

Date: Monday, January 8, 2007

Time: 9:00 a.m.

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



AGENDA

Orange County Transportation Authority Board Meeting
OCTA Headquarters
First Floor - Room 154, 600 South Main Street
Orange, California
Monday, January 8, 2007, at 9:00 a.m.

ACTIONS

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Invocation

Director Pringle

Pledge of Allegiance

Director Campbell

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.



AGENDA

ACTIONS

Special Matters

1. Administration of Oaths of Office to OCTA Board Members
2. Election of Orange County Transportation Authority Board Chair
3. Election of Orange County Transportation Authority Board Vice Chair
4. Salute to Chairman Arthur C. Brown
5. Proposed Board of Directors' Meeting Calendar for the Year 2007 and Request to Cancel the December 24, 2007, Board Meeting
Wendy Knowles

Overview

Presented is the proposed official Board of Directors' meeting calendar for 2007, depicting the dates of the Board meetings and holidays for the year.

Board Recommendations

- A. Adopt the Orange County Transportation Authority and affiliated agencies Board of Directors' meeting calendar for the year 2007, with one exception: the second meeting in May shall be held on May 29, rather than May 25 (See revised Attachment B).
 - B. Authorize staff to cancel the meeting of December 24, 2007. Board meetings shall resume on Monday, January 14, 2008.
6. **Historical Overview of the Development of the Orange County Freeway System and the Pacific Electric Right-of-Way**

Orange County Archivist, Phil Brigandi, will present a historical overview of the development of the freeway system in Orange County, as well as the Pacific Electric Right-of-Way.



AGENDA

ACTIONS

7. **Riverside County Highway Plan to Extend 91 Express Lanes**

Kia Mortazavi/Paul C. Taylor

Overview

The Riverside County Transportation Commission has adopted a 10-year highway expansion plan that affects planning, financial, and legislative commitments made by Orange County Transportation Authority as part of a bi-county effort to make the 91 Express Lanes a public facility. A status report on the plan is provided for Board of Directors information.

Recommendations

- A. Receive and file as an information item.
- B. Direct staff to present the plan at the next scheduled Regional Planning and Highways Committee, and return to the Board of Directors with policy recommendations on January 22, 2007.

8. **Public Hearing for Proposed Fare Increase on Express Bus Routes 757 and 758**

Scott Holmes/John D. Byrd

Overview

In July 2006 the Orange County Transportation Authority implemented new and improved express bus service on routes 757 (Pomona to Santa Ana Express) and 758 (Chino to Irvine Spectrum Express), and established a six-month introductory fare of \$1.25. In December 2006 the Board approved an extension of the introductory fare period to January 22, 2007, and set January 8, 2007, as the public hearing date to receive public comment on the proposed permanent fare to be established on routes 757 and 758.

Recommendations

- A. Approve an express bus fare of \$2.50 and a charge of \$86 for the express 30-day pass and apply to routes 757 and 758.
- B. Establish January 22, 2007, as the effective date for the change in fare for routes 757 and 758.



AGENDA

ACTIONS

Consent Calendar

9. Approval of Minutes

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of December 11, 2006.

Regular Calendar

There are no Regular Calendar matters.

Other Matters

10. ACCESS Service Update

Erin Rogers/John D. Byrd

11. Next 100 Days Look-Ahead

12. Chief Executive Officer's Report

13. Directors' Reports

14. 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.

15. Closed Session

Pursuant to Government Code Section 54956.9(b).



AGENDA

16. Adjournment

The next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board will be held at **9:00 a.m. on January 22, 2007**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

ACTIONS



BOARD TRANSMITTAL

January 8, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Proposed Board of Directors' Meeting Calendar for the Year 2007 and Request to Cancel the December 24, 2007, Board Meeting

OCTA Board Meeting

December 11, 2006

Present: Chairman Brown, Vice Chair Cavecche, Directors Amante, Buffa, Campbell, Glaab, Green, Moorlach, Pringle, Pulido, Rosen, Wilson, and Winterbottom

Absent: Directors Dixon and Norby

Board Discussion

Directors offered comments in relation to potential changes to proposed Board meeting dates.

Board Recommendations

Defer item to the January 8, 2007, Board of Directors' meeting with changes below:

- A. Adopt the Orange County Transportation Authority and affiliated agencies Board of Directors' meeting calendar for the year 2007, with one exception: the second meeting in May shall be held on May 29, rather than May 25. (See revised Attachment B.)
- B. Authorize staff to cancel the meeting of December 24, 2007. Board meetings shall resume on Monday, January 14, 2008.



ORANGE COUNTY TRANSPORTATION AUTHORITY 2007 BOARD MEETINGS AND HOLIDAYS

ATTACHMENT B

JANUARY						
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OCTA, SAFE, LTA and OCTD Regular Meeting: 9 a.m., OCTA Headquarters, 600 South Main Street, Orange, CA

OCTA Holiday



BOARD COMMITTEE TRANSMITTAL

December 11, 2006

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Proposed Board of Directors' Meeting Calendar for the Year 2007 and Request to Cancel the December 24, 2007, Board Meeting

Executive Committee

December 4, 2006

Present: Vice Chair Cavecche, Directors Pringle, Wilson, and Winterbottom
Absent: Chairman Brown and Director Campbell

Committee Vote

The item was passed unanimously by those present.

Committee Recommendations

- A. Adopt the Orange County Transportation Authority and affiliated agencies Board of Directors' meeting calendar for the year 2007.
- B. Authorize staff to cancel the meeting of December 24, 2007. Board meetings shall resume on Monday, January 15, 2008.



