Selection for the Lakeview Avenue Railroad Grade Separation Project

On July 30, 2008, 11 proposals were received for the Lakeview Avenue railroad grade separation project. An evaluation committee composed of staff from the Development Division, CAMM Department, the City of Placentia, the City of Anaheim, and BNSF Railway reviewed all proposals submitted. The proposals were evaluated based on the following criteria, which were approved at the June 23, 2008, Board meeting:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 40 percent
- Work Plan 35 percent

These evaluation criteria are consistent with the weightings developed for similar A&E procurements. In developing the criteria and weights, several factors are considered. Board-approved weighting gives the greatest importance to staffing and project organization, as the qualifications of the project manager and other key task leaders are critical to the successful performance of the project. Likewise, a high level of importance was assigned to the work plan, as the technical approach and understanding of the project is critical to developing realistic schedules and work approaches. As this is an A&E procurement, price is not an evaluation criteria pursuant to state and federal law.

The evaluation committee reviewed all proposals received and found three of the firms most qualified for the work. The three most qualified firms are:

Firm and Location

CH2M HILL
Santa Ana, California

HNTB Corporation
Santa Ana, California

DMJM Harris/AECOM
Orange, California

On September 3 and 4, 2008, the evaluation committee interviewed each of the three firms. Questions were asked relative to the firms' proposals and staff availability.

Qualifications of Firm

All three firms are well established and financially stable. In addition, all three firms have significant final design grade separation project experience and experience working with local cities and BNSF.

Staffing and Project Organization

All three firms have proposed project managers and key staff that are well qualified and have experience working together on similar projects. CH2M HILL's proposed project manager and key staff members were considered to be more fully available for this project.

Work Plan

All three firms demonstrated a good understanding of the scope of work and proposed good alternative design concepts. CH2M HILL proposed excellent design concept alternatives to reduce project costs and mitigate community impacts, including excellent structural engineering design considerations for the structures.

Based on the evaluation of the proposals and interviews, the committee ranked CH2M HILL as the top firm qualified to perform the work.

The proposal evaluation matrix and evaluation summary for this selection are shown on the following pages.

PROPOSAL EVALUATION CRITERIA MATRIX (Short List) - A&E
RFP 8-0962, Design Consulting Services for Lakeview Railroad Grade Separation Project

Firm: CH2M HILL							Weights	Criteria Score
Eval. Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4.0	5	20
Staffing/Proj. Organization	4.0	4.0	4.0	4.5	4.5	4.0	8	33
Work Plan	4.0	4.0	4.0	4.5	4.0	4.0	7	29
Overall Score	80	80	80	88	84	80		82

Firm: HNTB Corporation							Weights	Criteria Score
Eval. Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.0	4.0	4.0	4.0	4.0	5	20
Staffing/Proj. Organization	3.5	3.5	3.5	4.0	4.5	4.0	8	31
Work Plan	4.0	4.0	4.0	4.0	4.0	4.5	7	29
Overall Score	79	76	76	80	84	84		80

Firm: DMJM Harris/AECOM							Weights	Criteria Score
Eval. Number	1	2	3	4	5	6		
Qualifications of Firm	5.0	4.0	4.0	4.0	4.0	5.0	5	22
Staffing/Proj. Organization	3.5	3.5	4.0	3.5	4.0	4.0	8	30
Work Plan	3.5	4.0	4.0	4.0	3.0	4.0	7	26
Overall Score	78	76	80	76	73	85		78

Evaluation Panel: (6)

OCTA:

CAMM (1)

DEVELOPMENT (2)

BNSF (1)

CITY OF PLACENTIA (1)

CITY OF ANAHEIM (1)

Design Consulting Services for Lakeview Avenue Railroad Grade Separation Project

Review of Proposals - RFP No. 8-0962

(Presented to Highways Committee - 10/20/08)

11 proposals were received, 3 firms were interviewed

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	82	CH2M HILL Santa Ana, CA	LSA Associates, Inc. Psomas Tatsumi and Partners, Inc. Utility Specialists California, Inc.	Highest ranked overall proposal. Well established financially stable firm with significant staff resources. Firm (team) has final design grade separation project experience. Firm (and key staff) have experience working with local cities and BNSF. Project manager has direct relevant experience. Key staff have prior experience working together. Excellent availability of key staff. Excellent design concept alternatives proposed to reduce cost and community impacts (for example, access for residents and commercial center). Excellent structural engineering design considerations (pre-cast and pre-stressed).
2	80	HNTB Corporation Santa Ana, CA	The Culver Group, Inc. Katherine Padilla & Associates Leighton & Associates Lynn Capouya, Inc. LSA Associates, Inc. PacRim Engineering Paragon Partners, Ltd. FPL & Associates, Inc. Utility Specialists Southwest, Inc.	Second highest ranked proposal. Firm has significant final design grade separation project experience. Well established financially stable firm with significant staff resources. Firm has significant working experience with local cities and BNSF. Diverse team members with good collective grade separation experience. Project manager has significant experience (30 years) and has been with the firm for 20 years. Key staff (primary engineering disciplines) are prime consultant staff members. Adequate availability of key staff. Key staff have significant experience. Good proposed alternative design concepts (structures, rail and utilities) to reduce project costs. Limited information provided relative to mitigating impacts to retail business access.
3	78	DMJM Harris/AECOM Orange, CA	RMC, Inc. EDAW Psomas Austin Foust Associates, Inc. Kleinfelder	Third highest ranked proposal. Firm has significant final design grade separation project experience. Well established financially stable firm with significant staff resources. Firm has experience working with local cities and BNSF. Team members (and key staff) have worked together on previous projects. Project manager has relevant grade separation project experience. Key staff have significant grade separation project experience. Adequate availability of key staff. Good project design concepts proposed enhancing property access and reducing right-of-way acquisitions.

Evaluation Panel: (6)

Authority:

- CAMM (1)
- Development Division (2)

Outside:

- BNSF (1)
- City of Placentia (1)
- City of Anaheim (1)

Proposal Criteria

- Qualifications of Firm
- Staffing and Project Organization
- Work Plan

Weight Factor

- 25%
- 40%
- 35%



BOARD COMMITTEE TRANSMITTAL

October 27, 2008

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Renewed Measure M Progress Report

Transportation 2020 Committee Meeting of October 20, 2008

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file as an information item.



October 20, 2008

To: Transportation 2020 Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Renewed Measure M Progress Report

Overview

Staff has prepared a Renewed Measure M progress report for July 2008 through September 2008 for review by the Orange County Transportation Authority Board of Directors. The report highlights progress on Renewed Measure M projects and programs and is made available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

Measure M Ordinance No. 3 requires quarterly status reports regarding the major projects detailed in the Renewed Measure M Transportation Investment Plan be filed with the Orange County Transportation Authority (OCTA) Board of Directors (Board). All Renewed Measure M progress reports are posted online for public review.

Discussion

Voter safeguards are a critical factor for public acceptance of Renewed Measure M (M2). The quarterly report is an opportunity to show progress in implementing the M2 Transportation Investment Plan. In order to be cost-effective and improve the accessibility of information to stakeholders and the public, all M2 progress reports will be web-based; however, hard copies will be mailed upon request. Additionally, a new and improved "sitelet" (web portal) is being developed to maximize the availability of easily accessible information to the public. The report reflects progress being made on Board-approved Early Action Plan (EAP) projects and programs. Each item features a brief paragraph that provides an overview of significant progress for

the time period, with a web link to more information including staff reports and project descriptions (Attachment A).

Highlights of the M2 progress in this quarter include:

Highways

- Santa Ana Freeway (Interstate 5)/Ortega Highway (State Route 74) environmental impact report released
- San Diego Freeway (Interstate 405) widening ready to enter environmental phase

Signal Synchronization

- Oso Parkway signal project nears completion and reports 13 to 27 percent in travel time
- Work has begun on signal master plan

Metrolink Expansion

- Design of the grade crossing improvements was completed and a call for bids was released on the Metrolink Service Expansion Plan plus grade crossing safety enhancements
- Five of nine cities have approved safety/quiet zone cooperative agreements with OCTA, which approves the funding and design of the improvements and defines roles and responsibilities during the project

Go Local

- Santa Ana and Anaheim were awarded grants for planning and environmental clearance of fixed-guideway proposals to link to Metrolink
- 25 bus/shuttle proposals are recommended for advancement to begin service planning

Environmental Programs

- Preliminary criteria for evaluating biological mitigation potential of properties for the freeway mitigation program was approved by the Board along with an outreach plan

- Survey completed for Catch Basin Best Management Practices' funding program with 90 percent of cities expressing an interest in applying for funds

Oversight

- New Taxpayers Oversight Committee members were selected

Planning

- South Orange County Major Investment Study is ready for action

Financing

- New revenue projections received from three universities
- Short-term impact on Measure M1 reserves
- M2 projections show lower growth rate and smaller base of revenue for 2011 of \$53 million less than 2005 predictions

To encourage the public review of the quarterly report online, information will be placed in OCTA's existing "Transportation Update" advertisement that appears approximately every three weeks in the *Orange County Business Journal*, *Orange County Register*, *Excelsior*, *The Korean Daily*, *The Chinese Daily News*, and *Nguoi Viet Daily News*. Staff also will notify all Orange County cities and use other existing communication tools such as project newsletters and Board action updates to notify the public about the online availability of the M2 progress report. Because the public may view both the original Measure M and M2 as one program, the original Measure M annual report also includes an update on the progress of M2.

Summary

As required by Measure M Ordinance No. 3, a quarterly report is provided to update progress in implementing the M2 Transportation Investment Plan. To facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the OCTA website.

Attachment

- A. Renewed Measure M (M2) Quarterly Progress Report for July – September 2008

Prepared by:

Andrea West

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Approved by:

Monte Ward

Monte Ward
Director, Special Projects
(714) 560-5582

**Renewed Measure M (M2) Quarterly Progress Report
*July – September 2008***

The following is a summary of the progress made on the Renewed Measure M (M2) Early Action Plan (EAP) covering the third quarter (July-September) of 2008.

Highway Projects

OCTA is undertaking an accelerated program to begin improvements to the freeway system under the M2 program. Although M2 was approved in November 2006, the sales tax collections do not actually begin until April 2011. In order to expedite some of this work, the Orange County Transportation Authority (OCTA) instituted an EAP that advances the development of nine of the freeway corridors before April 2011. This plan uses state infrastructure bonds and other debt financing to start the projects early. The EAP includes the advancement of the conceptual design, environmental clearance, final design, and construction of a number of projects. Work is underway on all nine freeway corridors at this time.

The projects underway in the third quarter of 2008 were:

Project A – Caltrans is preparing a project study report to identify ways to relieve freeway congestion along the Santa Ana Freeway (I-5) between the Costa Mesa Freeway (SR-55) and the Orange Freeway (SR-57) in Santa Ana. The study is looking at ways to increase capacity and improve traffic flow through this section of I-5 that connects four major freeways in central Orange County. The study is expected to be completed in early 2009.

Project C – Caltrans is preparing a project study report to identify options to increase capacity of the I-5 corridor between Avenida Pico and Pacific Coast Highway through the communities of San Clemente and Dana Point. This study will evaluate the benefits of extending the existing high-occupancy vehicle (HOV) lanes on I-5 that presently terminate at the Pacific Coast Highway interchange all the way to Avenida Pico in San Clemente. This study is expected to be completed by early 2009. Additionally, a project study report is underway to add new lanes from I-5 from the vicinity of the El Toro interchange in Lake Forest to the vicinity of the San Joaquin Toll Road (SR-73) in Mission Viejo. This study is anticipated to be completed by mid-2010.

Project D – The City of San Juan Capistrano has released a draft of the environmental analysis of proposed improvements to the I-5/Ortega Highway (SR-74) interchange for public review. The City, working with Caltrans, has identified five alternatives to improve traffic flow within the interchange. These five options were reviewed by various public agencies and the general public, and their comments will be considered before a final design alternative is selected. The selection of the preferred alternative and approval of the environmental documents is expected by the end of 2008.

Project F – OCTA is preparing a project study report to analyze options to improve the SR-55 between the San Diego Freeway (I-405) and I-5, passing through the communities of Tustin, Santa Ana, and Irvine. The study is looking at the feasibility of lane additions within this corridor and possible improvements to the freeway interchanges to reduce traffic congestion in the area. This study is expected to be complete by the end of 2008.

Project G – OCTA is preparing the final design for a new northbound lane on SR-57 from Orangethorpe Avenue to Lambert Avenue through the communities of Fullerton and Brea. It is expected that the widening of the freeway in the northbound direction can generally be accommodated within the existing right of way. In addition, OCTA is preparing an environmental analysis to add a new northbound lane on SR-57 between Katella Street and Lincoln Avenue in the Anaheim area. This study will identify any potential environmental impacts of the project and will propose mitigation measures to minimize any unavoidable impacts. Construction is expected to begin on the first segments of the project in 2010.

Project H – OCTA is preparing an environmental document to add a new westbound lane to the Riverside Freeway (SR-91) between the I-5 and SR-57 in Anaheim. This effort is looking at the environmental and design issues related to adding the new lane and will identify the most practical approach that will have the least impact on existing properties along the freeway.

Project I – OCTA is preparing a feasibility study to look into options for improving the SR-91/SR-55 interchange and to add capacity along SR-91 between SR-57 and SR-55. This feasibility study will evaluate previous studies done in the area and select some of the best options to advance into the project study phase.

Project J – Three projects are being advanced along SR-91 to relieve traffic congestion in the corridor connecting Orange County and Riverside County. The California Department of Transportation (Caltrans) is advancing final design of a new westbound lane between the Foothill-South Toll Road (SR-241) and the Corona Expressway (SR-71) in Riverside County. This project will extend the existing westbound auxiliary lane that terminates before Green River Road to the SR-71 interchange. Construction is expected to begin on this project in 2009. Caltrans also is preparing an environmental analysis for adding one new lane each way along SR-91 from SR-55 to SR-241. This project will improve freeway capacity through the cities of Anaheim and Placentia. The third project is being advanced by the Riverside County Transportation Commission to add a new lane each way between SR-241 in Anaheim to the Corona Freeway (SR-15) in Corona. They are currently preparing an environmental analysis for these proposed improvements.

Project K – OCTA has recently completed a project study report to add one or two new lanes each way on I-405 between SR-55 and the San Gabriel Freeway (I-605). These improvements will add mainline capacity and improve the local interchanges along the corridor that serves the communities of Santa Ana, Fountain Valley, Huntington Beach,

Westminster, Seal Beach, and Los Alamitos. A formal environmental analysis of the proposed improvements will begin in the fourth quarter 2008.

Signal Synchronization

In January 2008, OCTA completed the Euclid Street signal synchronization project that implemented optimized signal timing along a 16-mile segment of Euclid Street. Travel times along Euclid Street were improved between 16 and 24 percent with the new timings.

A second OCTA synchronization project along an 8¾ mile segment of Oso Parkway/Pacific Park Drive will be completed in fall 2008. Optimized timing has been implemented in conjunction with strategic signal system upgrades and a monitoring effort. Travel times along Oso Parkway were improved between 13 and 27 percent with the new timings.

In April 2008, the California Transportation Commission awarded OCTA \$4 million as part of the Proposition 1B Traffic Signal Synchronization Program for signal synchronization. Combined with \$4 million from Measure M this will provide \$8 million to fund signal synchronization efforts along ten significant street corridors comprised of 533 signalized intersections over the next three years. OCTA has developed a schedule to fund and implement these projects and will start the first set of these projects in January 2009.

Finally, OCTA began work to develop a master plan for the Regional Traffic Signal Synchronization Program. The \$450 million (plus 20 percent local match) program is funded by M2. The goal of the program is to improve the flow of traffic by developing and implementing regional signal coordination through more than 2,000 intersections. The master plan effort will be complete in fall 2009.

Metrolink

As a result of planned increases in passenger and freight rail traffic on the three rail lines in Orange County, a renewed focus has been placed on at-grade rail-highway crossing (grade crossing) improvements. Improvements to grade crossings can cover a wide spectrum from basic safety improvements (improving crossing surfaces, re-applying of pavement markings, and enhancing signage), to the installation of supplemental safety measures that allow for the reduction of locomotive horn blowing (quiet zones).

On August 27, 2007, the OCTA Board of Directors (Board) approved the implementation strategy for the grade crossing enhancement program and quiet zone improvements at 53 grade crossings in Orange County. Since then, significant efforts have been undertaken to advance the program towards completion by spring 2010.

On August 15, 2008, the design was completed for the Metrolink Service Expansion Plan (MSEP) and rail-highway grade crossing safety enhancement program. The

Southern California Regional Rail Authority (SCRRA) released the invitation for bids for the combined MSEP and the rail-highway grade crossing safety enhancement program on September 28, 2008. This is a major milestone for the programs. The SCRRA Board of Directors is expected to award a contract in December 2008, with construction beginning in early 2009.

The rail-highway grade crossing safety enhancement program cooperative agreements between the cities and OCTA are expected to be signed by mid-October 2008. To date, five of nine cities have already approved the agreements, clearing the way for these projects to advance into construction.

Go Local

On July 28, 2008, the Board approved the release of requests for proposals for professional services to assist staff in three separate efforts as part of Go Local Step Two project development including: service planning for qualifying Go Local Step One mixed-flow bus/shuttle proposals, project management oversight of the mixed-flow bus/shuttle proposals, and technical and program management support for the fixed-guideway proposals. Staff is in the process of reviewing proposals for these efforts and will bring recommendations on the selected consultants to the Board in late fall 2008.

In September 2008, cooperative agreements were executed between OCTA and the cities of Anaheim and Santa Ana to identify the roles and responsibilities for Step Two. In May 2008, the Board had awarded each city \$5.9 million to perform detailed planning, including an alternatives analysis, and state and environmental clearance on their respective fixed-guideway proposals. The cooperative agreements executed by the Board further identify the level of effort expected as part of Step Two, including the requirement for the two cities to return to the Board at certain Step Two milestones in order for the Board to be kept apprised of project status and to approve progression into the next phase of study.

To date, OCTA has received 29 bus/shuttle proposals requesting consideration to be advanced to Step Two for further refinement of the proposed routes. Based on a screening of the proposals against the Board-approved Go Local evaluation criteria, staff is recommending that 25 of the 29 proposals be advanced to Step Two. The Board is expected to consider staff's recommendations in late October 2008.

Environmental Committees

The Environmental Cleanup Allocation Committee (Allocation Committee) and the Environmental Oversight Committee (EOC) both began meeting on a monthly basis starting in January 2008. The Allocation Committee is designed to make recommendations to the Board on the allocation of funds for water quality improvements, and is currently developing a draft framework for competitive allocation of water quality funding.

Last quarter, the Allocation Committee identified two proposed categories for water quality funding: a catch basin program and a new capital and operations projects category. The committee is in the process of exploring these two categories and working toward making recommendations to the Board on water quality program guidelines. These guidelines will be used by eligible local agencies to submit project applications and funding requests starting fiscal year 2009-10.

The purpose of the EOC is to make recommendations to the Board on the allocation of environmental freeway mitigation funds and monitor the implementation of a master agreement between OCTA and state and federal resource agencies. The master agreement will provide higher-value environmental benefits such as habitat protection, wildlife corridors, and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of the freeway program as a whole.

OCTA staff and legal counsel, the United States Fish and Wildlife Service, and the California Department of Fish and Game are currently in discussions on how to structure the master agreement and provide the necessary analysis and documentation to support it. These discussions have focused on balancing four key factors: early action on conservation opportunities, strong assurances regarding processing and permitting of projects, and timeliness and cost.

In September 2008, the Board approved preliminary criteria for evaluating the biological mitigation potential of properties that may be acquired or restored, and directed staff to implement a public outreach plan to build an inventory of potential conservation sites. The public outreach effort will begin in October 2008.

A questionnaire was disseminated in July 2008 to all the cities within Orange County to evaluate a sense of the level of interest and priority a Catch Basin Best Management Practices (BMP) funding program would have for each jurisdiction. Questions were focused on what was currently installed to mitigate storm water pollution specifically related to catch basins and what particular parameters would the cities desire funding if available.

Based on the questionnaire, a key finding of the survey was that less than 10 percent of catch basins in the county have some type of device to screen trash and debris. More than 90 percent of the cities indicated interest in applying for funds, which could increase the number of catch basins to be protected by 40 percent on a countywide basis. It was also indicated that the majority of cities would be interested in pooling purchasing and maintenance of improvements related to a catch basin BMP funding program.

To better define the type and amount of funding that may be potentially available through this program, an additional questionnaire will be disseminated. In addition, OCTA representatives will be meeting with each city manager and their respective staff to ensure that the program is designed to be cost-effective and meets each jurisdiction's needs.

Taxpayers Oversight Committee

Three new members have joined the 11-member Measure M Taxpayers Oversight Committee (TOC) after an extensive recruitment conducted by the Grand Jurors Association of Orange County. The new members were selected by lottery from 15 finalists and replaced outgoing members whose three-year terms expired. The new members are Howard Mirowitz from Newport Beach, Edgar Wylie from Irvine, and C. James Hillquist from Yorba Linda. The TOC meets bi-monthly to review the progress of Measure M programs and projects.

South Orange County Major Investment Study

The South Orange County Major Investment Study is in the process of completing the third and final phase of the study. This final phase will identify a locally preferred strategy (LPS), which includes M2 projects. If approved by the Board in October 2008, the LPS will establish the M2 freeway plan as a priority for improving transportation in south Orange County followed by additional proposed improvements to I-5 and I-405.

Financing

OCTA has received updated sales tax forecasts from the three universities that are contracted to provide this information, namely Chapman University, the University of California Los Angeles (Anderson Forecast), and California State University, Fullerton. Staff has reviewed the forecast data and applied it to actual revenue receipts for fiscal year 2008 to come up with an updated M2 forecast. The forecast results were provided to the OCTA Transportation 2020 and Finance and Administration Board committees.

As compared to the 2005 nominal revenue estimates, the first 12 months of M2 sales tax revenue is projected to be \$53 million less than the 2005 projections and the average annual growth rate over the 30-year period is projected to decrease by approximately 0.5 percent. Overall, the nominal M2 sales tax revenue is projected to decrease from a 2005 estimate of \$24.3 billion to the current estimate of \$18.7 billion for the 30-year period.

Website

The new M2 web portal will be launched at the beginning of 2009. The database-driven site will feature interactive tools and resources that promote government transparency and accountability. Working closely with the technical consultant, OCTA is developing new ways to present project progress online using interactive mapping technologies and e-marketing solutions. The dynamic project profiles will show current status, news, budget, and multimedia-rich content, such as photos or streaming video. Expect these improvements and many more in the first quarter of 2009.



BOARD COMMITTEE TRANSMITTAL

October 27, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement for Hazardous and Non-Hazardous Waste Transportation and Disposal Services

Transit Committee meeting of October 9, 2008

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

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement No. C-7-1065 between the Orange County Transportation Authority and Ecology Control Industries, Inc., to exercise the two option terms, in the amount of \$360,000, for hazardous and non-hazardous waste transportation and disposal services.



October 9, 2008

To: Transit Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Agreement for Hazardous and Non-Hazardous Waste Transportation and Disposal Services

Overview

On October 5, 2007, the Board of Directors approved an agreement with Ecology Control Industries, Inc., in the amount of \$180,000, for a one-year period with two one-year options, to provide hazardous and non-hazardous waste transportation and disposal services. It is time to consider exercising the two option years.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement No. C-7-1065 between the Orange County Transportation Authority and Ecology Control Industries, Inc., to exercise the two option terms, in the amount of \$360,000, for hazardous and non-hazardous waste transportation and disposal services.

Background

Annually, the Orange County Transportation Authority (Authority) generates over 125,000 gallons of liquid and 20,000 pounds of solid waste from daily operations. As a hazardous waste generator, the Authority must comply with federal, state, and local regulations in regards to acceptable storage, transportation, treatment, and disposal practices. To facilitate disposal in an expeditious, cost-effective manner and to minimize long-term liability, the Authority requires the services of a registered waste transporter to analyze, package, transport, and dispose of waste. This service provider must also be able to provide emergency response in the event of an accidental spill or leak.

Discussion

This procurement was handled in accordance with the Authority's procedures for professional and technical services. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement to the exercise the two option years.

The agreement awarded by the Board of Directors on October 5, 2007, in the amount of \$180,000, was for an initial term of one year plus two one-year options. Ecology Control Industries, Inc., has performed effectively for the Authority for the first year of the agreement.

Fiscal Impact

Amendment No. 1 to Agreement No. C-7-1065 was approved in the Authority's Fiscal Year 2008-09 Budget, Transit Division, Maintenance Department, Account 2166-7611-D3107-2W4, and is funded through the Local Transportation Fund.

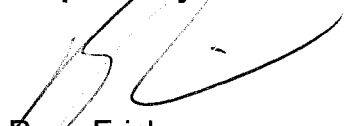
Summary

Staff recommends approval of Amendment No. 1 to Agreement No. C-7-1065 with Ecology Control Industries, Inc., in the amount of \$360,000 to exercise the two option years for hazardous and non-hazardous waste transportation and disposal services, for a total maximum cumulative obligation of \$540,000.

Attachment

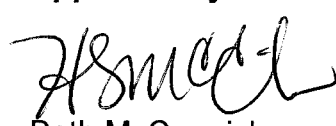
- A. Ecology Control Industries, Inc. Agreement No. C-7-1065 Fact Sheet

Prepared by:



Ryan Erickson
Section Manager, Facilities Maintenance
714-560-5897

Approved by:



Beth McCormick
General Manager, Transit
714-560-5964

ATTACHMENT A

**Ecology Control Industries, Inc.
Agreement No. C-7-1065 Fact Sheet**

1. October 5, 2007, Agreement No. C-7-1065, \$180,000, approved by Board of Directors
 - Hazardous and non-hazardous waste transportation and disposal services.
2. October 27, 2008, Amendment No. 1 to Agreement No. C-7-1065, \$360,000, pending approval by the Board of Directors.
 - Execute the two option years offered on the original agreement for hazardous and non-hazardous waste transportation and disposal services.

Total committed to Ecology Control Industries, Inc., Agreement No. C-7-1065: \$540,000.



BOARD COMMITTEE TRANSMITTAL

October 27, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement for Bus Parts Cleaner Services

Transit Committee meeting of October 9, 2008

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

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement No. C-5-2764 between the Orange County Transportation Authority and FRS Environmental, Inc., to exercise the two option years in the amount of \$50,000, for parts cleaner services.



October 9, 2008

To: Transit Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Agreement for Bus Parts Cleaner Service

Overview

On December 12, 2005, the Board of Directors approved an agreement with FRS Environmental, Inc., in the amount of \$146,444, for a period of three years with two one-year options, to provide bus parts cleaner service. It is time to consider exercising the option years.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement No. C-5-2764 between the Orange County Transportation Authority and FRS Environmental, Inc., to exercise the two option years in the amount of \$50,000, for parts cleaner services.

Background

The Orange County Transportation Authority (Authority) requires the services of a contractor to provide all parts cleaners, degreasing equipment, chemical solutions, complete maintenance, and service. The contractor provides a synthetic solution with equipment that can filter, clean, and regenerate the solution without any waste or disposal of the solution required. Only the residual grease and other contaminants will need to be periodically disposed of. This type of solution and system has proven more effective than water-based solutions used in previous years.

Discussion

This procurement was handled in accordance with the Authority's procedures for professional and technical services. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement to exercise the two option years.

This agreement was awarded by the Board of Directors (Board) on December 12, 2005, for an initial term of three years, in the amount of \$146,444, plus two one-year options. On April 30, 2008, Amendment No. 1 was executed to increase funds by \$21,900 to purchase extra synthetic solution as needed during the first three years of the contract. FRS Environmental, Inc., has performed effectively for the Authority for the first three years of this agreement, and committed to option-year, monthly pricing lower than in the initial term and significantly lower than what the competition offered.

In the past, many of the Authority's recurring maintenance expenses have been purchased through the use of one-year agreements with multiple single-year options. This has facilitated the Authority annual budget process because multiple-year agreements are typically encumbered in one-year contracts, but resulted in repetitive staff time spent each year to exercise options, decreasing overall staff efficiency.

Fiscal Impact

Amendment No. 2 to Agreement No. C-5-2764 was approved in the Authority's Fiscal Year 2008-09 Budget, Transit Division, Maintenance Department, Account 2166-7612-D3107-BYK, and is funded through the Local Transportation Fund.

Summary

Staff recommends approval of Amendment No. 2 to Agreement No. C-5-2764 with FRS Environmental, Inc., in the amount of \$50,000, to exercise the two option years for parts cleaner services, for a total maximum obligation of \$218,344.

Attachment

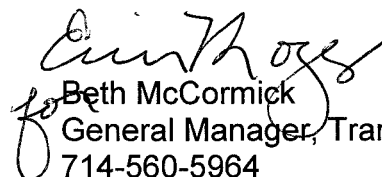
- A. FRS Environmental, Inc. Agreement No. C-5-2764 Fact Sheet

Prepared by:



Ryan Erickson
Section Manager, Facilities Maintenance
714-560-5897

Approved by:



Beth McCormick
General Manager, Transit
714-560-5964

**FRS Environmental, Inc.
Agreement No. C-5-2764 Fact Sheet**

1. December 12, 2005, Agreement No. C-5-2764, \$146,444, approved by Board of Directors.
 - Bus parts cleaner service
2. April 30, 2008, Amendment No. 1 to Agreement No. C-5-2764, \$21,900, approved by Contracts Administration and Materials Management Department.
 - For the purchase of extra synthetic solutions as needed
3. October 27, 2008, Amendment No. 2 to Agreement No. C-5-2764, \$50,000, pending approval by Board of Directors.
 - Execute the two option years offered in the original agreement for parts cleaner services.

Total committed to FRS Environmental, Inc., Agreement No. C-5-2764: \$218,344.



MEMO

October 22, 2008

To: Members of the Board of Directors
From: Wendy Knowles^{WK}, 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 23, 2008

To: Transit Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Agreement for the Bus Stop Maintenance Program

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2008-09 Budget, the Board of Directors approved the continuation of the Bus Stop Maintenance Program. This program involves servicing each bus stop location on a pre-determined schedule along assigned routes. Bus stop maintenance is performed as needed ensuring that each stop location is safe, clean, and in good condition for passenger use. The bus stop maintenance contract proposals were solicited and 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 No. C-8-0728 between the Orange County Transportation Authority and ShelterCLEAN, Inc., for a maximum obligation of \$3,566,532, to provide continuous and ongoing maintenance at each of the existing 6,575 bus stops located within the Orange County Transportation Authority's service area for a three-year term, with two one-year options.

Background

The Orange County Transportation Authority (Authority) operates 80 individual bus routes providing service to all of Orange County, as well as several cities in neighboring counties. These bus routes currently service 6,575 bus stops, with some of the smaller commuter routes servicing as few as 10 bus stops and the more established fixed routes servicing as many as 150 bus stop locations.

In July 1994, the Authority began outsourcing bus stop maintenance to the private sector. Since then, a contractor has been responsible for performing preventive routine maintenance at each bus stop location on a pre-determined schedule or cycle, as well as performing other maintenance related tasks.

The contractor is also required to maintain the Authority's "trash hot spot" locations, which include some of the most active or heavily-used bus stops within the Authority's service area. The 2,500 hot spot locations are serviced a minimum of once per week and in some cases twice a week.

In addition to the contractor performing preventive maintenance and servicing the trash hot spots, the contractor also receives miscellaneous maintenance or emergency work orders as-needed. On average, the Authority issues approximately 1,100 emergency work orders each year. The emergency work orders cover a wide array of issues such as removing graffiti, replacing trash receptacles, replacing damaged signs and/or posts, replacing solar lights, trimming trees, painting red curbs, and moving benches.

Finally, work orders are issued quarterly to support each of the Authority's service changes. These work orders vary in scope and could include installing or removing bus stop signs, posts, mounting hardware, informational materials, or route schedules. Depending on the size of the quarterly service change, there could be 3,000 to 4,000 work orders issued for completion in a relatively short period of time.

Discussion

On June 9, 2008, the Board of Directors (Board) approved the release of the Request for Proposal (RFP) 8-0728 for continual bus stop maintenance at each of the 6,575 locations including the evaluation criteria listed below.

This procurement for the maintenance of bus stops was handled in accordance with the Authority's procurement procedures for professional and technical services. The project was advertised to 172 consultants on CAMM NET on June 10, 2008. A pre-proposal meeting was held on June 19, 2008, and was attended by five firms. Three proposals were received on July 7, 2008.

An evaluation committee composed of staff from Transit, Central Communications, Facilities Maintenance, Stops and Zones, and Contracts Administration and Materials Management, was established and met on August 12, 2008, to evaluate the three proposals. The third firm did not provide adequate information about its work plan or staffing and project organization. Therefore the firm did not make the competitive range. The top two firms were selected and interviewed on August 21, 2008. During the interviews, each firm was given an opportunity to make a short presentation, introduce the firm's project team members, and present a detailed explanation of its approach and methodology to meet the requirements outlined in the RFP.

During the evaluation process, each offer was evaluated based on the following criteria:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 15 percent
- Work Plan 35 percent
- Cost and Price 30 percent

The customary scoring factor for each criterion is generally 25 percent. Staff believed that technical, planning, and logistic requirements associated with the work plan criteria justified an increase to 35 percent. This would reflect the complex nature, organization, coordination, ongoing management, and supervision of the field technicians and service workers required to ensure that each of the Authority's 6,575 bus stop locations are maintained on a regular and continuous basis. The criteria for the cost was also increased to 30 percent to reflect the importance of holding cost under control. Other critical factors considered vital for the success of the Bus Stop Maintenance Program were the proficiency and the qualifications of the firm. Firms meeting the strict qualification guidelines were eligible for up to 20 percent of the overall scoring.

The short-listed firms are listed below.

Firm and Location

ShelterCLEAN, Inc.
Sun Valley, California

Sureteck Industrial & Commercial Services, Inc.
Ontario, California

The evaluation committee recommends that ShelterCLEAN, Inc. (SCI) be awarded the contract.

The following is a discussion of the four evaluation criteria categories.

Qualifications of the Firm

SCI has provided both bus stop and shelter maintenance for over 20 years within the Southern California area. In addition to providing outstanding service for the Authority over the past 13 years (except for eight months during 2003), SCI has maintained bus stops, shelters, transit centers, and Metrolink stations throughout Orange and Los Angeles counties.

SCI staff is organized, dedicated, highly trained, and produces an outstanding product for each of its clients. The firm is proactive and has demonstrated it will do whatever it takes to get the job completed. Over the years, the firm has received numerous compliments from local agencies, coach operators, and the public for dedication and thoroughness when servicing bus stops or shelters within Orange County.

Sureteck Industrial & Commercial Services, Inc. (Sureteck), did not have all the required licenses to perform the services necessary for this contract. Additionally, Sureteck was not able to provide sufficient evidence of bus stop sign maintenance and installation experience. Sureteck's experience was limited to bus stop zone cleanliness.

Staffing and Project Organization

The proposal and evaluation interview indicated that SCI has assembled a highly-qualified project team with previous experience on similar projects with key personnel averaging over 19 years of service with this firm. On the other side of the operation, the average length of employment for each field technician and service worker averages around five years of continuous service. SCI has maintained a high rate of retention with its employees. SCI belongs to the Department of Motor Vehicles (DMV) Pull Notice Program and continuously checks employee DMV records for violations or accidents.

In the event the workload reaches a point where the existing employees are unable to complete the assigned work in the allotted time, SCI has over 70 additional service workers qualified to provide assistance to ensure the work is completed on time and to the Authority's standards.

Sureteck's plan included 30 percent fewer staff performing the service on the street than SCI proposed and currently provides. The evaluation committee determined this indicated a lack of understanding of the Authority's high standards.

Work Plan

SCI's work plan demonstrates a strategic and systematic approach to maintaining each of the existing 6,575 bus stop locations on a continuous and ongoing basis. The comprehensive work plan provides a specific and detailed solution for handling the required maintenance tasks listed in the RFP.

Each of the proposed tasks is clearly outlined in SCI's proposal demonstrating a thorough understanding of the complete project. The approach to the three

maintenance tasks is clearly outlined and details the number of employees to be used, the type of service vehicles to be deployed, work methodology, proposed work schedule(s), materials, supplies, and tools that will be required for all tasks.

SCI states that it will continuously maintain quality control ensuring bus stop maintenance is performed to Authority standards. SCI will devote one field supervisor for the sole purpose of inspecting and evaluating field technician performance and will document work not meeting the designated standards. Work not conforming to the Authority's requirements will be re-done.

Sureteck's work plan was vague and lacked detail of how the firm would accomplish all that was required. Sureteck's focus is strictly on trash removal and basic cleaning. Maintenance and preventive safety measures were not addressed sufficiently.