December 4, 2006

To: Executive Committee
From: Arthur T. Leahy, ^{kn}Chief Executive Officer
Subject: Proposed Board of Directors' Meeting Calendar for the Year 2007 and Request to Cancel the December 24, 2007, Board Meeting

Overview

Presented is the proposed official Board of Directors' meeting calendar for 2007, depicting the dates of the Board meetings and holidays for the year.

Recommendations

- A. Adopt the Orange County Transportation Authority and affiliated agencies Board of Directors' meeting calendar for the year 2007.
- B. Authorize staff to cancel the meeting of December 24, 2007. Board meetings shall resume on Monday, January 15, 2008.

Discussion

The year 2007 Board of Directors' meeting calendar for the Orange County Transportation Authority (OCTA) and affiliated agencies has been prepared by the Clerk of the Board and is presented for approval and adoption.

In order to mitigate scheduling conflicts for Board Members, the proposed calendar takes into consideration the scheduled meetings of the:

County Board of Supervisors, Orange County Council of Governments, the Southern California Regional Rail Authority, Southern California Association of Governments (SCAG) Regional Council Meetings, SCAG – Transportation and Communications Committee, SCAG – Regional Transportation Agencies Coalition, the Local Agency Formation Commission, the Los Angeles-San Diego Rail Corridor Agency (LOSSAN), the Air Quality Management District – Mobile Source Air Pollution Reduction Review Committee, the Transportation Corridor Agencies, and regularly-attended Board conferences and events.

A 2007 event and conference schedule is provided as Attachment A.

**Proposed Board of Directors' Meeting Calendar for the
Year 2007 and Request to Cancel the December 24, 2007,
Board Meeting**

Page 2

The proposed calendar reflects the regular Monday Board meetings, which are scheduled for the second and fourth Mondays of each month, with proposed changes due to holidays and meeting conflicts. (Attachment B)

Proposed deviations from the regular meeting schedule are:

Second Monday in May 2007

Monday, May 28, 2007, is Memorial Day – a federal, county, and city holiday.

CHANGE FROM: Monday, May 28 to Friday, May 25

First Monday in October 2007

Monday, October 8, 2007, conflicts with the American Public Transportation Association's Annual meeting.

CHANGE FROM: Monday, October 8 to Friday, October 5

First Monday in November 2007

Monday, November 12, 2007, is Veterans' Day, which is a city and County holiday.

CHANGE FROM: Monday, November 12 to Friday, November 9

Request for Cancellation of the December 24, 2007, Board Meeting

Due to the Christmas holiday, staff recommends that the December 24, 2007, Board of Directors' meeting be cancelled. The Chairman retains the right to call a special meeting at any time during the month when unforeseen emergencies may need to be addressed.

**Proposed Board of Directors' Meeting Calendar for the
Year 2007 and Request to Cancel the December 24, 2007,
Board Meeting**

Page 3

Summary

Approval is requested for the OCTA Board of Directors' meeting calendar, which sets dates for the regular Board meetings for the upcoming year of 2007.

Staff is also recommending the cancellation of the December 24, 2007, Board meeting due to the lack of urgent matters during the last two weeks of December.

Attachments

- A. Related 2007 Event and Conference Schedule
- B. Orange County Transportation 2007 Board Meetings and Holidays

Prepared by:



Wendy Knowles
Clerk of the Board
(714) 560-5676

ATTACHMENT A

RELATED EVENT AND CONFERENCE SCHEDULE

**THE FOLLOWING DATES WERE CONSIDERED IN PREPARATION OF THE
PROPOSED 2007 OCTA BOARD OF DIRECTORS' MEETING CALENDAR:**

Orange County Board of Supervisors' Board Meeting Schedule

Orange County Leadership Symposium
(Not being held in 2007)

APTA Legislative Conference
(March 11-13, 2007)

National League of Cities Congressional City Conference
(March 10-14, 2007)

League of California Cities Legislative Action Days
(May 16-17, 2007)

APTA Rail Transit Conference
(June 3-6, 2007)

League of California Cities Mayors' and Council Members' Executive Forum
(July 25-27, 2007)

League of California Cities Mayors' and Council Members' Advanced
Leadership Academy (July 27-28, 2007)

League of California Cities Annual Conference
(September 5-8, 2007)

APTA Annual Meeting
(October 7-10, 2007)

League of California Cities Legislative Briefings
(November 2007 - dates TBD)



ORANGE COUNTY TRANSPORTATION AUTHORITY 2007 BOARD MEETINGS AND HOLIDAYS

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*This version
has been
superseded
by new
calendar*

OCTA, SAFE, LTA and OCTD Regular Meeting: 9 a.m., OCTA Headquarters, 600 South Main Street, Orange, CA

Holidays



January 8, 2007

To: Members of the Board of Directors
From: Arthur T. Leahy, ^{TL}Chief Executive Officer
Subject: Riverside County Highway Plan to Extend 91 Express Lanes

Overview

The Riverside County Transportation Commission has adopted a 10-year highway expansion plan that affects planning, financial, and legislative commitments made by Orange County Transportation Authority as part of a bi-county effort to make the 91 Express Lanes a public facility. A status report on the plan is provided for Board of Directors information.

Recommendations

- A. Receive and file as an information item.
- B. Direct staff to present the plan at the next scheduled Regional Planning and Highways Committee, and return to the Board of Directors with policy recommendations on January 22, 2007.