Cost and Price

SCI provided a competitive, fully-burdened rate for all key personnel, though the firm had the highest overall per task cost of the three proposals. An analysis was performed on SCI's cost and price proposal for the new performance period and it was determined to be reasonable.

Sureteck's cost and price proposal was 16 percent lower than SCI's earning Sureteck a score of five out of five. The cost and price criterion was 30 percent of the total score used when considering the best overall proposal for the Authority.

Medical Insurance

In November 2006, the Board directed staff to strongly encourage all contractors doing business with the Authority to offer affordable medical insurance to full-time employees. As an incentive for contractors to provide affordable medical insurance, contractors may earn 10 extra points under the cost and price criterion as identified in Section III of the RFP, if the contractor provides or agrees to provide medical insurance.

SCI provides medical benefits for each of its employees; however, the insurance does not meet the requirements of the RFP. Sureteck provided documentation that it will provide medical insurance meeting the RFP requirements. Sureteck was awarded the 10 incentive points.

Conclusion

The Authority has a very high standard for bus stop cleanliness and maintenance. The evaluation committee members felt strongly that Sureteck did not fully comprehend the entire job required by the Authority or appreciate the Authority's high standards for success. In 2003, the Authority had experience with selection of a lower-bid vendor proposing a smaller workforce. The successful proposer received the contract and then backed out of the contract within the first year, realizing it could not make money and meet the Authority's standards for cleanliness and response. The evaluation committee determined that with the selection of SCI, even though more expensive, the Authority's high standards would be met and maintained, resulting in a successful bus stop maintenance program.

SCI has demonstrated the firm has a thorough understanding of the project and the number of employees needed to complete all tasks as noted in the RFP. Therefore, staff is recommending award to SCI.

Fiscal Impact

The project was approved in the Authority's Fiscal Year 2008-09 Budget, Transit, Maintenance Department, Facilities, Account 2166-7612-D3107-2WM, and is funded through the Local Transportation Fund.

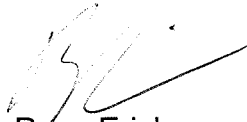
Summary

Based on the evaluation of proposals, interviews conducted, verification of financial status, references, and background checks, staff recommends award of Agreement No. C-8-0728 to ShelterCLEAN, Inc., for a maximum obligation of \$3,566,532, for a three-year period, with two one-year options, to provide continuous and ongoing maintenance at each of the existing 6,575 bus stop locations within the Authority's service area.

Attachments

- A. Proposal Evaluation Criteria Matrix RFP 8-0728 Bus Stop Maintenance Program
- B. Bus Stop Maintenance Program Review of Proposals – RFP 8-0728

Prepared by:



Ryan Erickson
Section Manager, Facilities Maintenance
(714) 560-5897

Approved by:



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

Bus Stop Maintenance Program
Review of Proposals - RFP 8-0728

3 proposals were received, 2 firms were short listed. One firm being recommended for award

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Proposed Price
1	85	ShelterCLEAN, Inc. Sun Valley, California	Viking Crane Service	Highest ranked overall proposal. Firm has strong relevant bus stop maintenance experience. Firm has strong experience with public agencies, including Los Angeles County Department of Public Works, Los Angeles Department of Transportation, Metrolink, Irwindale, Lake Forest, and Lancaster. Project manager has strong experience on similar projects. The company has very strong understanding of the scope of work and project issues.	1st Year \$1,145,400 2nd year \$1,196,400 3rd Year \$1,224,732
2	74	Sureteck Industrial & Commerical Services, Inc. Ontario, California	Right On Electric	Second highest ranked proposal. Firm has good relevant experience. Firm has good experience and contracts with Clear Channel Communications, Los Angeles County Department of Public Works, City of Santa Clarita Environmental & Transit Department and City of Azusa. Project manager is knowledgeable of the project and issues. Project plan lacked the project detail demonstrating how the required tasks could be completed. Firm provides employee medical insurance	1st Year \$973,332 2nd year \$996,540 3rd Year \$1,020,300

Evaluation Panel: (5)

Orange County Transportation Authority:
 CAMM (1)
 Transit (4)

Evaluation Criteria

Qualifications of Firm
 Staffing & Project Organization
 Work Plan
 Cost & Price

Weight Factor

20%
 15%
 35%
 30%



BOARD COMMITTEE TRANSMITTAL

October 27, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Costa Mesa Freeway (State Route 55) Access Study - Initial Screening of Alternatives

Highways Committee Meeting of October 20, 2008

Present: Directors Amante, Cavecche, Green, Mansoor, Norby, Pringle, and Rosen
Absent: Directors Dixon and Glaab

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (reflects a change to staff recommendations)

- A. Approve the initial screening report for the Costa Mesa Freeway (State Route 55) Access Study, which recommends a reduced set of alternatives for more detailed analysis.
- B. Direct staff to immediately begin working with the cities of Costa Mesa and Newport Beach and the California Department of Transportation to develop a draft cooperative agreement for the next phase of the Costa Mesa Freeway (State Route 55) Access Study, and study the marketing and commercial viability impacts on the neighboring business districts.



October 20, 2008

To: Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Costa Mesa Freeway (State Route 55) Access Study - Initial Screening of Alternatives

Overview

The Orange County Transportation Authority is working with local agencies to analyze alternatives for improving traffic flow at the terminus of the Costa Mesa Freeway (State Route 55) in the City of Costa Mesa. An initial set of recommended transportation alternatives is presented for Board of Directors review.

Recommendations

- A. Approve the initial screening report for the Costa Mesa Freeway (State Route 55) Access Study, which recommends a reduced set of alternatives for more detailed analysis.
- B. Direct staff to immediately begin working with the cities of Costa Mesa and Newport Beach and the California Department of Transportation to develop a draft cooperative agreement for the next phase of the Costa Mesa Freeway (State Route 55) Access Study.

Background

Previous planning efforts recommended an extension of the Costa Mesa Freeway (State Route 55) from its current terminus at 19th Street in the City of Costa Mesa to the vicinity of Industrial Way near the Newport Beach city limits. Due to the impacts of the proposed extension, the City of Costa Mesa requested that the Orange County Transportation Authority (OCTA) study other alternatives for reducing traffic congestion at the terminus of State Route 55 (SR-55).

In May 2007, OCTA, in cooperation with the California Department of Transportation (Caltrans) and the cities of Costa Mesa and Newport Beach,

initiated the SR-55 Access Study. The purpose of this study was to develop and evaluate a broad range of alternatives to the existing plan for extending the SR-55 and to screen those options down to a reduced set of feasible alternatives for more detailed analysis in a subsequent study effort.

The study was guided by a comprehensive process that provided technical (project development team consisting of local agency technical staff), policy (elected officials), and stakeholder (community/business representatives) review and input.

An overview of the study and review of the issues was presented to the Highways Committee on October 15, 2007. The initial set of draft alternatives was presented to the Highways Committee on February 18, 2008, prior to being taken to stakeholders and the public for review and input.

Discussion

The initial set of alternatives that was presented to stakeholders and the public in late winter and spring 2008 was designed to address a specific set of issues identified in the purpose and need statement for the study (Attachment A). The study purpose, summarized below, addresses those issues and was the basis for the evaluation criteria used to analyze the alternatives:

- Improve mobility and reduce existing and future congestion
- Minimize environmental and traffic impacts
- Manage regional traffic impacts to local streets
- Consider existing and planned transit programs such as bus rapid transit
- Enhance system linkage and connectivity consistent with local and regional plans

In addition to four project development team and five elected official meetings held during the course of the study, an extensive public outreach effort was undertaken to enhance understanding of local issues and solicit input that guided development of the alternatives. Two city council study sessions, six stakeholder meetings, and a number of public open houses were held during the public review period from February through April 2008.

Two additional city council study sessions were held in September 2008 to present the draft study recommendations to the Costa Mesa and Newport Beach city councils. A summary of the outreach process and results is provided in Attachment B.

The result of the technical and outreach efforts was a set of seven initial alternatives that were evaluated and narrowed down to four recommended alternatives during the summer of 2008.

The initial seven alternatives are summarized below:

- Alternative 1 – No build/baseline (existing plus funded improvements)
- Alternative 2 – Current plan for extension of the SR-55 between 19th Street and Industrial Way
- Alternative 3 – Transportation System Management (TSM) - minimal cost improvements
- Alternative 4 – Arterial widening to meet future needs
- Alternative 5 – Partially grade separate intersections at 19th Street and 17th Street
- Alternative 6 – Elevated expressway between 19th Street and Industrial Way (removes through traffic from Newport Boulevard in downtown Costa Mesa)
- Alternative 7 – Cut and cover tunnel expressway between 19th Street and Industrial Way

The screening process resulted in four alternatives being recommended for more detailed analysis in a subsequent study effort. Alternatives 1 and 3 are recommended to be carried forward to comply with federal planning requirements that no-build and TSM alternatives be evaluated in studies leading to federally funded projects.

In addition, Alternatives 5 and 7 are recommended for further study as these alternatives came closest to meeting the overall need identified in the study. Other options suggested through the public input process that should be carried forward for further consideration include transit (park and ride/shuttle) service to the beach areas during peak seasons, development of options to avoid queuing inside the tunnel in Alternative 7 at Industrial Way, and the need to study the impact of beach and recreational traffic on normal weekday congestion.

Although Alternative 2 best meets the transportation needs, the extensive right-of-way and community impacts in downtown Costa Mesa resulted in it being removed from consideration. Alternative 4, which would have resulted in Newport Boulevard being widened to 12 lanes, was rejected for the same reasons. Alternative 6, which would construct a four lane elevated expressway above Newport Boulevard, was not considered feasible due to construction and right-of-way impacts, as well as opposition from the community due to visual

impacts in the downtown area. This alternative also was considered infeasible from an engineering standpoint due to the grade that would be needed to rise from a depressed section in the existing freeway to an elevated section above 19th Street in a very short distance.

Other options suggested through the public review process were evaluated but found to be not feasible including the following:

- Bored (rather than cut and cover) tunnel under Newport Boulevard – due to high cost, high-water table, and potential inability to go deep enough to avoid utilities
- Reversible lanes – due to relatively uniform traffic volumes in both directions
- One-way couplets – due to the lack of closely spaced parallel streets
- Development of Superior Avenue and/or Irvine Avenue as parallel alternative routes to Newport Boulevard – due to Superior Avenue being beyond the area of worst congestion and residential development on Irvine Avenue

Following approval of the study recommendations by the Board of Directors (Board), staff will post the approved study results and recommendations on the OCTA website and inform stakeholders and residents in the study area. The reduced set of alternatives will be analyzed in more detail as part of the second phase of study.

Next Steps

Staff recommends to immediately begin working with the cities of Costa Mesa and Newport Beach and Caltrans to develop a cooperative agreement for the next phase of the SR-55 Access Study that includes a proposed scope, schedule, funding plan, and agency roles and responsibilities. After negotiations are complete, staff will return with a draft cooperative agreement for Board approval.

Summary

OCTA is working with Caltrans and local agencies to analyze alternatives for improving traffic flow at the terminus of SR-55 in Costa Mesa. An initial set of recommended transportation alternatives is presented for Board review and approval. If approved, the alternatives will be further analyzed and refined as part of a future study effort.

Attachments

- A. State Route 55 Access Study Purpose and Need
- B. Summary of Public Outreach Efforts

Prepared by:



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Section Manager, Long-Range Strategies
714-560-5581

Approved by:



Kia Mortazavi
Executive Director, Development
714-560-5741

STATE ROUTE 55 ACCESS STUDY PURPOSE AND NEED

1.0 INTRODUCTION

State Route 55 (SR-55), also known as Costa Mesa Freeway, provides north-south access in Orange County (County) from the SR-91 (Riverside Freeway) to SR-1 (Pacific Coast Highway). It is the main route connecting the Inland Empire Counties to central and south Orange County. It is also the main route to the beach and tourist attractions in the County's coastal communities and provides connectivity to the east and west sides of Downtown Costa Mesa.

SR-55 is part of the local arterial system in the Cities of Newport Beach and Costa Mesa from Finley Avenue to 19th Street. North of 19th Street to SR-91, SR-55 functions as a part of the freeway system. Prior to 1992, the freeway portion of the SR-55 ended at Mesa Drive, merging with Newport Boulevard. In 1992, the freeway portion of the SR-55 was extended to 19th Street. The California Department of Transportation (Caltrans) relinquished Newport Boulevard between Mesa Drive and 19th Street to the City of Costa Mesa for local control in 1996.

Newport Boulevard south of 19th Street to Pacific Coast Highway experiences high levels of congestion during weekday peak periods and on the weekends. The SR-55 carries over 100,000 average daily trips (ADT) at 19th Street. The Newport Boulevard corridor south of 19th Street and north of 17th Street carries over 87,000 ADT. South of 17th Street to Pacific Coast Highway, the Newport Boulevard corridor carries approximately 55,000 ADT.

Although SR-55 south of 19th Street is currently an arterial highway, the ultimate plans for this facility include implementation and construction of a freeway extension from 19th Street in Costa Mesa to Industrial Way near Newport Beach. According to Caltrans,

“The 1986 Route Concept Report (RCR) and this 1996 update include as part of the Concept the extension of SR-55 from Mesa Drive to Industrial Way. Freeway extension between Mesa Drive and 19th Street was completed in 1992. However, construction of the freeway between 19th Street and Industrial Way may not be fiscally feasible for some time because of existing development. Freeway construction through this area would require major right of way acquisition.”¹

In recognition of the potential impacts associated with the freeway extension, the City of Costa Mesa has requested that the Orange County Transportation Authority (OCTA) commence a study to delete the designated extension of SR-55 between 19th and 16th Streets from the Master Plan of Arterial Highways (MPAH). This SR-55 Access Study is an initial step in an alternatives analysis that may result in a modification to the segment of SR-55 between 19th and 16th Streets.

¹ Caltrans District 12 Division of Planning, Route Concept Report, State Route 55 Costa Mesa Freeway, 12-ORA PM 0.00/G17.86, December 1996, p. i.

The Countywide Master Plan of Arterial Highways (MPAH) and City of Costa Mesa General Plan Circulation Element designation for the non-freeway segment of Newport Boulevard is a six-lane divided Major roadway. Realizing that existing traffic volumes have exceeded the capacity of the current six lane section of Newport Boulevard, the City of Costa Mesa has planned and/or programmed capital improvements between 19th and 17th Streets. Construction will soon commence on a fourth northbound lane along Newport Boulevard, and the City of Costa Mesa is planning the ultimate construction of a fourth southbound lane in the near future. These new lanes will provide some capacity enhancement and delay relief in the near future, but will not address long-term travel demand and congestion relief.

1.0.1 General Purpose

- To evaluate circulation alternatives within a defined study area to address mobility and planning issues of SR-55/Newport Boulevard between 19th Street in Costa Mesa and 16th Street in Newport Beach. The circulation alternatives evaluated are in direct response to, and will substitute for, ultimate plans for the extension of SR-55 between 19th and 16th Streets. This marks the first step in a greater regional issue and provides an opportunity to get people into the cities of Newport Beach and Costa Mesa with minimal delay.

2.0 STUDY AREA

Overall Study Area

The comprehensive study area for the SR-55 Access Study is defined as the area bounded by Victoria Street-22nd Street to the north, the Santa Ana River to the west, SR-1 (Pacific Coast Highway) to the south, and Upper Newport Bay to the east, focusing on key intersections within the Cities of Costa Mesa and Newport Beach.

Focused Study Area

A focused study area encompasses the direct Newport Boulevard corridor between Victoria Street-22nd Street to Pacific Coast Highway.

3.0 PROJECT PURPOSE

The purpose of the SR-55 Access Study is to determine the appropriate improvements to the transportation infrastructure system that would reduce existing and future traffic congestion and delay within the SR-55 Freeway/Newport Boulevard corridor and the adjacent street system while minimizing environmental and economic impacts through a cooperative process that includes the Cities of Costa Mesa and Newport Beach. The ultimate improvements recommended as part of this study are a response to the current long-range plans to extend SR-55 between 19th and 16th Streets. Any set improvement alternatives advanced will address the linkage, mobility, and congestion relief that would be provided by the planned freeway extension.

In order to meet the current and proposed development needs in the Cities of Costa Mesa and Newport Beach, there is a need for a seamless connection from the regional freeway system to the

communities of Costa Mesa and Newport Beach. As General Plan/Master Plan of Arterial Highway studies have assumed the continuation of the freeway system as currently envisioned, alternative strategies that would result in similar transportation enhancements should be considered in the SR-55 access study.

Specifically, the purpose of this study is to develop a set of feasible alternatives that meet the following goals to the extent feasible and practical and may lead to the development of a locally preferred alternative in a subsequent study phase:

- Improve vehicular circulation through the corridor and adjacent street system by managing (short-term) and/or enhancing (long-term) capacity.
- Improve system linkage and connectivity within the context of the SR-55 Route Concept Report, the Regional Transportation Improvement Program (RTIP), the MPAH, and the Cities of Costa Mesa and Newport Beach Circulation Elements.
- Provide a corridor function that complies with State and local legislative requirements. This corridor should be functionally compatible with the Cities of Costa Mesa and Newport Beach General Plan Circulation Elements and maintain correlation with the Cities of Costa Mesa and Newport Beach General Plan Land Use Elements.
- Enhance mobility within the Newport Boulevard corridor to reduce neighborhood intrusion onto adjacent neighborhoods in Costa Mesa and Newport Beach to maintain quality of life and livability. Enhance mobility to promote circulation alternatives to enhance existing economic vibrancy in Costa Mesa's downtown and eastside areas and promote circulation alternatives for new future developments.
- Consider existing and planned transit usage and Bus Rapid Transit (BRT) programs.
- Maintain pedestrian accessibility within the corridor; address safety of the pedestrian system and improve any existing or potential safety hazards based on accident data within the study area.

4.0 PROJECT NEED

Currently, Newport Boulevard south of 19th Street to Pacific Coast Highway experiences high traffic volumes during weekday peak periods and on summer weekends. The SR-55 carries over 100,000 ADT at 19th Street. Newport Boulevard south of 19th Street and north of 17th Street carries over 87,000 ADT. South of 17th Street to Pacific Coast Highway, Newport Boulevard carries approximately 55,000 ADT.

Transportation improvements to Newport Boulevard south of 19th Street are necessary to address existing and projected deficiencies regarding mobility, access, safety, and environmental/economic conditions within the corridor. Existing traffic volumes, traffic congestion and travel delay along the SR-55 Freeway/Newport Boulevard corridor are anticipated to grow as a result of projected transportation demand, which will be generated by forecasted increases in population, housing, employment, and intercity/county travel, as the corridor is currently the only primary, direct transportation facility linking Orange County cities to the coastal communities of Central Orange County. As a result, local arterials within the Cities of Costa Mesa and Newport Beach are used for regional travel due to the lack of north-south capacity.