Background

The Orange County Transportation Authority (Authority) owns the franchise rights to operate the 91 Express Lanes and has used this authority to reduce congestion along the Riverside Freeway (State Route 91) by reducing average tolls, setting tolls to maximize throughput, and enabling development of general purpose capacity projects.

Assembly Bill 1010 (Chapter 688, Statutes of 2002), enacted in September 2002, authorized the California Department of Transportation (Caltrans) to approve the assignment of the 91 Express Lanes toll road franchise agreement to the Authority. This legislation was introduced by Orange County to permit development and implementation of projects and relieve existing and future congestion along the State Route 91 (SR-91) corridor. Previously, Orange County was barred from such activities due to exclusivity rights granted by the state to the private sector in exchange for

private sector investments in the highway. The bill also authorized the Authority to purchase the franchise from the then owner, California Private Transportation Company (CPTC), as well as impose and collect tolls until such time as bonded indebtedness is paid or by December 31, 2030, whichever occurs sooner.

On January 3, 2003, the Authority acquired the franchise from CPTC for \$207.5 million including the assumption of \$135 million in taxable bonds and a cash payment of \$72.5 million which was borrowed from internal funds. At the time of purchase, the Authority planned to refund the \$135 million taxable debt with less expensive tax-exempt securities. In November 2003, the Authority completed the refunding and sold tax-exempt securities that were backed solely by toll revenues.

To assist with the financial analysis, the Authority hired Vollmer Associates, LLP (Vollmer), one of several nationally recognized traffic and revenue forecast consultants, to update the seller's previous traffic and revenue forecast reports. The consultant, Vollmer, completed its traffic and revenue forecast in October 23, 2003. The 2003 report included a conservative forecast of improvements in the SR-91 corridor and included the Authority's innovative toll-setting policy. To date, the 91 Express Lanes traffic and revenues have exceeded Vollmer's 2003 forecast and Authority staff is currently working with Vollmer to update their report due early 2007.

In December of 2005, the Authority, the Riverside County Transportation Commission (RCTC), and the Foothill/Eastern Transportation Corridor Agency (F/E TCA) completed an 18-month Major Investment Study (MIS) of transportation solutions to ease the commute of residents and workers on both sides of the County line. The MIS was guided by the Riverside County-Orange County MIS Policy Committee comprised of the Authority, RCTC, and F/E TCA Board members. The MIS recommendations (Attachment A) called for maximizing the capacity of the SR-91 corridor while continuing to study two additional routes known as corridors A and B. Corridor A increases the capacity of SR-91 further through the use of elevated or reversible lanes between the Foothill Transportation Corridor (State Route 241) and Ontario Freeway (Interstate 15), and Corridor B would establish a new corridor between the two counties through the Santa Ana mountains.

In 2006, RCTC began development of a 10-year (2009-2019) delivery plan focused on implementing major freeway projects considering the impacts of major increases in freeway construction costs over the past few years. That plan sets RCTC's priorities for Riverside County freeway improvements through 2019. The SR-91 is a major component of this plan.

On December 13, 2006, RCTC adopted the 10-year delivery plan (Attachment B). The RCTC 10-year plan is discussed below with suggested follow-up actions.

Discussion

Staff has reviewed the RCTC plan and identified the following discussion issues with respect to planning, financial, and institutional coordination. The RCTC plan offers significant mobility improvements for the SR-91 corridor. The plan calls for an extension of the current 91 Express Lanes to Interstate 15 (I-15), funded by new incremental tolls from the current terminus of the 91 Express Lanes to I-15. In addition, the plan evaluated, but does not recommend an elevated, tolled viaduct, similar to the MIS Corridor A concept, in the median of SR-91 from State Route 241 (SR-241) to the I-15.

For the 91 Express Lanes extension, Authority staff suggests that both agencies jointly:

- Continue to expeditiously develop and implement joint projects to relieve the traffic congestion in the corridor.
- Further evaluate the operational issues and toll implications of intermediate access at the County line where the current lanes end. The proposed "two-toll" system presents operational and demand issues that should be further examined.
- Evaluate opportunities for reversible 91 Express Lanes in Orange and Riverside counties. This may reduce costs and impacts with the proposed 91 Express Lanes extension.
- Conduct an engineering analysis related to the concept of directly connecting the SR-241 toll way to the 91 Express Lanes, adding lanes to the 91 Express Lanes to accommodate the additional demand to and from SR-241, and extending the 91 Express Lanes to I-15. Coordinate these efforts with the F/E TCA.
- Integrate the concepts above with the Renewed Measure M program that calls for up to four additional lanes between SR-241 and the County line.
- Continue to evaluate the feasibility of a combination of SR-91 and other Corridor A alignment options that reduce impacts to the developed portions of Corona and other cities.
- Evaluate reversible lane configurations of Corridor A to further minimize impacts.

With respect to financial considerations, the Authority has \$183,510,000 outstanding 91 Express Lanes bonds that are secured solely by the toll road's net revenues. The traffic and revenue analysis update due early 2007, however, does not include the recent proposals by RCTC.

Staff suggests that the Authority:

- Expand the scope of the upcoming Vollmer traffic and revenue forecast report to include an analysis of the RCTC program of project and the respective implementation timetable.
- Inform the rating agencies as well as Ambac, the company that insures the 2003 91 Express Lanes bonds, and the 91 Express Lanes bondholders on the recent proposals, planned analysis of the proposals, and commit to a full briefing on Vollmer traffic and revenue results.

The franchise rights purchased by the Authority include an exclusive, irrevocable right to develop and operate toll lanes in an area bounded by two imaginary lines running a distance of 1.5 miles on either side of SR-91 from I-15 in Riverside County westward to the Orange County boundary with Los Angeles County. Staff also suggests that the Authority:

- Conduct a legal review and analysis on the ability to assign the rights of the franchise agreement and the resulting implications to the Master Indenture of Trust for the 91 Express Lanes Toll Road Revenue Refunding Bonds.

Staff recommends that the issues discussed above be further reviewed at the next Regional Planning and Highways (RPH) Committee. Policy direction from that committee would return to the Board of Directors on January 22, 2007, as input into the next bi-county committee scheduled for February 2, 2007.

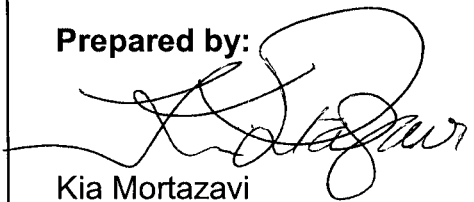
Summary

The Riverside County 10-Year Delivery Plan will be presented to the next RPH Committee for review and follow-up. Overall, the Riverside County proposal adds needed capacity to this corridor, and the proposed improvements need to be integrated with Orange County plans and priorities. At the same time, the Authority must carefully analyze the financial and operation issues and discuss specific operations agreements with RCTC in conjunction with discussion regarding assignment of the Authority's franchise agreement.

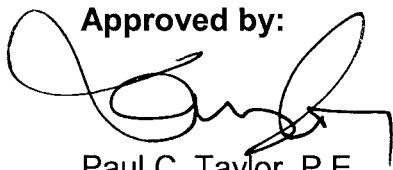
Attachments

- A. Riverside County–Orange County Major Investment Study Recommendations Staff Report, December 5, 2005
- B. Riverside County Transportation Commission Agenda Item, December 13, 2006

Prepared by:


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

Approved by:


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



BOARD COMMITTEE TRANSMITTAL

December 12, 2005

To: Members of the Board of Directors
From: ^{WKC} Wendy Knowles, Clerk of the Board
Subject Riverside County-Orange County Major Investment Study Recommendations

Regional Planning and Highways Committee

December 5, 2005

Present: Directors Cavecche, Rosen, Dixon, Brown, Green, Monahan, Pringle, and Ritschel
Absent: Director Norby

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (Reflects change from staff recommendation)

- A. Establish Riverside Freeway (State Route 91) from the Costa Mesa Freeway (State Route 55) to Corona Freeway (Interstate 15) as a priority for improving transportation between Riverside and Orange counties. Emphasize Riverside Freeway (State Route 91) improvements between the Foothill/Eastern Transportation Corridor (State Route 241) and the Corona Freeway (Interstate 15) first, followed by improvements between the Costa Mesa Freeway (State Route 55) and the Foothill/Eastern Transportation Corridor (State Route 241).
- B. Continue to work with the Foothill/Eastern Transportation Corridor Agency to develop a mutually acceptable plan to improve the connection between the Foothill/Eastern Transportation Corridor (State Route 241) and Riverside Freeway (State Route 91) corridors and accelerate capacity improvements on Eastern Toll Road (State Route 133), Foothill/Eastern Transportation Corridor (State Route 241), and Eastern Toll Road (State Route 261) to optimize utilization of the toll roads to improve transportation between Riverside and Orange counties.



Committee Recommendations (continued)

- C. Continue to evaluate costs and impacts with Corridor A in the Riverside Freeway (State Route 91) right of way through a future preliminary engineering process in cooperation with other agencies. (This is a revised recommendation based on policy committee direction.)
- D. Continue to study the technical feasibility of the Corridor B concept including costs, risks, joint-use opportunities, benefits, and potential funding options in cooperation with the Riverside County Transportation Commission, Transportation Corridor Agencies, Metropolitan Water District, and other interested agencies.
- E. Continue work with the Cal-Nevada Super Speed Train Commission on Anaheim to Ontario Maglev alignments in the Santa Ana Canyon or alternate corridors as appropriate.
- F. Eliminate Strategic Alternative 1B (Corridor A with the Cos. Mesa Freeway [State Route 55] widening) from further analysis due to high number of residential right-of-way impacts adjacent to the Costa Mesa Freeway (State Route 55).
- G. Eliminate from further analysis the Ortega Highway (State Route 74) widening and realignment concept due to high cost and environmental impacts, and direct staff to focus on Ortega Highway (State Route 74) operational improvements.
- H. Direct staff to initiate a Master Plan of Arterial Highways amendment process with the California Department of Transportation and other agencies to reclassify Ortega Highway (State Route 74) from a four-lane highway to a two-lane highway east of the future Foothill/Eastern Transportation Corridor (State Route 241). (This is a follow-up recommendation to address Recommendation "G" above).
- I. Authorize the Chief Executive Officer to negotiate and execute one or more interagency cooperative agreements or joint powers agreements for the technical studies to be conducted jointly with cooperating agencies. (This is a new recommendation further described in the staff report.)



Committee Recommendations (continued)

- J. Direct staff to return with an updated State Route 91 Implementation Plan by June 30, 2006. (This is a new recommendation further described in the staff report.)

Committee Discussion

The Committee suggested an amendment to Recommendation I to include a Joint Powers Authority.