The need for a regional improvement project is established based on existing traffic conditions and projected traffic levels in the General Plans of Costa Mesa and Newport Beach. As the current alignment of SR-55 Freeway extension may not be viable, alternative strategies need to be considered. A significant share of regional traffic that is destined to Pacific Coast Highway and beyond is currently reaching there by passing through congested intersections in Costa Mesa and Newport Beach, using alternative parallel arterials and cutting through residential areas. There is a need to accommodate this demand and to manage the existing severe congestion in Downtown Costa Mesa and adjacent residential streets in Newport Beach and Costa Mesa.

5.0 PROJECT PURPOSE AND NEED

5.0.1 System Linkage

- Develop a set of alternatives that maintain and/or improve system linkage, as the SR-55 corridor is currently the only significant transportation facility directly linking Orange County cities to the coastal communities of Central Orange County.
- Develop a set of alternatives that diminishes regional travel use of local arterials within the Cities of Costa Mesa and Newport Beach due to a lack of north-south capacity and congestion on the SR-55 corridor.

5.0.2 Capacity and Transportation Demand

- Develop a set of alternative designs that provide additional capacity to accommodate projected 2030 traffic forecasts by improving traffic delay on the SR-55 Freeway/Newport Boulevard.
- Develop a set of alternative strategies that address the needs of local, short-distance traffic while providing capacity for regional, long-distance travel purposes.

5.0.3 Legislation

- Pursue an alternative analysis approach that does not compromise the ability to seek outside funding for capital improvements within the corridor.
- Pursue a set of alternatives that are functionally equivalent with the current SR-55 Route Concept Report, or pursue modification to the SR-55 Route Concept Report for consistency.
- Pursue a set of strategies and processes consistent with provisions of the Orange County Transportation Authority (OCTA) Cooperative Study process.
- Develop a set of alternatives that continue to provide the Land Use Element correlation demonstrated in both the Cities of Costa Mesa and Newport Beach General Plans.

5.0.4 Social Demands/Economic Development

- Develop a set of alternatives that address actual “cut-through” traffic on neighborhood streets due to existing and projected congestion on the SR-55/Newport Boulevard corridor.
- Develop a set of strategies that do not diminish the existing economic activity for businesses within the Newport Boulevard corridor.
- Develop a set of strategies that promote circulation and mobility for new future, planned/programmed developments within the Cities of Costa Mesa and Newport Beach.

5.0.5 Modal Interrelationships

- Develop a set of alternatives that do not preclude the provision of regular, fixed-route transit service.
- Develop a set of alternatives that do not preclude implementation of future BRT systems planned within the Newport Boulevard corridor.

5.0.6 Safety

- Develop a set of alternatives that do not exacerbate vehicular accidents and incidents within the Newport Boulevard corridor by virtue of its design and implementation.
- Develop a set of alternative designs that maintain/improve pedestrian accessibility within the Newport Boulevard corridor.

5.0.7 Roadway Deficiencies

- Identify general design deficiencies that may contribute to vehicular accidents and incidents and develop a locally preferred alternative that reduces these design deficiencies.

Summary of Public Outreach Efforts

Purpose of Public Outreach

The Costa Mesa Freeway (State Route 55) Access Study area directly impacts both residential neighborhoods and business retail areas. Public feedback from the groups included within the study area is a necessary component to develop a comprehensive transportation study report.

Public Outreach Modes

Since the transportation study began in June 2007, the Orange County Transportation Authority's (OCTA) public communications team and outreach consultant have worked with the planning and engineering team to develop various modes of communication with the groups included in the project study area.

Outreach efforts to involve the public and receive feedback included:

- Stakeholder meetings with residents and business owners
- Public presentations at city council workshops
- One-on-one meetings
- Website information and online survey
- E-newsletters
- Direct mail pieces
- News media
- Public service announcements
- Public open houses
- Community presentations

Public Outreach Results

During several months of public outreach, the study received a high participation from the local residential and business communities in Costa Mesa and Newport Beach. During the course of the study through May 2008, the outreach effort has:

- Hosted two facilitated stakeholder meetings
- Presented at two city council workshops
- Held two one-on-one meetings
- Received 350 online survey responses
- Distributed an e-newsletter to approximately 250 people
- Mailed a public information piece to 35,000 residents and business owners
- Received 400 direct mail responses
- Generated 15 news stories ran in the Orange County Register and Costa Mesa Daily Pilot
- Aired one public service announcement on local access channel
- Hosted three public open houses with nearly 275 people in attendance
- Presented to one specialized group – Speak Up Newport

The level of interest for the State Route 55 (SR-55) Access Study is high, as demonstrated by the results of each mode of public communication. The general public strongly believes traffic congestion is a major issue in the study area. The general public also thinks that transportation facility improvements are necessary to improve the flow of traffic and reduce cut-through traffic in residential areas along the Newport Boulevard corridor south of 19th Street. Through each mode of communication, the public presented its general challenges and suggestions for improvements in the study area.

Online Survey Results

- Improvements of highest consideration
 - 63 percent suggest better traffic signal synchronization
 - 46 percent suggest additional roads/lanes
 - 32 percent suggest better freeway on/off ramps

Direct Mail Responses

- Challenges
 - Inability to avoid congestion
 - Traffic lights preventing flow of traffic
 - Cut-through traffic along residential streets
 - Merging lanes
 - Limited routes/access to beach area
 - Recurring periods of high traffic volumes
- Suggested Improvements
 - Synchronize or remove traffic lights
 - Enhance Victoria Street
 - Improve electronic signage
 - Increase mass transit/carpool options
 - Include express lanes to Pacific Coast Highway
 - Develop other parallel route to beach areas




Public Open Houses

- Preferred alternative
 - 56 percent prefer the cut-cover alternative
 - 21 percent prefer the no build/baseline alternative
 - 8 percent prefer the vertical terminal enhancement alternative
 - 7 percent prefer the transportation system management alternative
 - 5 percent prefer the current freeway plan
 - 3 percent prefer the elevated freeway alternative
 - 0 percent prefer the improved conventional highway alternative

- Questions
 - What is the cost of each alternative?
 - What is the estimated completion date for subsequent efforts and/or construction?
 - What will be the effects of detours on local residents?
 - How will cut-through traffic on residential streets be addressed?


In conclusion, the SR-55 Access Study participants would like to continue to receive information as the alternatives are reviewed and narrowed down to a final preferred alternative. The public is concerned with funding for the project and the construction schedule are both are key factors in their decision-making of an alternative. Most participants agree that there is a problem along the terminus of the SR-55 and that transportation improvements are necessary within the study area. The public identified signal synchronization as a short-term solution and/or support the cut and cover alternative as a long-term solution.

**POWERPOINT
PRESENTATION**




**Costa Mesa Freeway (State Route 55)
Access Study – Initial Screening
of Alternatives**

Board of Directors' Meeting
October 27, 2008



Study Purpose



- Improve mobility and reduce existing and future congestion
- Minimize environmental and traffic impacts
- Manage regional traffic impacts to local streets
- Consider existing and planned transit programs such as bus rapid transit
- Enhance system linkage and connectivity according to local and regional plans

2

Community Outreach Methods



- Stakeholder groups
- Web site and online survey
- E-newsletter
- Direct mail piece
- News media
- Open houses (3)

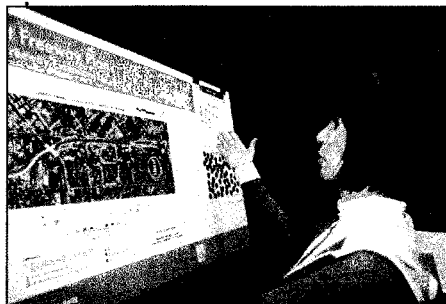


3

Outreach Findings



- Cut/cover alternative preferred
- No build/baseline second most preferred
- Signal synchronization needs improvement
- Cut-through traffic remains a concern primarily on weekends and during summer
- Cost, funding, and schedule need refinement



4

No Build/Baseline



LEGEND
 EXISTING SR-55/NEWPORT BLVD
 CITY STREET IMPROVEMENTS
 CITY LIMITS
 EXISTING OCTA BUS ROUTES
 PROPOSED BRT ROUTES

COMPONENTS

- 1 MAINTAIN SR-55/NEWPORT BLVD IN EXISTING CONDITION.
- 2 4 NB LANES ON NEWPORT BLVD FROM 17TH ST TO 19TH ST.
- 3 SB LANES ON NEWPORT BLVD FROM BROADWAY TO 17TH ST.
- 4 ADD 4TH SB LANE ON NEWPORT BLVD FROM 19TH TO BROADWAY.
- 5 ADD SB RIGHT TURN LANE ON NEWPORT BLVD AT 17TH ST.
- 6 IMPROVE CORNER 17TH ST AND SANTA ANA/17TH ST INTERSECTIONS.
- 7 IMPROVE MOBILITY THROUGH 17TH ST.
- 8 CHANGE EXISTING BUS ROUTES WITH BRT ROUTES.



5

Current Freeway Plan



LEGEND
 PROPOSED FREEWAY
 PROPOSED STREET IMPROVEMENTS
 PROPOSED RAMP
 BASELINE IMPROVEMENTS
 CITY LIMITS
 EXISTING OCTA BUS ROUTES
 PROPOSED BRT ROUTES

COMPONENTS

- 1 REALIGN SR-55 FREEWAY TO THE EAST OF EXISTING NEWPORT BLVD FROM EACH DIRECTION TO JUST SOUTH OF BAY ST AS DEPRESSION FREEWAY, THREE LANES.
- 2 PROVIDE STREET OVERCROSSINGS.
- 3 PROVIDE INTERCHANGES AT 17TH ST AND 19TH ST.

DEACIS

- 4 RELOCATION OF 88 RESIDENTIAL UNITS AND 40 BUSINESS
- 5 HIGH PROJECT COST



6

Transportation Systems Management (TSM)



<p>LEGEND</p> <ul style="list-style-type: none"> --- PROPOSED STREET IMPROVEMENTS --- BASELINE IMPROVEMENTS --- PROPOSED PEDESTRIAN BRIDGE --- CITY LIMITS --- EXISTING OCTA BUS ROUTES --- PROPOSED BRT ROUTES --- PROPOSED SIGNAL TIMING MODIFICATIONS --- EXISTING BUS STOPS 	<p>COMPONENTS</p> <ol style="list-style-type: none"> 1 ADD ONE SB LANE TO MAINTAIN 4 NB AND 3B LANES ON NEWPORT BLVD AS CONVENTIONAL HIGHWAY FROM 19TH ST TO 15TH ST. 2 ADD BUS TURNOUTS. 3 MODIFY SIGNAL TIMING AT INTERSECTIONS. 4 CONSTRUCT PEDESTRIAN BRIDGE ACROSS NEWPORT BLVD AT BROADWAY ST. 	<p>IMPACTS</p> <ul style="list-style-type: none"> ■ POTENTIAL LOSS OF STREET PARKING ■ ADDITIONAL RIGHT OF WAY REQUIRED 	<p>Evaluation Matrix</p>
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Vertical Terminal Enhancement

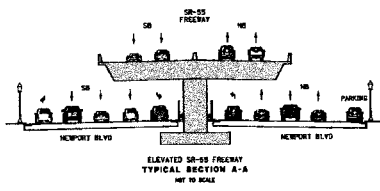


<p>LEGEND</p> <ul style="list-style-type: none"> --- PROPOSED STREET IMPROVEMENTS --- PROPOSED RAMP --- BASELINE IMPROVEMENTS --- PROPOSED PEDESTRIAN BRIDGE --- CITY LIMITS --- EXISTING OCTA BUS ROUTES --- PROPOSED BRT ROUTES 	<p>COMPONENTS</p> <ol style="list-style-type: none"> 1 IMPROVE MOBILITY TO 19TH ST ON THE WEST SIDE OF NEWPORT BLVD <ul style="list-style-type: none"> - ADD RAMP BRIDGE BY 18 NEWPORT BLVD TO 19TH ST CROSSING - ADD FREE RIGHT FROM 19TH ST TO NEWPORT BLVD BY RELOCATING EXISTING BUS TURNOUT TO THE WEST. - ADD EB 19TH ST TO NB SR-55 FLYOVER. 2 IMPROVE MOBILITY AT 17TH SE ON THE WEST SIDE OF NEWPORT BLVD <ul style="list-style-type: none"> - SIGNIFICANT SCENIC IMPROVEMENTS AT NEWPORT/17TH. - PARTIAL REVISION ALONG SUPERIOR AVE MAY BE REQUIRED. 3 CONSTRUCT PEDESTRIAN BRIDGE ACROSS NEWPORT BLVD AT BROADWAY ST. 	<p>IMPACTS</p> <ul style="list-style-type: none"> ■ VISUAL IMPACTS ■ ADDITIONAL RIGHT OF WAY REQUIRED ■ MODERATE PROJECT COST ■ POTENTIAL LOSS OF STREET PARKING 	<p>Evaluation Matrix</p>
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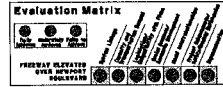
Viaduct



- LEGEND**
- PROPOSED ELEVATED FREEWAY
 - PROPOSED STREET IMPROVEMENTS
 - BASELINE IMPROVEMENTS
 - PROPOSED RAMP
 - CITY LIMITS
 - EXISTING OCTA BUS ROUTES
 - PROPOSED BUS ROUTES

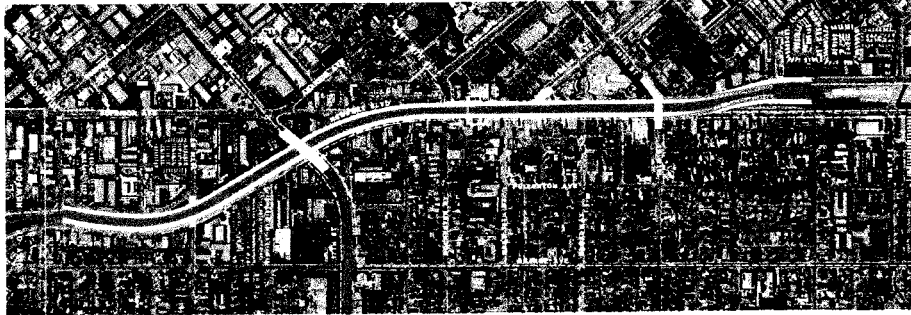


- COMMENTS**
- 1 SR-99 FREEWAY ELEVATED OVER NEWPORT BLVD FROM 19TH ST TO INDUSTRIAL WAY.
 - 2 CONTROLLED ACCESS FREEWAY OVER NEWPORT BLVD.
 - 3 SIDE STREET ACCESS FROM NEWPORT BLVD.
 - 4 FUTURE INTERCHANGE AT 19TH ST.

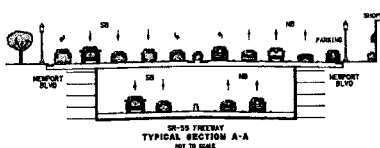


- IMPACTS**
- HIGH PROJECT COST
 - ENVIRONMENTALLY SENSITIVE ALTERNATIVE

Cut and Cover Tunnel



- LEGEND**
- PROPOSED FREEWAY EXTENSION
 - EXISTING IMPROVEMENTS
 - PROPOSED RAMP
 - BASELINE IMPROVEMENTS
 - CITY LIMITS
 - EXISTING OCTA BUS ROUTES
 - PROPOSED BUS ROUTES



- COMMENTS**
- 1 CUT AND COVER SR-99 FREEWAY FROM 19TH ST TO INDUSTRIAL WAY.
 - 2 CONTROLLED ACCESS FREEWAY OVER NEWPORT BLVD.
 - 3 SIDE STREET ACCESS FROM NEWPORT BLVD.
 - 4 FUTURE INTERCHANGE AT 19TH ST.



- IMPACTS**
- HIGH PROJECT COST

Evaluation Criteria



- System linkage
- Capacity and transportation demand
- Compatibility with legislation and plans
- Social demands/economic development
- Modal interrelationships
- Project enhancements/safety
- Feasibility/implementation

11

Recommended Alternatives



- No build/baseline
- TSM
- Terminal enhancement
- Cut/cover tunnel
- Future study alternatives may be hybrids using most promising elements of screened alternatives

Other Considerations

- Shuttle/park and ride to beach areas
- Avoid potential tunnel queuing at Industrial Way
- Conduct weekend/summer congestion analysis as part of future study

12

Input Options Rejected



- ✦ Bored Tunnel Freeway
 - Cost, water table, utilities
- ✦ Reversible Lanes
 - Relatively uniform weekday directional split
- ✦ One-Way Couplets
 - No closely spaced parallel streets
- ✦ Parallel Routes
 - Superior Avenue is beyond area of worst congestion
 - Irvine Avenue has on-street residential

13

Next Steps



- ✦ Approve initial screening report for the Costa Mesa Freeway (State Route 55) Access Study
- ✦ Immediately begin working with the cities of Costa Mesa and Newport Beach and Caltrans to develop cooperative agreement and funding plan for next phase

14



BOARD COMMITTEE TRANSMITTAL

October 27, 2008

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Closure of Santa Ana Transit Terminal and Realignment of Bus Routes

Transit Committee meeting of October 9, 2008

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

Committee Vote

This item was passed by all Committee Members present.

Director Pulido was not present to vote on this item.

Committee Recommendations

- A. Requesting Board of Directors' approval to close the Santa Ana Transit Terminal.
- B. Receive and file strategy for realignment of bus routes as an information item.



October 9, 2008

To: Transit Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Closure of Santa Ana Transit Terminal and Realignment of Bus Routes

Overview

The Santa Ana Transit Terminal was established in 1984 to provide both off-street layover space for bus routes terminating in the Santa Ana Civic Center area and a centralized location for passengers transferring between services. Advances in alternative fuel technology since the construction of the facility have also been accompanied by more stringent bus storage parameters that exceed the design limitations of the terminal. Accordingly, plans have been developed to reroute service from the Santa Ana Transit Terminal effective with the service change program to be implemented in December 2008.

Recommendations

- A. Requesting Board of Directors' approval to close the Santa Ana Transit Terminal.
- B. Receive and file strategy for realignment of bus routes as an information item.