December 5, 2005

To: Regional Planning and Highways Committee
From: *ALY/KB* Arthur T. Leahy, Chief Executive Officer
Subject: Riverside County – Orange County Major Investment Study Recommendations

Overview

Revised recommendations emerging from the November 18, 2005, Riverside County – Orange County Major Investment Study Policy Committee meeting and related efforts are presented for review and discussion.

Recommendations

- A. Establish Riverside Freeway (State Route 91) from the Costa Mesa Freeway (State Route 55) to Corona Freeway (Interstate 15) as a priority for improving transportation between Riverside and Orange counties. Emphasize Riverside Freeway (State Route 91) improvements between the Foothill/Eastern Transportation Corridor (State Route 241) and the Corona Freeway (Interstate 15) first, followed by improvements between the Costa Mesa Freeway (State Route 55) and the Foothill/Eastern Transportation Corridor (State Route 241).
- B. Continue to work with the Foothill/Eastern Transportation Corridor Agency to develop a mutually acceptable plan to improve the connection between the Foothill/Eastern Transportation Corridor (State Route 241) and Riverside Freeway (State Route 91) corridors and accelerate capacity improvements on Eastern Toll Road (State Route 133), Foothill/Eastern Transportation Corridor (State Route 241), and Eastern Toll Road (State Route 261) to optimize utilization of the toll roads to improve transportation between Riverside and Orange counties.
- C. Continue to evaluate costs and impacts with Corridor A in the Riverside Freeway (State Route 91) right-of-way through a future preliminary engineering process in cooperation with other agencies. (This is a revised recommendation based on policy committee direction.)

- D. Continue to study the technical feasibility of the Corridor B concept including costs, risks, joint-use opportunities, benefits, and potential funding options in cooperation with the Riverside County Transportation Commission, Transportation Corridor Agencies, Metropolitan Water District, and other interested agencies.
- E. Continue work with the Cal-Nevada Super Speed Train Commission on Anaheim to Ontario Maglev alignments in the Santa Ana Canyon or alternate corridors as appropriate.
- F. Eliminate Strategic Alternative 1B (Corridor A with the Costa Mesa Freeway [State Route 55] widening) from further analysis due to high number of residential right-of-way impacts adjacent to the Costa Mesa Freeway (State Route 55).
- G. Eliminate from further analysis the Ortega Highway (State Route 74) widening and realignment concept due to high cost and environmental impacts, and direct staff to focus on Ortega Highway (State Route 74) operational improvements.
- H. Direct staff to initiate a Master Plan of Arterial Highways amendment process with the California Department of Transportation and other agencies to reclassify Ortega Highway (State Route 74) from a four-lane highway to a two-lane highway east of the future Foothill/Eastern Transportation Corridor (State Route 241). (This is a follow-up recommendation to address Recommendation "G" above).
- I. Authorize the Chief Executive Officer to negotiate and execute one or more interagency cooperative agreements for the technical studies to be conducted jointly with cooperating agencies. (This is a new recommendation further described in the staff report.)
- J. Direct staff to return with an updated State Route 91 Implementation Plan by June 30, 2006. (This is a new recommendation further described in the staff report.)

Background

Each day, more than one-quarter of a million vehicles travel between Riverside and Orange counties. Commuting between the counties has become increasingly difficult with only two choices of roadways, the Riverside Freeway (State Route 91) in the north and the narrow, two-lane Ortega Highway (State Route 74) in the south. The number of vehicular trips forecasted over

the next 20 years is expected to increase by at least 50 percent. Given today's congestion problems and future growth, the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the Foothill/Eastern Transportation Corridor Agency (F/E TCA) joined together in 2003 to find transportation solutions that will ease the commute for residents and workers on both sides of the county line. A major investment study (MIS) was initiated, guided by a bi-county policy committee comprised of OCTA, RCTC, and F/E TCA Board members, Riverside County - Orange County Major Investment Study Policy Committee (Committee).

Discussion

After nearly 18 months of study, draft recommendations for the MIS were presented to the Committee on November 18, 2005 (Attachment A). The draft recommendations were approved by the Committee with the proviso that the proposed roadway (Corridor A) parallel to State Route 91 (SR-91) stay within the SR-91 right-of-way to minimize potential business and other impacts in the City of Corona and other locations. Consequently, Recommendation "C" above adds language to address this issue.

Recommendations "H", "I", and "J" above are new recommendations (not presented to the Committee) intended to address follow-up issues emerging from the MIS process. Recommendation "H" directs staff to initiate a Master Plan of Arterial Highways (MPAH) amendment process with the California Department of Transportation (Caltrans) and other agencies related to widening State Route 74 (SR-74) east of the future State Route 241 (Foothill South) to the Orange/Riverside County border. Currently, this section of SR-74 is two lanes, and the MPAH recommends widening this section to four lanes in the future. The MIS evaluated this widening proposal and found it very costly relative to the traffic benefit. Consequently, staff recommends initiating the MPAH amendment process with Caltrans and other agencies to be consistent with the MIS recommendations for a two-lane SR-74 east of the future Foothill South.

Recommendation "I" above authorizes the Chief Executive Officer to negotiate and execute one or more interagency cooperative agreements for a new corridor (Corridor B) technical studies to be conducted jointly with cooperating agencies. Earlier this year, federal transportation program reauthorizing legislation earmarked a total of \$15.8 million (to be appropriated over several years) to "study and construct highway alternatives between Orange and Riverside counties, directed by the Riverside Orange Corridor Authority working with local government agencies, local transportation authorities, and guided by the current MIS." Coincident with that federal action, the

Metropolitan Water District of Southern California (MWD) proposed a joint powers agency to be named "Riverside Orange Corridor Authority." Led by the Chairman of the Board of Directors, OCTA has participated in a series of meetings to discuss the proposal; also attending the meetings were policy makers and staff of the F/E TCA, RCTC, and MWD. At the last such meeting at MWD in late July 2005, the group's consensus was to not create a joint powers agency at this time but to draw up an interagency cooperative agreement for conduct of geotechnical studies necessary to determine the technical feasibility of a tunnel on the alignment of Corridor B. The MWD agreed to draft such an agreement.

To date, OCTA has not received a draft cooperative agreement. Rather, staff has received a joint powers agreement creating a "Riverside Orange Corridor Authority" with a Board and executive director to direct geotechnical studies. The Board of the joint powers agency would consist of nine voting members: three from Orange County (OCTA and/or F/E TCA), three members from RCTC and one each from MWD, Municipal Water District of Orange County, and Western Municipal Water District. Although no funding sources are identified, the agreement provides for hiring staff and for Board Members (and alternates) to be reimbursed for expenses. The agreement goes into effect and the joint powers agency is created when at least two named entities execute the agreement. To date, the three water districts have executed the agreement.

OCTA staff believes it is premature to form a joint powers agency. Until technical feasibility of a joint-use tunnel in Corridor B is established, interagency cooperative agreements should suffice for joint oversight of consultants performing technical studies.

Finally, Recommendation "J" above directs staff to update the legislatively-mandated SR-91 Implementation Plan (AB 1010, 2002). OCTA must issue a plan and a proposed completion schedule annually for SR-91 improvements from the Corona Freeway (Interstate 15) to the Costa Mesa Freeway (State Route 55). This plan establishes a program of projects eligible for funding by potential excess toll revenue and other funds. A plan update building on the MIS recommendations will clarify timing and phasing of proposed SR-91 and related projects.

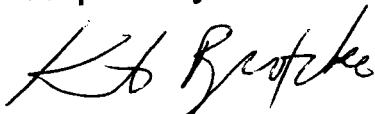
Summary

Recommendations emerging the MIS process are presented for review and discussion. With direction and approval, staff will initiate follow-up efforts related to the recommendations.

Attachment

- A. November 18, 2005, Riverside County – Orange County Major Investment Study Policy Committee Memorandum

Prepared by:



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Approved by:



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Executive Director, Planning,
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Committee Memorandum

November 18, 2005

To: Riverside County - Orange County Major Investment Study Policy Committee

From: Eric Haley, Executive Director
Arthur T. Leahy, Chief Executive Officer, OCTA

Subject: Selection of Locally Preferred Strategy

Overview

After nearly 18 months of study, recommendations for the locally preferred strategy for the Riverside County - Orange County Major Investment Study are presented for Committee review and approval.

Recommendations

- A. Establish the Riverside Freeway (State Route 91) from the Costa Mesa Freeway (State Route 55) to the Corona Freeway (Interstate 15) as a priority for improving transportation between Riverside and Orange counties. Emphasize State Route 91 (SR-91) improvements between Eastern Toll Road (State Route 241) and Interstate 15 (I-15) first followed by improvements between State Route 55 (SR-55) and State Route 241 (SR-241).
- B. Continue to work with the Foothill/Eastern Transportation Corridor Agency to develop a mutually acceptable plan to improve the connection between the SR-241 and SR-91 corridors and accelerate capacity improvements on Laguna Canyon Road (State Route 133), SR-241, and Eastern Toll Road (State Route 261) to optimize utilization of the toll roads to improve transportation between Riverside and Orange counties.
- C. Continue to evaluate costs and impacts of a Corridor A roadway through a future preliminary engineering process in cooperation with other agencies.
- D. Continue to study the technical feasibility of the Corridor B concept including costs, risks, joint use opportunities, benefits, and potential funding options in cooperation with the transportation agencies, Metropolitan Water District, and other interested agencies.

- E. Continue work with the Cal-Nevada Super Speed Train Commission on Anaheim to Ontario Maglev alignments in the Santa Ana Canyon or alternate corridors as appropriate.
- F. Eliminate Strategic Alternative 1B (Corridor A with SR-55 widening) from further analysis due to high residential right-of-way impacts adjacent to SR-55.
- G. Eliminate from further analysis the Ortega Highway (State Route 74) widening and realignment concept due to high cost and environmental impacts, and direct staff to focus on State Route 74 (SR-74) operational improvements.

Background

The Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC) have embarked on a study in partnership with the Foothill/Eastern Transportation Corridor Agency (F/E TCA) to evaluate proposed long-term projects for improving traffic congestion along the SR-91 corridor. The Riverside County-Orange County Major Investment Study (MIS) is an 18-month study looking at various types of multimodal alternatives between the two counties.

In July 2005, the Riverside County – Orange County Major Investment Study Committee (Committee) directed the technical team to evaluate three strategic, build alternatives further described in Attachment A. Projects included in one or more of these three alternatives are:

1. Widening SR-91 to add one or two lanes in each direction (primarily within existing right-of-way) between the SR-55 and I-15.
2. Building a new four to six-lane facility parallel to SR-91 from the SR-241 to the I-15. Lowering tolls on SR-241 to help move traffic or widening SR-55 and not lowering SR-241 tolls are two options included in this proposal.
3. Building a new four- to six-lane facility, major portions in tunnels, from the intersection of the SR-241 toll road with the State Route 133 (SR-133) toll road to I-15 in the vicinity of Cajalco Road in Corona.
4. Upgrading SR-74 to a four-lane road by widening and realignment.