Background

The Santa Ana Transit Terminal (SATT) is not equipped with a ventilation system that can accommodate the requirements for natural gas powered vehicles. As the Orange County Transportation Authority (Authority) operates growing numbers of natural gas powered buses, staff is moving forward with a program to realign bus routes either terminating at or traveling through the terminal. The bus routes currently terminating at the facility will be rerouted to a new on-street terminal located at Sixth and Flower streets, effective December 14, 2008. Other lines will no longer deviate from primary routes (e.g., Main Street, First Street) to serve SATT.

Discussion

The SATT is located on three acres of land at the corner of Santa Ana Boulevard and Ross Street in the Santa Ana Civic Center. The bus terminal includes 17 bus berths and passenger amenities including a waiting area, information kiosk, and public restrooms.

In addition, a six-story, 119,600 square foot office building rises above the bus terminal. The office building was constructed in 1988, and it is connected to a four level, 472-space parking structure located adjacent to the bus terminal.

When SATT opened in 1984, 16 bus routes either terminated at the facility or operated along adjacent streets. Since then, service has been modified, most recently in 2000, when bus routes were realigned as part of the system wide straight-lining project. Today, 10 bus routes serve SATT and vicinity with four terminating in the facility.

In addition to serving passenger destinations in the Santa Ana Civic Center, SATT and the bus stops located nearby are transfer points for Authority riders changing to connecting service to complete trips. Approximately 6,200 weekday boardings and alightings take place at SATT or nearby.

Since the construction of SATT in 1984, California air quality mandates have become more stringent, and today, transit operators are required to replace diesel powered buses with those using alternative fuels such as natural gas. Since 2000, the Authority has been replacing its diesel buses with those powered by either liquefied natural gas (LNG) or compressed natural gas (CNG). With the exception of the 50 diesel powered articulated buses used on several high-demand routes, the directly-operated fleet will be fully equipped with natural gas buses by December 2008.

While natural gas powered buses improve air quality significantly, these buses require special handling and storage processes. Among the issues that have to be addressed is the natural gas venting from vehicles. Natural gas venting is not problematic in an open air environment, but within enclosed areas such as SATT, special ventilation and sensor systems are required.

As the Authority's natural gas fleet grows and remaining diesel powered buses are replaced, the continued use of SATT is problematic unless expensive renovation is performed. In order to bring ventilation systems up to standards, it is estimated that the work would cost in excess of \$1.4 million. Other remediation work could add more than \$2 million.

Given the expense involved, Authority staff, working with City of Santa Ana Public Works Agency staff, have developed a plan to modify the 10 bus routes serving SATT and vicinity. With the assistance of public works agency staff, a new on-street terminal at Sixth and Flower streets be established in December with the December service change program.

The new terminal will be used by four routes (routes 55, 83, 145, and 206) while other services operating on streets adjacent to SATT (routes 51, 53, 62, and 64) will be realigned to operate in a straight line along the primary roadway without deviating along a circuitous path. Stationlink Route 462 will not be changed while express Route 757 will be changed slightly to begin and end trips near the Sixth and Flower streets terminal.

The realignment plan is shown in the eight maps comprising Attachment A. The first seven maps show how the individual routes involved in the realignment will be modified. The last map shows that, despite the realignment of bus routes, all street segments in the Civic Center area currently served will continue to have service.

Impact on Passengers

Those riders currently boarding or alighting at SATT or nearby stops will be affected by the proposed route changes. However, in most cases the impact will be limited to changing the location where individual riders change from one bus to another. In some cases, direct connections between selected routes will not be available, so riders might have a short walk or a transfer via an intersecting bus route to connect to the rider's target service. Attachment B lists the routes involved in the change along with associated boardings and alightings that take place at SATT or nearby.

As with any service change involving route modifications, an effective passenger notification program is required to lessen short-term confusion that may arise. Accordingly, Authority staff from Customer Relations, Marketing, and Transit Division departments will prepare an extensive notification program including the deployment of Transit Ambassadors for the first several days of the change.

Impact on Operating Costs

The move out of SATT will improve service efficiency by reducing excess time and mileage required to deviate to and around the facility. Weekday operating costs will be reduced by approximately 7,100 revenue vehicle hours annually, while two weekday peak buses will be saved. Weekend costs will be trimmed

by about 1,500 revenue vehicle hours annually. Collectively, the savings in hours and miles should reduce operating costs by approximately \$669,000 annually.

In addition to the savings in bus operating costs, other savings linked to SATT maintenance will be realized, as well. It is estimated approximately \$50,000 in annual upkeep will be saved.

Summary

With the deployment of natural gas powered buses, the Authority will vacate the Santa Ana Transit Terminal due to deficiencies with its ventilation system. Authority routes serving SATT will be realigned as part of the December 2008 service change program. Riders affected by the changes will be required to change boarding and alighting locations within the Santa Ana Civic Center. A comprehensive information program and outreach efforts will be implemented. The plan developed by Authority staff will reduce costs by approximately \$719,000 annually.

Attachments

- A. Maps of Santa Ana Transit Terminal Alternative Routing and Layovers
- B. Santa Ana Transit Terminal Passenger Activity

Prepared by:



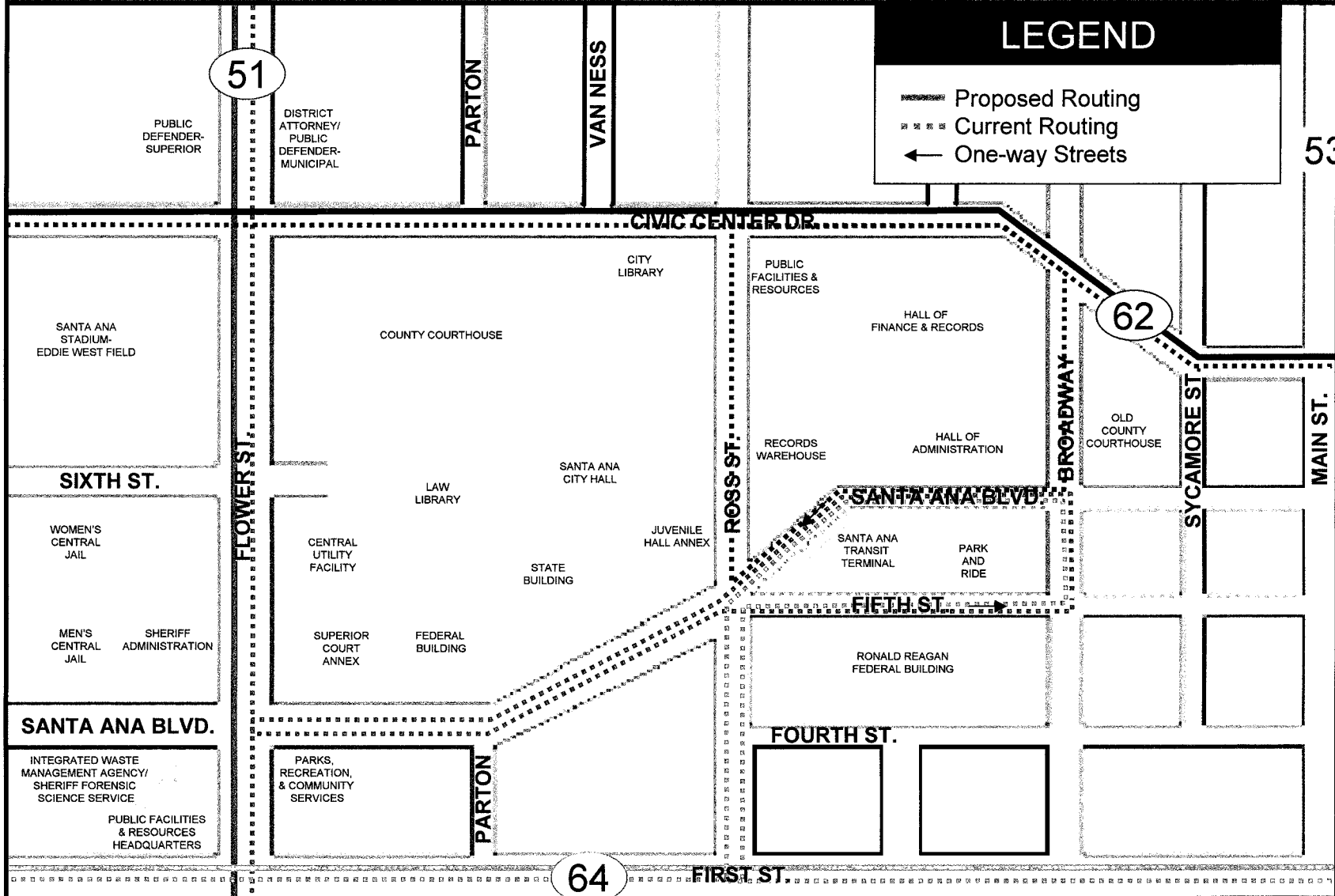
Edmund Buckley
Section Manager III, Service Planning
and Customer Advocacy
(714) 560-5945

Approved by:



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

Santa Ana Transit Terminal Alternative Routing and Layovers

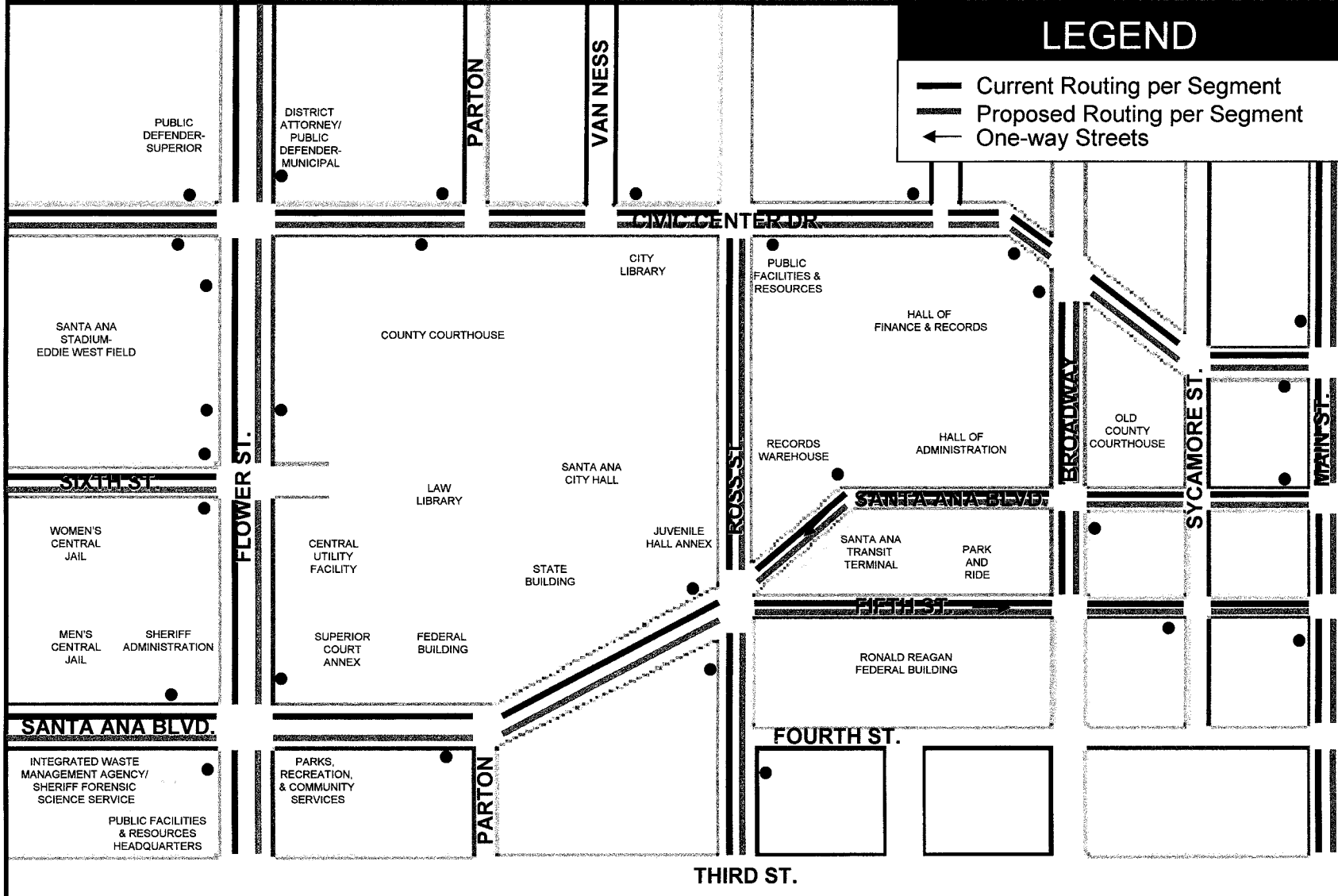


ATTACHMENT A

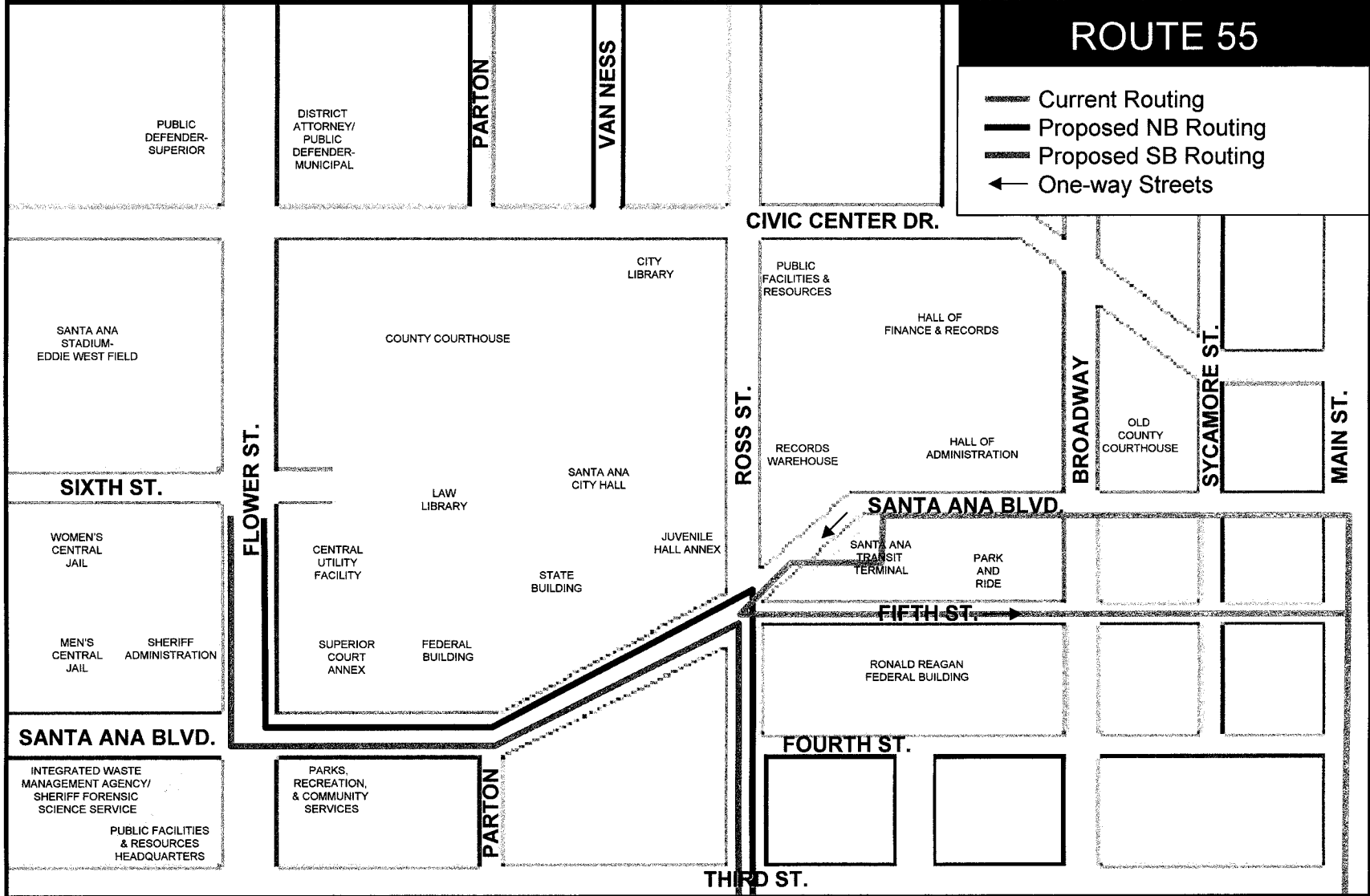
September 2008

Not to Scale

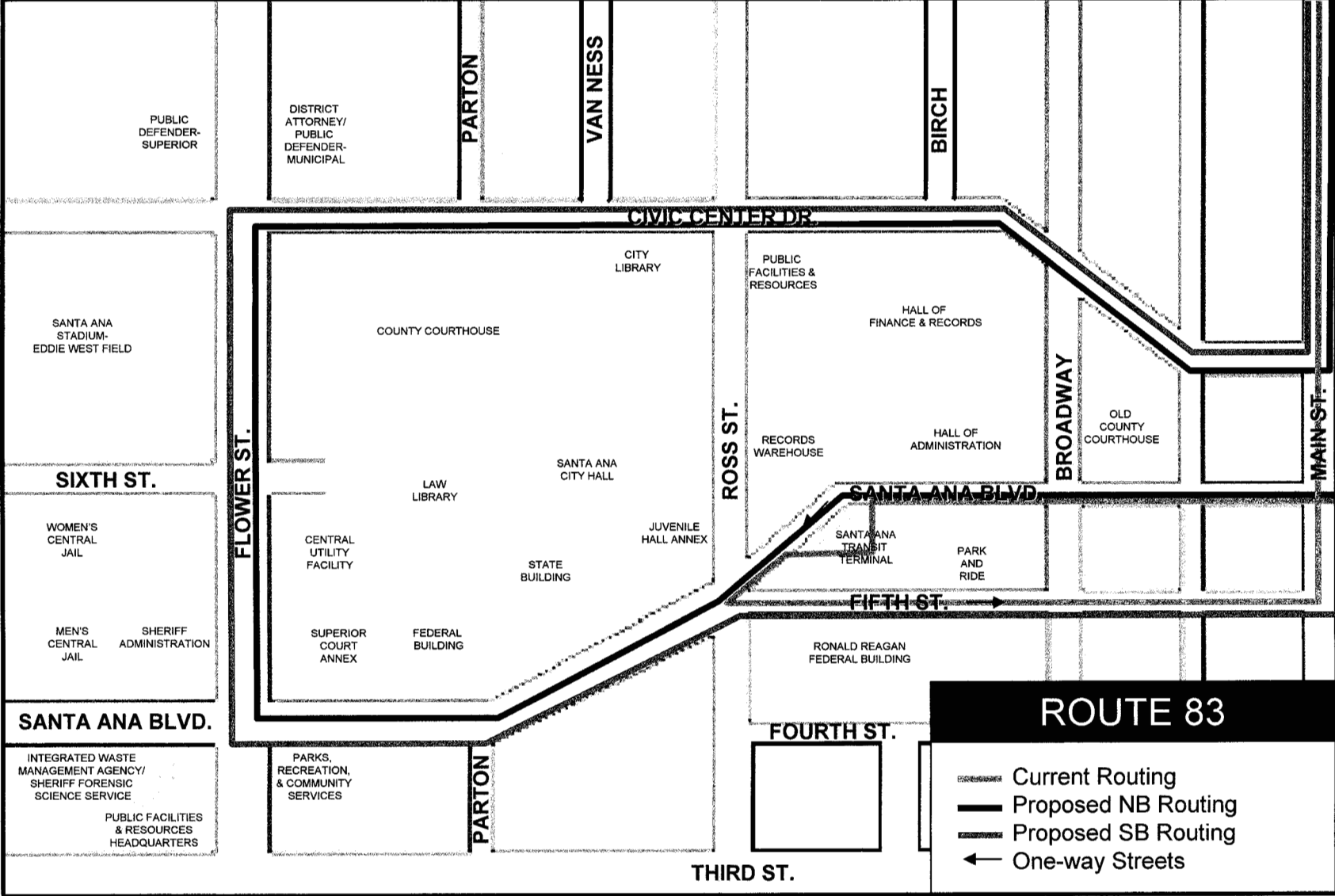
Segments Affected by SATT Closure



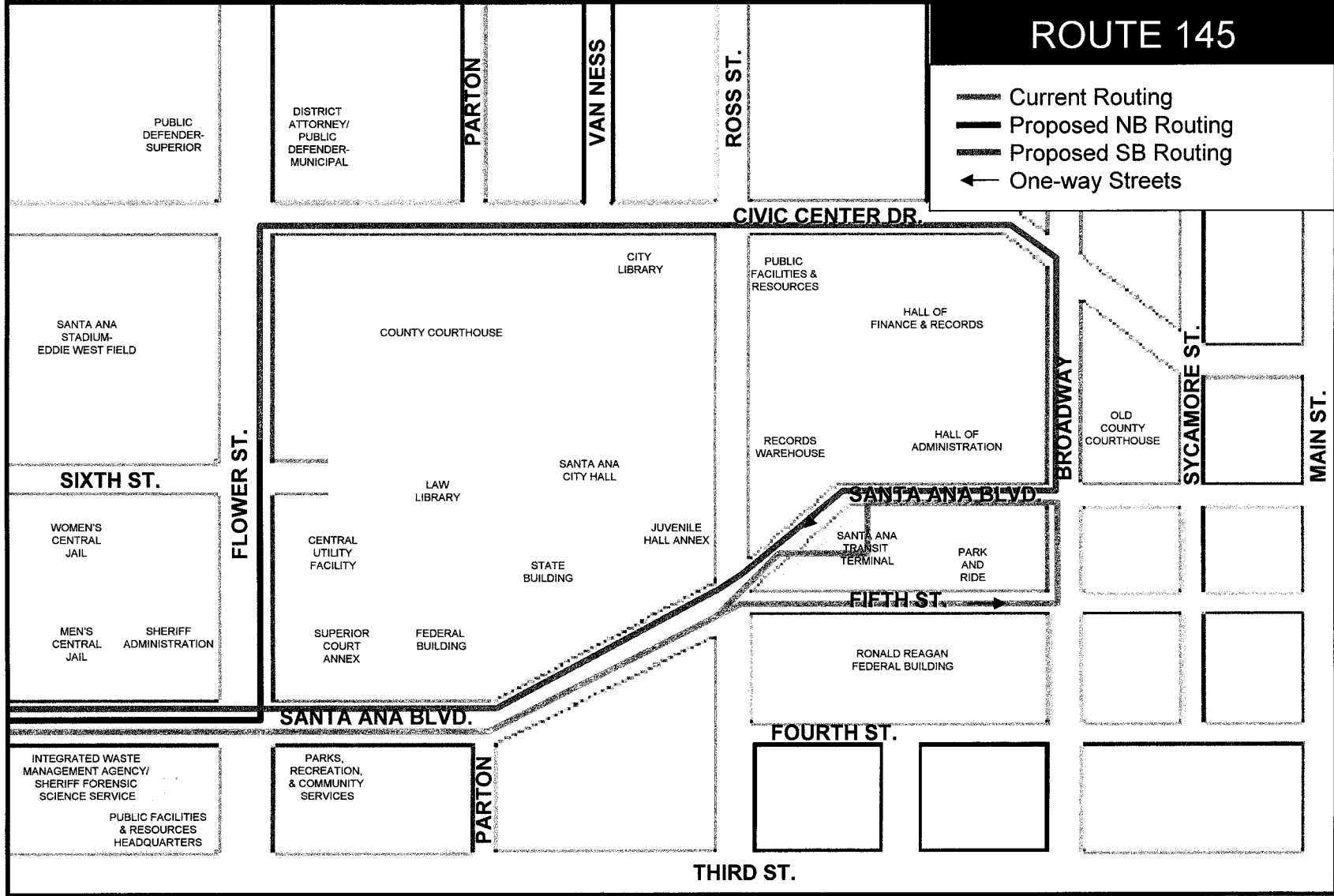
Santa Ana Transit Terminal Alternative Routing and Layovers



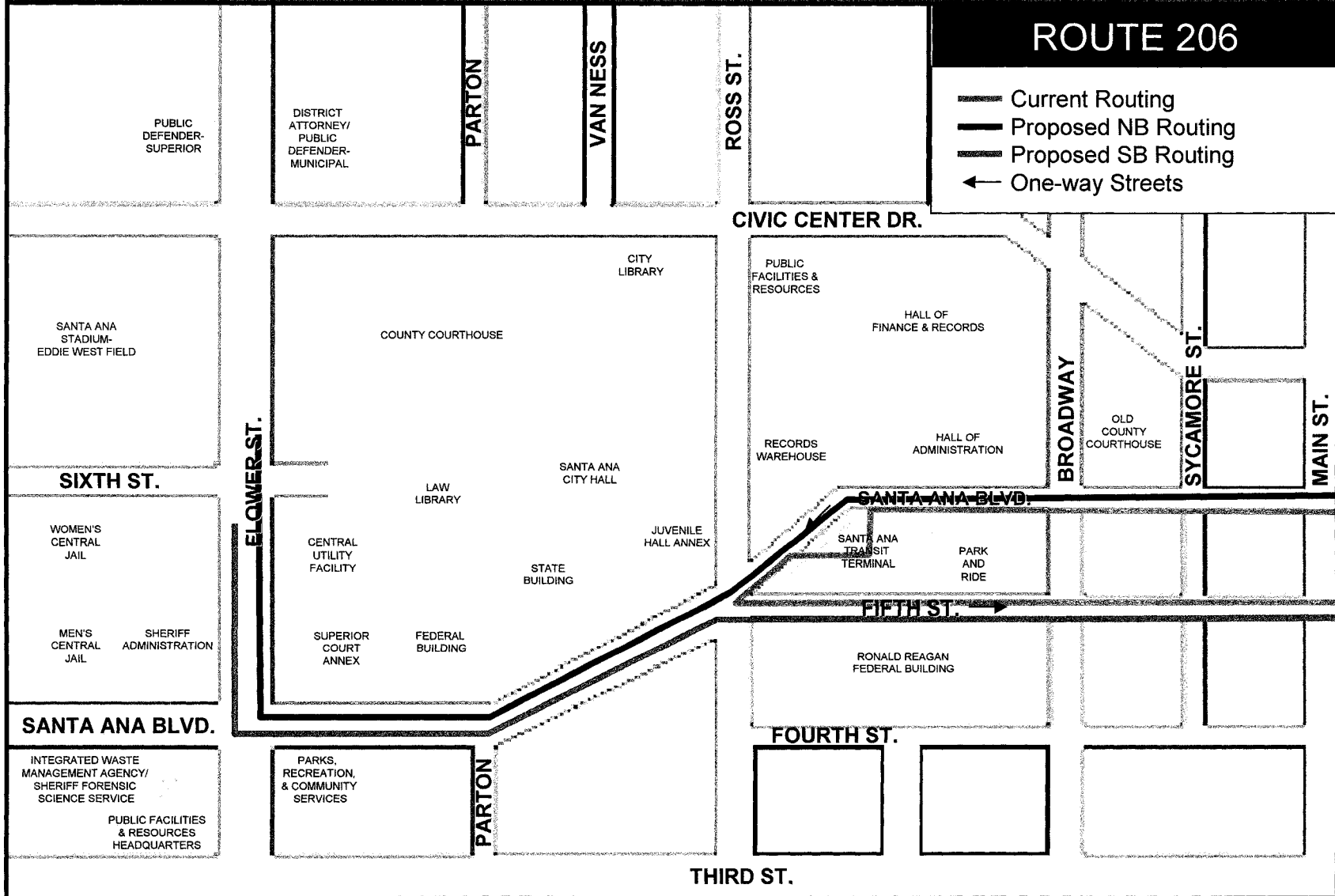
Santa Ana Transit Terminal Alternative Routing and Layovers



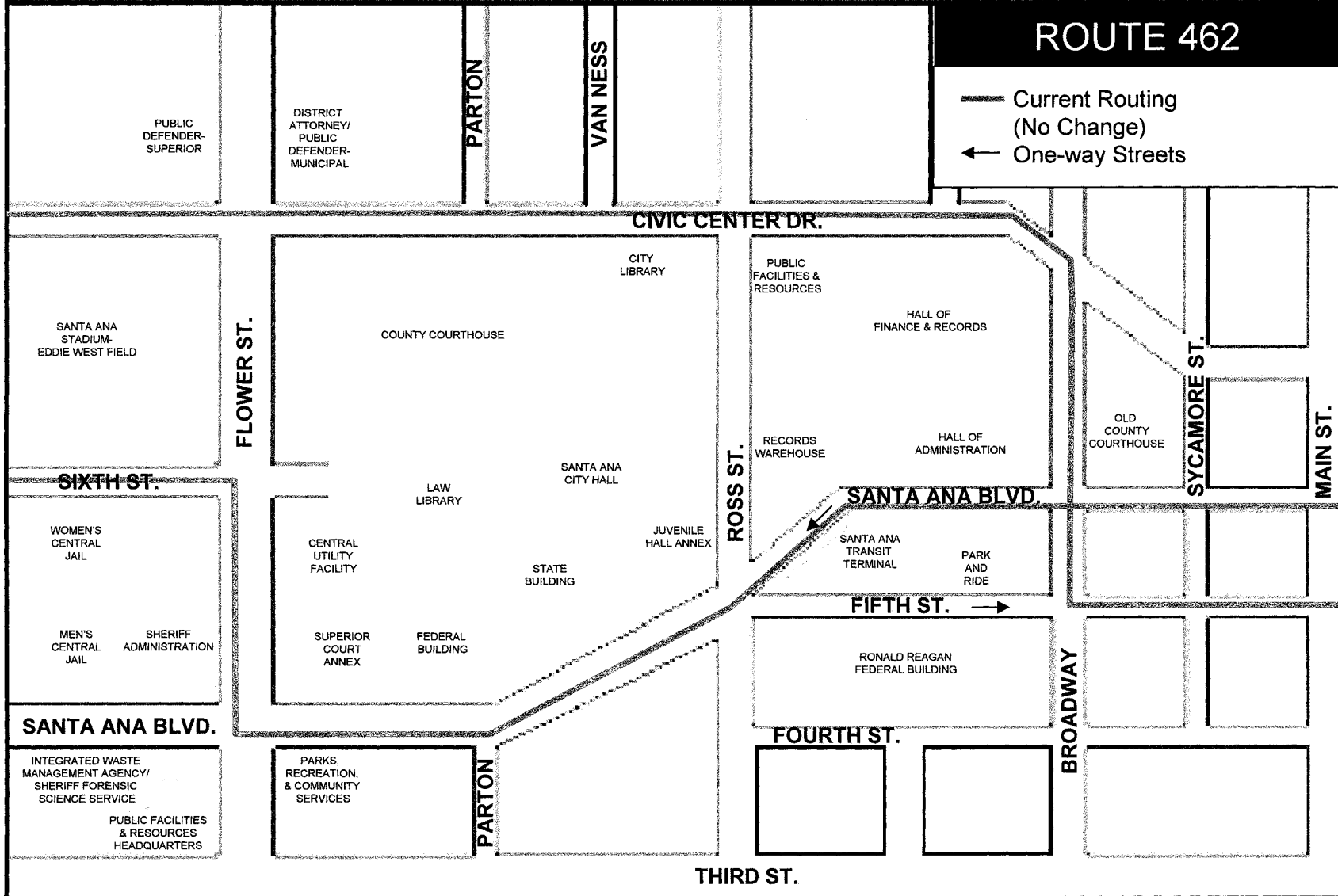
Santa Ana Transit Terminal Alternative Routing and Layovers



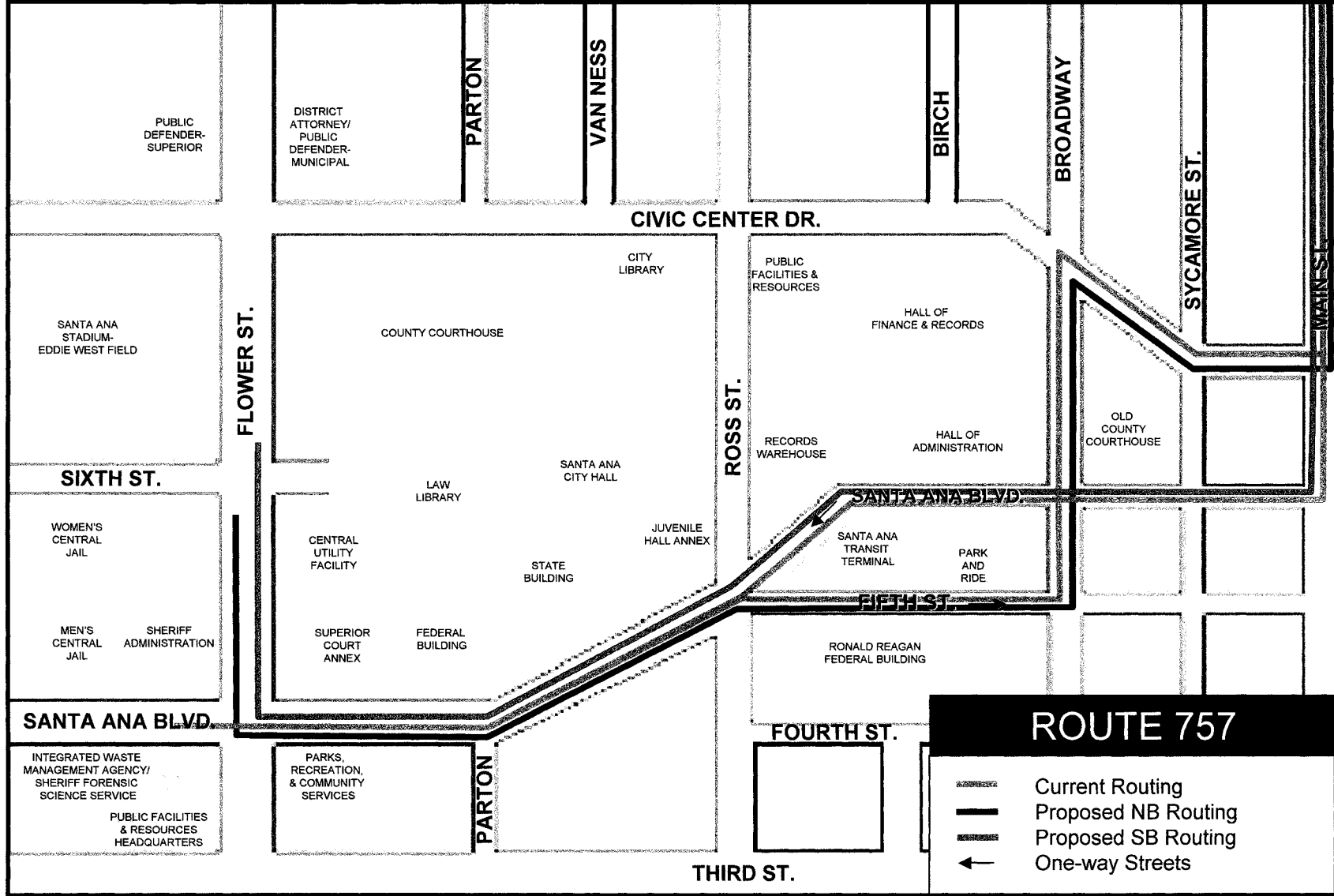
Santa Ana Transit Terminal Alternatives Routing and Layovers



Santa Ana Transit Terminal Alternative Routing and Layovers



Santa Ana Transit Terminal Alternative Routing and Layovers



SANTA ANA TRANSIT TERMINAL PASSENGER ACTIVITY**WEEKDAY PASSENGER ACTIVITY**

ROUTE	BOARDINGS	ALIGHTINGS	TOTAL COMBINED
51	164	183	347
53	649	758	1407
55	368	278	646
62	147	118	265
64	1088	843	1931
83	635	548	1183
145	118	136	254
206	58	21	79
462	6	38	44
757	4	6	10
TOTAL	3237	2929	6166

SATURDAY PASSENGER ACTIVITY

ROUTE	BOARDINGS	ALIGHTINGS	TOTAL COMBINED
51	161	155	316
53	401	451	852
55	207	204	411
64	796	725	1521
83	698	677	1375
145	60	43	103
TOTAL	2323	2255	4578

SUNDAY PASSENGER ACTIVITY

ROUTE	BOARDINGS	ALIGHTINGS	TOTAL COMBINED
51	140	144	284
53	276	410	686
55	209	174	383
64	938	758	1696
83	279	298	577
145	77	50	127
TOTAL	1919	1834	3753



MEMO

October 27, 2008

To: Members of the Board of Directors

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

Subject: **Third Quarter Review of Chief Executive Officer's Goals for 2008**

This is the report on the Chief Executive Officer's goals for the third quarter of calendar year 2008. The goals are comprehensive and address a wide range of key performance areas for the Orange County Transportation Authority (Authority). They also provide a useful instrument for monitoring results during the year.

Two of the outstanding second quarter goals continue to be developed. As reported last quarter, the Renewed Measure M Freeway Strategic Plan (Goal Number 14) will be completed in the fourth quarter. The scope of work for the organizational readiness review (Goal Number 16) was amended to include a preliminary Transit Division needs definition so it will be completed in the fourth quarter.

Notable accomplishments during the third quarter include signal synchronization of Oso Parkway, installation of CNG fueling station at Anaheim Base, enactment of State and Local Partnership Program guidelines for the distribution Proposition 1B funding resulting in \$84 million for the Authority, and enactment of SB 1316 (Correa, D-Santa Ana) authorizing the extension of the 91 Express Lanes into Riverside County.

Three third quarter goals have not been completed as detailed below.

- Goal Number 24 – *Consider Bus Transit Fare Adjustment*. The completion of this goal was delayed in order to allow for consideration of additional fare structures and greater input from both the Finance and Administration and Transit committees. The proposed schedule, with the Board considering a fare increase on November 24, 2008, allows for any changes to take place by January 1, 2009.
- Goal Number 29 – *Complete construction of CNG fueling station at Irvine Sand Canyon Base*. Construction was substantially complete on

September 12, 2008. However, equipment start-up had been delayed until the Southern California Gas Company installs the gas service which is expected in November.

- Goal Number 31 – *Begin final design of SR-57 project between Katella and Lincoln.* To expedite the overall schedule, the design phase of this project will overlap the environmental phase. Based on information available and environmental work to date, the engineering firms working on the project have indicated the design work will begin in the fourth quarter in order to minimize risk of throwaway design work. Overall, environmental and design completion dates, however, remain unchanged.

The attachment provides an update on the status of each goal. Please let me know if you have any questions.

ATL:psz
Attachment

**Chief Executive Officer's Goals
2008**

CEO Goal Reference Number	CEO's Goal	Date	Summary	Performance Measurement	Divisional Responsibility	Status
1	Begin environmental document for SR-57 project between Katella and Lincoln	First Quarter	This project is part of the Renewed Measure M Early Action Plan to add capacity to SR-57. Technical studies will be performed to evaluate the environmental impact of the project with a goal to prepare the draft environmental document by the end of the year.	<ul style="list-style-type: none"> • Award consultant contract and begin environmental review • Conduct public outreach 	Development	Completed <ul style="list-style-type: none"> • Contract negotiated and signed with consultant to begin environmental review of the project
2	Complete freeway improvements along SR-22 between Valley View and the SR-55	First Quarter	Complete all construction activities.	<ul style="list-style-type: none"> • Complete construction activities by contract date of January 25, 2008 • Complete construction activities by GMR's anticipated date of March 31, 2008 • Initiate assessment of project delivery method, with completion in Third Quarter 	Development	Completed <ul style="list-style-type: none"> • All improvements completed under the design-build contract. All facilities have been turned over to Caltrans • Landscaping maintenance and plant establishment will continue by contractor for three years • Final report prepared for Legislative Analyst' Office
3	Support Foothill South Project	First Quarter	Foothill South is an important element of county transportation system and TCA will be seeking approval from California Coastal Commission in February 2008.	<ul style="list-style-type: none"> • Continue to communicate support for completion of the project 	Development & External Affairs	Ongoing <ul style="list-style-type: none"> • Supported TCA at the Secretary of Commerce hearing on Sep 22 • Sent support letter to Department of Commerce in early Sep 2008 • Sent support letter from Chair of SOCMIS to Department of Commerce in mid-Sep 2008
4	Initiate development of Renewed Measure M Water Quality Program	First Quarter	Start the process of designing guidelines for competitive program; seat oversight committee.	<ul style="list-style-type: none"> • Progress on development of Project X in Renewed Measure M 	Development, External Affairs & Special Projects	Completed <ul style="list-style-type: none"> • Formed Program Oversight Committee per the Ordinance • Initiated work with the Committee on program policies and guidelines • Developed questionnaire for public works directors to inventory catchbasin needs • Issued RFP to develop specific guidelines for call for projects • Developed priorities for first call for projects for consideration by Board

**Chief Executive Officer's Goals
2008**

CEO Goal Reference Number	CEO's Goal	Date	Summary	Performance Measurement	Divisional Responsibility	Status
5	Initiate development of the Environmental Mitigation and Resource Protection Master Agreement	First Quarter	Support development of master freeway mitigation plan by seating Environmental Oversight Committee.	<ul style="list-style-type: none"> Progress on development of master agreement between OCTA and resource agencies 	Development, External Affairs & Special Projects	Completed <ul style="list-style-type: none"> Began preparing digital inventory of biological resources and freeway impacts Board approved preliminary criteria for evaluating the biological mitigation potential of properties that may be acquired or restored in Sep 2008 Board directed staff to implement a public outreach plan to build inventory of potential conservation sites in Sep 2008
6	Establish a commercial paper program that funds M2 Early Action Plan (EAP)	First Quarter	The Board of Directors approved a plan of finance using a commercial paper program to fund the EAP projects in November 2007. Funding will become available once all legal documents have been approved by the Board and the commercial paper notes have been sold to investors.	<ul style="list-style-type: none"> Implement commercial paper program to support cash flow requirements of the M2 EAP 	Finance, Administration & Human Resources	Completed <ul style="list-style-type: none"> First traunch of \$25 million issued in February 2008 and approximately \$7 million has been spent to date.
7	FY 2008 Comprehensive Business Plan	First Quarter	The Comprehensive Business Plan is a financially constrained 20-year plan that details services levels for OCTA programs and sets the target for the annual budget.	<ul style="list-style-type: none"> Present the 2008 Comprehensive Business Plan to the Board of Directors on January 28, 2008 	Finance, Administration & Human Resources	Completed <ul style="list-style-type: none"> Comprehensive Business Plan was approved by the Board January 28
8	Streaming audio of Board of Directors meetings via the Internet	First Quarter	The Board of Directors has directed staff to implement the technology necessary for the live audio of Board of Directors meetings to be accessible via the Internet.	<ul style="list-style-type: none"> Streaming audio of Board meetings will be available via the Internet 	Finance, Administration & Human Resources	Completed <ul style="list-style-type: none"> Executed contract in March, Project Kick-off April 3 Implementation planned for June 23 Board Meeting Rolled out on June 23
9	Support Board review of federal transportation legislation and development of policy recommendation	First Quarter	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorizes the federal surface transportation programs for highways and transit through Sep 2009. OCTA will participate in the authorization of the next act.	<ul style="list-style-type: none"> Conduct a workshop on the reauthorization of the federal transportation program 	Federal Relations	Completed <ul style="list-style-type: none"> On February 25, a presentation on reauthorization was made to the Board which included a history of the federal program, the results of the 1909 Commission and a discussion of the next authorization program

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CEO Goal Reference Number	CEO's Goal	Date	Summary	Performance Measurement	Divisional Responsibility	Status
10	Internal Audit Standards	First Quarter	Finalize Internal Audit Policies & Procedures to ensure compliance with professional standards (GAO, AICPA, IIA). Conduct internal department training and adopt report language indicating compliance with standards.	<ul style="list-style-type: none"> Revised Internal Audit Policies & Procedures and report language 	Internal Audit	Completed <ul style="list-style-type: none"> Comprehensive Audit Policies and Procedures were adopted in January and initial staff training was conducted Revisions/additional training will be ongoing
11	Complete collective bargaining agreement negotiations with Transportation Communications International Union (TCU)	First Quarter	The collective bargaining agreement with TCU for the facilities maintenance, parts, and revenue employees will expire on March 31, 2008.	<ul style="list-style-type: none"> The collective bargaining agreement between the OCTA and TCU is negotiated within approved Board of Directors parameters 	Labor & Employee Relations	Completed <ul style="list-style-type: none"> Agreement ratified by the union membership on March 9 Agreement approved by the Board of Directors on March 10
12	Five-Year Strategic Transit Plan	First Quarter	Develop a five-year strategic plan from the Comprehensive Business Plan that considers fleet, facility, and personnel needs.	<ul style="list-style-type: none"> Draft plan is developed 	Transit	Completed <ul style="list-style-type: none"> Five-Year Strategic Transit Plan Overview was presented to the Transit Committee on June 12 Final draft was distributed to the Board of Directors
13	Begin construction phase of Orange Metrolink Station pedestrian underpass	Second Quarter	This project will improve passenger safety by constructing a pedestrian tunnel under the tracks at the Orange Metrolink Station.	<ul style="list-style-type: none"> Construction contract awarded and construction activities underway 	Development	Completed <ul style="list-style-type: none"> SCRRA awarded the construction contract in March 2008 Construction on schedule for the February 2009 completion
14	Complete Renewed Measure M Freeway Strategic Plan	Second Quarter	This plan will provide more detailed description of the Renewed Measure M Freeway projects, key considerations, and project benefits.	<ul style="list-style-type: none"> Complete the final report 	Development	Underway <ul style="list-style-type: none"> OCTA awarded the contract for this work in March 2008 Work is underway and draft report will be completed in the fourth quarter 2008
15	Develop project nominations for Proposition 1B Traffic Light Synchronization Program to advance Renewed Measure M traffic signal program	Second Quarter	Proposition 1B provides grants for signal synchronization projects to improve operations and the effective capacity of local streets and roads. Renewed Measure M includes a similar program.	<ul style="list-style-type: none"> Submit project nominations for Proposition 1B Traffic Light Synchronization Program 	Development	Completed <ul style="list-style-type: none"> OCTA submitted a Board-approved list of candidate projects in March 2008 California Transportation Commission awarded OCTA \$4 million in TLSP funds in May 2008

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CEO Goal Reference Number	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
16	Complete organizational readiness review and implement appropriate recommendations to deliver projects	Second Quarter	An organizational readiness review is underway to determine OCTA's ability to deliver Renewed Measure M projects, projects funded by state transportation bonds, and services provided by OCTA.	<ul style="list-style-type: none"> • Complete the final report • Recommend appropriate organizational changes to deliver projects and services 	Executive Office	Underway <ul style="list-style-type: none"> • Scope of Work has been changed to include preliminary Transit Division needs definition so completion is expected in the fourth quarter 2008
17	Complete Renewed Measure M Transit Strategic Plan	Second Quarter	This plan will develop concepts to coordinate transit projects to be funded by Renewed Measure M with existing transit services.	<ul style="list-style-type: none"> • Complete the final report 	Development & Special Projects	Completed <ul style="list-style-type: none"> • At the direction of the 2020 Committee, completion of the Strategic Plan was tabled and staff was directed to proceed with development of guidelines for individual Renewed Measure M Transit Programs. • Staff developed and Board of Directors subsequently approved a set of Guiding Principles for the Renewed Measure M Transit Programs in June 2008. These principles establish broad policies to support the development of the guidelines. • Project "T" guidelines were approved by the Board in September 2008 • Project "S" guidelines will be presented to the 2020 Committee in the months of October and November, followed by Project "V" guidelines in early 2009
18	Complete SR-55 Access Study	Second Quarter	This project will assess the viability of potential projects to address the terminus of SR-55 at 19th Street and build consensus for solutions.	<ul style="list-style-type: none"> • Complete the final report • Continue to involve public officials and stakeholders 	Development & External Affairs	Completed <ul style="list-style-type: none"> • Purpose and need approved, alternatives created and outreach conducted during March-April 2008 • Over 450 comments received to date • 300 participants at three open houses in Costa Mesa and Newport Beach • Study schedule was extended to allow more time for public meetings and deliberation on potential solutions • Final Report is complete and will be presented to Committee and Board in October 2008

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CEO Goal Reference Number	CEO's Goal	Date	Summary	Performance Measurement	Divisional Responsibility	Status
19	Continue advancement of grade crossing and quiet zone program	Second Quarter	Specific improvements are required to improve safety and implement railroad corridor quiet zones. Thirty-five percent engineering design is a key milestone in the project development process. A companion public awareness program will be launched.	<ul style="list-style-type: none"> • 35% design submitted to SCRRA, OCTA, and local cities for review • Conduct public outreach 	Development & External Affairs	Completed <ul style="list-style-type: none"> • 100% design plans were provided to the cities in mid September • Procurement for rail safety public involvement program underway • Right-of-way appraisals started • SCRRA bid package released September 25, 2008
20	Begin Central County Corridor Major Investment Study, including the study of the extension of the Orange Freeway (State Route 57)	Second Quarter	Develop and implement a public participation program in support of Central County Corridor Study.	<ul style="list-style-type: none"> • Begin MIS • Convene Central County Corridor MIS Policy Group in 2nd Quarter • Incorporation of outreach findings in project development activities 	Development & External Affairs	Completed <ul style="list-style-type: none"> • Procurement for professional technical services completed in June 2008 • Outreach consultant selected • Policy Advisory meeting convened in September 2008 • Project alternatives being updated
21	Advance Metrolink expansion project to support doubling of service by 2010	Second Quarter	Initiate public outreach program to share information about service expansion, track work, parking facilities, and pedestrian bridges and undercrossings (Orange, Irvine, Tustin and Fullerton).	<ul style="list-style-type: none"> • Submit 35% of the plans to SCRRA for review • Develop survey questions and public involvement program • Incorporate outreach findings in project development activities 	External Affairs & Development	Completed <ul style="list-style-type: none"> • Fact sheets have been completed for Laguna Niguel/Mission Viejo, Irvine, Tustin, Orange, Fullerton, and Placentia stations • The OCTA website contains new information on the expansion program, grade-rail crossings, and rail safety • 100% track design completed in August 2008 • SCRRA issued IFB on September 25, 2008 • Right-of-way acquisition initiated • Four Focus groups conducted in June and July • Awarded contract for qualitative research
22	FY 2008-09 Annual Budget and Personnel & Salary Resolution	Second Quarter	The 2008-09 annual budget balances sources and uses of funds, without an unplanned use of reserves, and is consistent with the CBP and Board approved goals, policies, and procedures. The Personnel and Salary Resolution documents compensation policies and procedures adopted for administrative employees.	<ul style="list-style-type: none"> • Staff will secure Board approval for the 2008-09 annual budget and 2008-09 Personnel & Salary Resolution in June 	Finance, Administration & Human Resources	Completed <ul style="list-style-type: none"> • Budget and Personnel & Salary Resolution approved June 9

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23	Internal Audit Risk Assessment & Administrative Software	Second Quarter	Implementation of audit software for use in performing annual risk assessment, monitoring audit findings and implementation of recommendations, producing timekeeping and productivity reports, standardizing workpaper templates and reports.	<ul style="list-style-type: none"> • Software installation & implementation 	Internal Audit	Completed <ul style="list-style-type: none"> • Audit leverage, work paper, timekeeping and reporting modules implemented in June • Risk Assessment module to be implemented FY 2009
24	Consider Bus Transit Fare Adjustment	Third Quarter	The Comprehensive Business Plan and the fiscal year 2008-2009 proposed budget both include a fare increase in bus transit service effective January 2009.	<ul style="list-style-type: none"> • Develop fare adjustment scenarios • Conduct public outreach and public hearing on proposed bus fares • Secure Board of Directors' action on proposed bus fares 	Finance, Administration & Human Resources and External Affairs	In progress <ul style="list-style-type: none"> • Fare Adjustment Scenarios went to F&A Committee July 23, 2008 and Transit Committee on July 24, 2008 • Proposed Fare Adjustment went to F&A Committee on August 13, 2008, Transit Committee on August 14, 2008, and again to the F&A Committee on September 10, 2008 • Stakeholders mailings and information placed on buses in September • Action to conduct a public hearing and return to the Board with a recommended action plan approved by the F&A Committee on October 8, 2008 • Two community meetings scheduled October 13 and 16, 2008 • Public Hearing at Board Meeting to be held on October 27, 2008 • Board will be asked to take action on the Fare Adjustment on November 24, 2008
25	Advance development of the I-405 Freeway project between SR-55 and I-605	Third Quarter	This project is part of the Renewed Measure M Early Action Plan. Technical studies will be performed to evaluate the environmental impact of the project.	<ul style="list-style-type: none"> • Award consultant contract and begin environmental review • Complete Project Study Report • Conduct public outreach 	Development	Completed <ul style="list-style-type: none"> • Consultant contract awarded on July 14, 2008 • Outreach consultant selected in April and began work in June • Project Study Report completed
26	Complete Oso Parkway signal synchronization demonstration project	Third Quarter	This is the second pilot signal synchronization project and intended to assist OCTA's efforts to develop and implement the Renewed Measure M countywide signal synchronization program.	<ul style="list-style-type: none"> • Implement signal synchronization • Prepare final report on the project including assessment of travel time savings 	Development	Completed <ul style="list-style-type: none"> • 34 signalized intersection were synchronized in Spring 2008 • The project resulted in 20% increase in average speed throughout the day

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27	Finalize last M1 call for Street and Road projects	Third Quarter	This action will allocate the remaining portion of the 1990 Measure M Regional Streets and Roads programs.	<ul style="list-style-type: none"> • Approve allocation of funds to cities 	Development	Completed <ul style="list-style-type: none"> • Call for projects finalized in June 2008
28	Complete installation of CNG fueling station at Anaheim Base	Third Quarter	CNG fueling facilities are required to support the new CNG fleet to be based at Anaheim Base.	<ul style="list-style-type: none"> • Facility is constructed and operational 	Development	Completed <ul style="list-style-type: none"> • Electrical upgrades completed July 19, 2008 • Construction and equipment start-up completed in July 2008 • Performance testing was conducted on August 4, 2008 and indicated Southern California Gas Co. (SCG) should increase gas pressure • SCG addressing the issue • Maintenance and operations portion of contract began on Sep 1, 2008 • Buses are being fueled on a daily basis
29	Complete construction of CNG fueling station at Irvine Sand Canyon Base	Third Quarter	CNG fueling facilities are required to support the new CNG fleet to be based at Irvine Sand Canyon Base.	<ul style="list-style-type: none"> • Facility is constructed and operational 	Development	Underway <ul style="list-style-type: none"> • Third party inspection firm reviewed equipment on September 11, 2008 • Substantially completed construction work on September 12, 2008 • Equipment start-up delayed until Southern California Gas installs gas service to the site in November 2008
30	Complete the Metrolink destination signage pilot program	Third Quarter	This project will provide improved track specific signage for Metrolink stations in Orange County.	<ul style="list-style-type: none"> • Project is complete and in service 	Development	Completed <ul style="list-style-type: none"> • Installation completed the last week in June

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31	Begin final design of SR-57 project between Katella and Lincoln	Third Quarter	Authorize consultant to begin work on final design.	<ul style="list-style-type: none"> • Approve contract task order to begin design • Host public scoping meetings 	Development & External Affairs	Underway <ul style="list-style-type: none"> • Public involvement program consultant selected • Final Design will be prepared in tandem with environmental assessment work • Environmental work was initiated in early 2008 and needs to progress sufficiently to allow start of at-risk-design • Design activity scheduled to begin by December 2008 • Schedule to complete design and begin construction is unchanged
32	Advance development of Anaheim Regional Transportation Intermodal Center	Third Quarter	Advance development of ARTIC through expressions of interest and request for qualifications.	<ul style="list-style-type: none"> • Request for Expressions of Interest submittals • Develop and issue request for qualifications for development of ARTIC 	Development & External Affairs	In Progress <ul style="list-style-type: none"> • Request for Information completed • OCTA supporting City of Anaheim efforts to prepare Request for Qualifications • The Urban Land Institute (ULI) Technical Assistance Panel (TAP) completed
33	Complete Orange County / Los Angeles Intercounty Study	Third Quarter	This study evaluates the major cross county transportation corridors, including the Pacific Electric right-of-way, and will make recommendations on opportunities for improvement.	<ul style="list-style-type: none"> • Elected officials and community workshops conducted in April • Complete the final report 	Development & External Affairs	Completed <ul style="list-style-type: none"> • Board approved statement of Purpose & Need and alternatives in March 2008 • Study brochure mailed to 1,400 residents with 85 surveys completed • 70 people participated in online survey • Elected officials workshop held in April 2008 and two public open houses were held in May 2008 to present the modified options recommended for detailed studies as part of next steps
34	Advance construction of the I-5 Gateway freeway project by completing the Stanton Avenue overcrossing	Third Quarter	Advance construction and open the new bridge over I-5 at Stanton Avenue. Continue outreach program and communicate project status and construction impacts.	<ul style="list-style-type: none"> • Open the new Stanton Bridge to traffic • Conduct outreach, monitor comments, and track issues 	Development & External Affairs	Completed <ul style="list-style-type: none"> • Stanton Avenue bridge opened March 21, 2008, one month early • 75 dignitaries, media and others attended project tour • Outreach on closures ongoing

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CEO Goal Reference Number	CEO's Goal	Date	Summary	Performance Measurement	Divisional Responsibility	Status
35	Evaluate benefits of Rubberized Asphalt on the SR-22	Third Quarter	Evaluate noise reduction levels of the rubberized asphalt using scientific methodology and monitor awareness and perception of SR-22 rubberized asphalt project.	<ul style="list-style-type: none"> Report findings to Board 	Development & External Affairs	Completed <ul style="list-style-type: none"> Noise readings completed Findings reported to Board August 11, 2008
36	Obtain fair share of Trade Corridor Improvement (TCIF) account funding from Proposition 1B	Third Quarter	In cooperation with the Southern California Consensus Working Group and the OCTA Development Division, develop and implement strategy to receive an equitable share of TCIF funds.	<ul style="list-style-type: none"> If TCIF funds are included in the FY 2008-2009 state budget, Southern California and Orange County should receive an equitable share of funds 	State Relations & Development	Completed <ul style="list-style-type: none"> CTC approved funding, totaling \$218 million, for eight Orange County projects Funds included in FY 2008-2009 state budget; however, no Orange County projects ready for allocation of funds
37	Obtain fair share of State Local Partnership Program (SLPP) account funding from Proposition 1B	Third Quarter	In cooperation with the Development Division, develop and implement a strategy to receive an equitable share of SLPP funds.	<ul style="list-style-type: none"> If SLPP funds are included in the FY 2008-2009 state budget, Orange County should receive an equitable share of funds 	State Relations & Development	Completed <ul style="list-style-type: none"> Program and funding included in FY 2008-2009 budget will result in approximately \$84 million for Orange County projects to be distributed over a five year period
38	Secure passage of legislation to eliminate the four foot buffer requirement on the SR-55 high occupancy vehicle lane	Third Quarter	In cooperation with the Development Division and OCTA's state legislative advocate, develop and implement a strategy to secure the passage of this bill.	<ul style="list-style-type: none"> Bill signed by Governor 	State Relations & Development	Completed <ul style="list-style-type: none"> Signed by the Governor on Jun 6, 2008
39	Complete environmental document for I-5/Ortega Interchange	Fourth Quarter	Work with City of San Juan Capistrano to complete environmental document.	<ul style="list-style-type: none"> Approve environmental document 	Development	Underway <ul style="list-style-type: none"> Draft environmental document, prepared by City of San Juan Capistrano, was released for public review in late-March City Council expected to approve environmental document in December 2008
40	Initiate I-5 Project Study Report	Fourth Quarter	This project will prepare conceptual engineering for the I-5 (between SR-73 and I-405) improvement recommendations that will be developed as part of the South Orange County Major Investment Study.	<ul style="list-style-type: none"> Initiate conceptual engineering work 	Development	Completed <ul style="list-style-type: none"> Procurement for professional services completed in Jun 2008

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41	Complete South Orange County Major Investment Study	Fourth Quarter	This study will define the scope of major transportation improvements in South Orange County.	<ul style="list-style-type: none"> • Complete the major investment study • Incorporate outreach findings in project development activities 	Development & External Affairs	Underway <ul style="list-style-type: none"> • Reduced set of alternatives approved in March 2008 • Three open houses held in Laguna Hills, Lake Forest, and Dana Point • Third survey posted online for public feedback • Presentations were offered to all 14 cities and given to 12 city councils that accepted the offer • Policy and stakeholder committee meetings continued • Locally Preferred Strategy adopted by Policy Advisory Committee in September and scheduled for Board review in October
42	Monitor public perception of Signal Synchronization pilots	Fourth Quarter	Gather public responses to Euclid and Oso signal synchronization pilots to determine public perception.	<ul style="list-style-type: none"> • Track public responses • Incorporate findings in final study reports 	External Affairs & Development	Ongoing <ul style="list-style-type: none"> • Completed findings from public responses for Euclid and Oso • Press conference held July 21, 2008, on Oso Parkway • Developing outreach plan for future signal synchronization projects
43	Advance West County Connectors (SR-22 Phase 2) freeway projects	Fourth Quarter	Complete and submit to Caltrans the final design for the two projects for advertisement of construction in 2009.	<ul style="list-style-type: none"> • Conduct comprehensive public outreach • Submit final design documents to Caltrans 	Development & External Affairs	In Progress <ul style="list-style-type: none"> • City council briefings were held for Westminster, Garden Grove, Los Alamitos, Seal Beach, and Rossmoor • Final design is underway (design start-up was delayed by five months due to federal funding approval process) • 150 responses from e-survey to community • 20 stakeholder briefings conducted with 75 participants • Open houses conducted in July and August

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CEO Goal Reference Number	CEO's Goal	Date	Summary	Performance Measurement	Divisional Responsibility	Status
44	Prepare to launch Harbor Boulevard Bus Rapid Transit service	Fourth Quarter	Develop marketing and communications program in support of Harbor Boulevard BRT launch.	<ul style="list-style-type: none"> Marketing and communications plan approved by Board of Directors 	External Affairs & Transit	Ongoing <ul style="list-style-type: none"> Bravo! brand selected Finalizing marketing and communications plan Bus decal art for branding complete Shelter designs underway Ongoing meetings with corridor cities First article bus received
45	Compensation and Classification Study	Fourth Quarter	The purpose of the compensation and classification study is to develop a fair and equitable classification system, a market based pay system and incentive plans (merit based), appropriate job descriptions, as well as establish compensation policies and procedures that are aligned with OCTA's philosophy and strategic objectives.	<ul style="list-style-type: none"> Present study findings and adopt Board approved recommendations 	Finance, Administration & Human Resources	In progress <ul style="list-style-type: none"> Market Survey sent to ten organizations due back to consultants on October 3, 2008 First draft of the Compensation Philosophy under review Internal online Benefits Survey being conducted from October 1 to October 15, 2008
46	Comprehensive Annual Financial Reporting	Fourth Quarter	The Comprehensive Annual Financial Report (CAFR) presents the fiscal year-end financial statements for the OCTA.	<ul style="list-style-type: none"> Earn an unqualified audit opinion and earn the Government Finance Officers Association Certificate of Excellence in Financial Reporting for the Comprehensive Annual Financial Report (CAFR) Earn an unqualified audit opinion for the financial statements of the 91 Express Lanes and the Local Transportation Authority 	Finance, Administration & Human Resources	In progress <ul style="list-style-type: none"> We meet with the external auditors every Thursday. The CAFR is scheduled to be completed by the end of October We expect to earn an unqualified opinion on the financial statements and the GFOA Certificate of Achievement for the CAFR Scheduled to go to Board in December
47	Conduct Peer Review	Fourth Quarter	Schedule a Quality Assurance Program (peer review) audit of the OCTA Internal Audit Department.	<ul style="list-style-type: none"> Complete self assessment and scheduled peer review 	Internal Audit	In Progress <ul style="list-style-type: none"> Self Assessment will begin in September - Association of Local Government Auditors has been contacted concerning possible timeframe.

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48	Fare Collection System Integration Assessment	Fourth Quarter	Hire a consultant to develop a plan for fare integration among OCTA, Metrolink, and other local operators within the county. Investigate integration strategies and technology availability to support a coordinated approach to establish fare policies and collection methods that promote convenience among transit users.	<ul style="list-style-type: none"> • Release RFP and select consultant to support project - First Quarter • Complete assessment and develop action plan - Fourth Quarter 	Transit	Underway <ul style="list-style-type: none"> • Contract was awarded at the August 25, 2008, Board meeting • Notice to proceed was issued on September 17, 2008
49	Assist with securing funds to advance improvements on I-5 at Oso Parkway	Yearlong	Work with Caltrans District 12 to secure funding to advance improvements on I-5 at Oso Parkway	<ul style="list-style-type: none"> • Funding is identified to improve the I-5 at Oso Parkway 	Development	Completed <ul style="list-style-type: none"> • CTC approved project advancement and allocation request in June 2008 • Construction began in September 2008
50	LOSSAN Rail Corridor Service Integration	Yearlong	Continue efforts to integrate passenger rail services in the San Diego-Los Angeles-San Luis Obispo rail corridor, including development of a corridorwide strategic plan.	<ul style="list-style-type: none"> • Release RFP and select consultant to support a corridorwide strategic plan for Amtrak, Coaster, and Metrolink - Second Quarter • Develop an integrated passenger timetable - Third Quarter 	Development	Ongoing <ul style="list-style-type: none"> • Contract C-8-0548 executed and awarded to Wilbur Smith Associates for corridor wide strategic plan • Approval of a grant to partially fund development of integrated passenger timetable is pending Caltrans • Project partner meetings underway • Development of market analysis is underway
51	Continued participation in five-county transportation coalition	Yearlong	Participate in five-county coalition to address goods movement and issues of regional significance.	<ul style="list-style-type: none"> • Receive fair share of goods movement transportation bond for Southern California and Orange County • Receive fair share of container fee that may be implemented at the ports of Los Angeles and Long Beach for mitigation of goods movement impacts in Orange County • Develop federal surface transportation authorization principles in support of Southern California's needs 	Development	In progress <ul style="list-style-type: none"> • CTC approved funding, totaling \$218 million, for eight Orange County projects in April 2008 • SB 974 (container fee bill) vetoed by the Governor • Continuing to coordinate with Southern California agencies to develop goods movement revenue source

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52	Explore enhancing integration and coordination with Caltrans District 12	Yearlong	Continue to explore ways to refine the working relationship and sharing of responsibilities between Caltrans and OCTA for programming and funding of projects and for accelerating project delivery.	<ul style="list-style-type: none"> • Developing consistent project priorities • Success in awarding of funding requests • Meeting project delivery milestones 	Development	Ongoing <ul style="list-style-type: none"> • Regular monthly meetings have been set up to review project status and resolve inter-agency issues • All parties have agreed to the baseline delivery plan for the Prop 1B projects
53	Advance Go Local transit projects	Yearlong	Provide support in the development of Go Local projects and develop criteria for the allocation and award of Step 2 funding for further project development.	<ul style="list-style-type: none"> • Approve allocation of funds to cities by second quarter • Provide ongoing support and monitoring 	Development & External Affairs	Ongoing <ul style="list-style-type: none"> • Executed agreements with cities of Anaheim and Santa Ana for Step Two fixed-guideway project development • Mixed-flow bus/shuttle proposals recommended for Step Two to be considered by Board in October 2008 • Three procurements underway for fixed-guideway and bus/shuttle program management oversight and bus/shuttle service planning. Expected award of contracts October 2008 • 19 out of 21 Go Local teams have submitted Step One final reports
54	Advance high occupancy vehicle lanes policy changes	Yearlong	Advance progress on continuous access to HOV lanes on other freeways and implement outreach program to increase awareness of the SR-22 HOV lanes and other freeways if implemented.	<ul style="list-style-type: none"> • Caltrans to complete project study report for continuous access on SR-55 in second quarter • Sufficiency of public notification as reflected by Board of Directors comment, public comment, media information 	Development & External Affairs	Completed <ul style="list-style-type: none"> • Project Study Report for continuous access to SR-55 HOV lanes was completed in May 2008 by Caltrans • Continuous access was implemented on SR-55 in August 2008 • Finalized scope of work for follow-up survey to measure public support for continuous access

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55	Increase bus system marketing to potential riders	Yearlong	Create awareness and trial use of buses through grassroots route promotions and integrated marketing, outreach, media relations, and pass sales program.	<ul style="list-style-type: none"> • Conduct marketing and public information activities with an average of at least one time each week 	External Affairs	Ongoing <ul style="list-style-type: none"> • Conducted Summer Youth Bus Pass program - a 57% increase over 2007 sales; boardings increased 68% over 2007 • Conducted OC Flyer service program - 6,161 boardings, an increase of 211% over 2007 • Conducted 28 outreach events • Launched system-wide ridership program; promotion offered free one-day bus pass; 3,027 redeemed, represented 2% usage rate for program • Launched Express Route promotion with two free one-way bus passes; increase boardings for July and August on intercounty routes (701 and 721); up 14% compared to previous year • Launched Ralphs pass sales promotion; sales of multi-day passes sold at Ralphs represent 25% of total passes sold in May-July • Conducted "Dump the Pump" program in June - resulted in 45,088 boardings and 2.3 impressions from the media and 673,563 impressions from seven newspaper ads
56	Grow Vanpool Program and file timely National Transit Database reports	Yearlong	Continue to monitor and grow the new Vanpool Program with timely federal report filing to ensure receipt of 5307 federal funding.	<ul style="list-style-type: none"> • Expand program by 10%, increasing number of participating vans from 160 to 176 vans 	External Affairs	Ongoing <ul style="list-style-type: none"> • Exceeding goal with 218 vanpools • Submitted first NTD report - approximate return on investment of \$1.7 million
57	Participate with the Riverside County Transportation Commission to extend the 91 Express Lanes into Riverside County	Yearlong	Consult with Riverside County on proposed 91 Express Lanes extension to I-15.	<ul style="list-style-type: none"> • Monitor progress and conduct follow-up analysis • Legislation enacted to allow extension of the toll lanes 	Finance, Administration & Human Resources and State Relations	Completed <ul style="list-style-type: none"> • SB 1316 authored by Senator Correa, and co-authored by Assembly Member Spitzer, passed the Senate and Assembly • Bill signed by the Governor on Sep 30, 2008 • Continuing to work with RCTC on implementation of legislation

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58	Maintain farebox recovery of 20% for fixed route system	Yearlong	Fares are to cover at least 20% of the cost to operate the fixed route transit system.	<ul style="list-style-type: none"> Recover 20% of operating costs for fixed route system from fares 	Finance, Administration & Human Resources and Transit	Ongoing <ul style="list-style-type: none"> Fiscal Year 2007-08 farebox recovery rate was 20.5% Farebox recovery rate for the first quarter of FY 2008-09 was 20.16%
59	Bus Rapid Transit	Yearlong	Continue advancement of BRT service through preparation of operations plan.	<ul style="list-style-type: none"> Complete operations plan - First Quarter Commence design and technology tasks on bus stop improvements and the information systems that will support the program - Second Quarter Board approval to release bid documents for public works construction associated with bus stop improvements - Fourth Quarter 	Transit	Ongoing <ul style="list-style-type: none"> The BRT shelter/station and technology design contracts, executed in May and June, continue to progress towards the completion of the 30% design level Presented conceptual shelter designs to the Transit Committee and Board of Directors Began traffic data collection counts for the Traffic Signal Synchronization and Transit Signal Priority preliminary design efforts Efforts toward the completion of the 30% design level required extensive outreach meetings and workgroups with agencies and related stakeholders across Orange and Los Angeles counties The first prototype Bravo! BRT vehicle was completed with the Bravo! branding concept
60	Transit - Maintenance Efficiency	Yearlong	Maintain miles between road calls at 12,000.	<ul style="list-style-type: none"> The average number of miles between road calls is at least 12,000 	Transit	Ongoing <ul style="list-style-type: none"> Miles between road calls through August is at 12,466
61	Transit - Fleet Cleanliness	Yearlong	Maintain a fleet that is clean and graffiti free.	<ul style="list-style-type: none"> Fleet is clean with zero tolerance for graffiti 	Transit	Ongoing <ul style="list-style-type: none"> All graffiti incidents logged in were handled prior to pull-out
62	Transit - Delivery of Revenue Vehicles	Yearlong	Continue to provide quality control and assurance to accept 299 compressed natural gas buses from New Flyer.	<ul style="list-style-type: none"> Accept 99 buses from New Flyer during 2008 Final delivery of all buses expected in mid-2009 	Transit	Ongoing <ul style="list-style-type: none"> 101 New Flyer buses accepted to date in 2008; for a total of 198 of 299 ordered Staff is working with vendor to resolve defects

**Chief Executive Officer's Goals
2008**

CEO Goal Reference Number	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
63	Transit - Passenger Service	Yearlong	Provide 70 million passenger boardings and increase passenger boardings per hour.	<ul style="list-style-type: none"> • Achieve 70 million passenger boardings • Achieve an average of 34 passenger boardings per revenue vehicle hour for fixed route • Achieve an average of 1.9 passenger boardings per revenue vehicle hour for ACCESS 	Transit	Through August: <ul style="list-style-type: none"> • Boardings are up by 5.8% from the prior year period • Year-end forecast is at 69.3 million boardings • Boardings per revenue vehicle hour for fixed route is at 35.3 • Boardings per revenue vehicle hour for ACCESS is at 2.1