Technical results describing cost and performance for the projects above and the strategic alternatives are presented in Attachment B. General recommendations and potential actions are discussed below.

Discussion

In working with the Committee, cities, stakeholders, and elected officials through the MIS process, it is clear the highest priority should be given to SR-91 improvement projects. The freeway segment from SR-241 to I-15 is the major SR-91 bottleneck, and this segment should have the highest priority for improvements in the near term. Improvements between SR-55 and SR-241 are important as well, but the need for widening in this segment could be deferred if SR-241 can accommodate increased north/south traffic.

The SR-241 is a toll facility operated by the F/E TCA. Tolls are set to offer a congestion-free commute and provide revenue to F/E TCA to pay operating costs and retire construction bonds. One potential solution to move traffic off SR-91 (especially between SR-55 and SR-241) is to lower tolls and to add more lanes to SR-241 and related facilities. Traffic projections prepared by the technical team indicate SR-241 would carry substantially more traffic than is does today if tolls were lowered.

Carrying more traffic on SR-241 is a key strategy if a new four to six lane facility is constructed parallel to SR-91 between SR-241 and I-15. This has been called Corridor A. This parallel facility could move a significant amount of traffic off SR-91 and south to SR-241. Widening the toll portions of SR-241, SR-261, and SR-133 would need to be done in conjunction with the new parallel facility. Not lowering SR-241 tolls in concert with this project concept is problematic given the traffic impacts to SR-55. For this reason, lowering SR-241 tolls and adding more capacity is preferred and recommended if this project moves forward in the project development process.

While a parallel facility to SR-91 offers many traffic benefits, this Corridor A roadway also has risks and issues that need to be further evaluated through future preliminary engineering efforts. Especially important is developing a future alignment that minimizes impacts to the City of Corona's business district.

Benefits and risks also exist with a new corridor between Riverside and Orange counties. This link has been called Corridor B. Benefits include new capacity, SR-91 congestion relief, and a secondary route offered by a new facility. However, tunnels present a series of construction opportunities and uncertainties that should be further evaluated by continued technical studies focused on environmental impacts, geologic evaluation, seismic design, and discussion of co-location opportunities with water and other agencies. For these reasons, continued study of the technical feasibility of the new corridor concept should be pursued in cooperation with the transportation agencies, Metropolitan Water District, and other interested agencies and parties.

Moving vehicles through a new corridor and/or parallel SR-91 facility will greatly improve mobility between the two counties, but moving people with new transportation systems is important as well. A separate but related project proposed by the Cal-Nevada Super Speed Train Commission (Commission) would construct a new high-speed rail line between Anaheim and Ontario Airport and offers the ability to extend the reach of Ontario's air market and lower vehicular demand on SR-91. Continuing to work with the Commission on alignments within the Santa Ana Canyon or other corridors should be considered in future plans.

Congestion relief and moving people and vehicles have been important goals throughout the MIS. Unfortunately, not all the project concepts have met the overall goal to improve mobility between the counties. The proposal to widen and realign SR-74 between the future SR-241 extension and Lake Elsinore proved costly for each dollar invested. As a result, the technical work suggests a focus on operational improvements to SR-74 to continue to move traffic as effectively as possible but not wholesale widening and realignment as originally considered.

The discussion above suggests the following general roadmap for the future:

- Make the SR-91 the immediate priority. Focus improvements between SR-241 and I-15 as a starting point followed by improvements between SR-55 and SR-241.
- Evaluate Corridor A concepts through a future preliminary engineering process.
- Continue to study the technical feasibility of Corridor B in cooperation with other interested agencies.
- Work with the Foothill/Eastern Transportation Corridor Agency to develop a plan to improve the connection between the SR-241 and SR-91 corridors and add new toll lanes.
- Continue to work with the Cal-Nevada Super Speed Train Commission on potential high-speed rail alignments in the Santa Ana Canyon or other corridors as appropriate.
- Drop Strategic 1B (Corridor A with SR-55 widening) from further analysis.
- Drop the SR-74 widening and realignment concept and focus on operational improvements

Specific follow-up studies and actions are presented in Attachment C. Funding these efforts will be the subject of future discussion among the transportation agencies as well as Metropolitan Water District and others.

Summary

General recommendations for the MIS are suggested for Committee review and potential action. Next steps would focus on continuing the project development and evaluation process on multiple corridors and projects.

Attachment

A.1 Strategic Alternatives Overview

ATL: kb

EH: cb



NO BUILD STRATEGIC ALTERNATIVE

The improvements listed as part of the No Build Alternative are anticipated to take place regardless of the results of the MIS study. The No Build Alternative provides additional capacity between Riverside and Orange Counties by including improvement projects that are currently planned and expected to be constructed in the near-term. The No Build Alternative includes the following improvements:

Transit Improvements

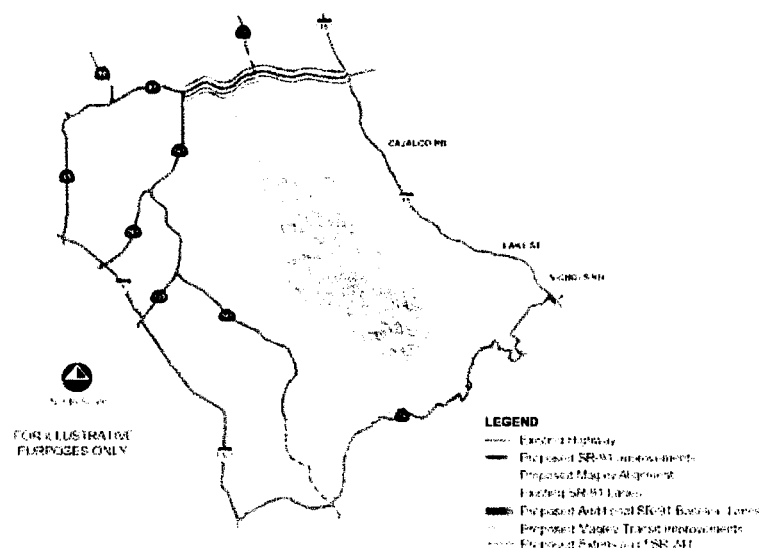
- Improvements to the Anaheim Regional Transportation Intermodal Center (ARTIC) and associated transit improvement projects
- MAGLEV (Cal-Nev)

Highway Improvements

- Addition of an eastbound SR-91 auxiliary lane from SR-241 to SR-71
- One additional lane in each direction from SR-241 to I-15
- The extension of SR-241 from Oso Parkway to I-5

Arterial Improvements to Increase Accessibility

- A new interchange at Fairmont Boulevard and SR-91
- The extension of Jeffrey Road to SR-241



STRATEGIC ALTERNATIVE I

Strategic Alternatives I-A and I-B increases capacity between Riverside and Orange Counties by incorporating a suite of transit, highway, and TDM/TSM improvements to SR-91, Corridor A (Santa Ana Canyon), and Corridor D (Lake Elsinore/I-15 to SR-74). Corridor D construction could include a partially new alignment – either with or without tunnels – that would deviate from existing SR-74 to connect with I-15 at Lake Street or Nichols Road.

Transit Improvements

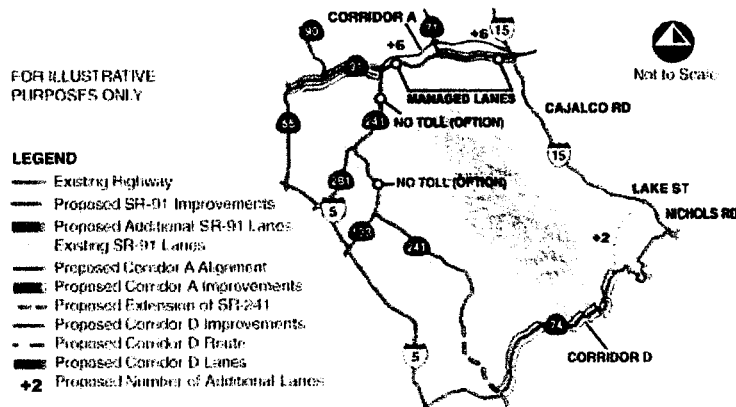
- HOV/HOT lane(s) commuter bus service on SR-91
- Expanded Metrolink commuter rail service, which would double operations to 30-minute service with an additional third track (Corridor A)
- Mixed-traffic commuter bus service (Corridor D)

Highway Improvements

- One additional general purpose lane on SR-91 westbound from SR-55 to SR-241, and one additional general purpose lane eastbound on SR-91 from SR-55 to Lakeview Avenue
- One additional general purpose lane in each direction of SR-91 from SR-71 to I-15
- Two additional general purpose lanes on eastbound SR-91 from Lakeview Avenue to SR-241
- An elevated reversible six-lane grade-separated facility which directly links SR-241 to I-15 and SR-91, with the only interchange being located at SR-71 (Corridor A)
- A four-lane arterial with or without tunnel sections (Corridor D)

Further Options to be Studied

- Convert SR-241 into a toll-free highway from SR-91 to SR-133. This would require additional capacity on SR-241.
- If Option A is not feasible, SR-55 would need to be expanded.



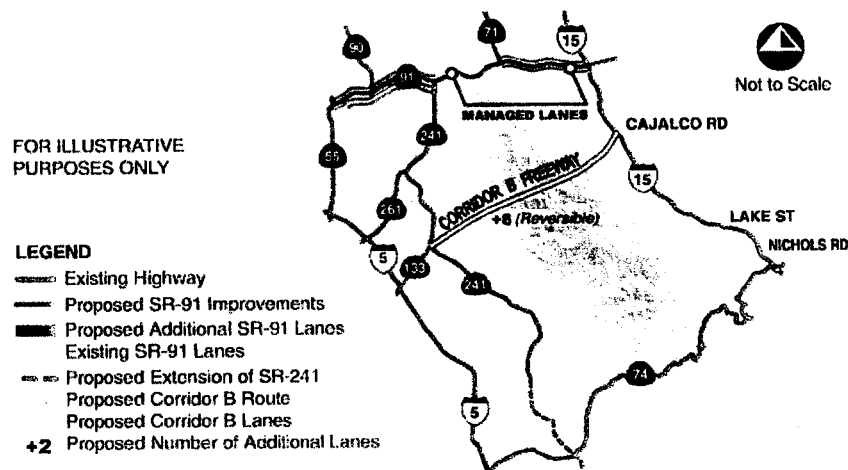


Strategic Alternative II increases capacity between Riverside and Orange Counties by incorporating a suite of transit, highway, and TDM/TSM improvements to SR-91 and Corridor B (Cajalco Road/I-15 to SR-241/SR-133 vicinity). Corridor B construction could include a new alignment with or without near full-length tunnels and would be reversible.

- HOV/HOT lane(s) commuter bus service on SR-91
- Expanded Metrolink commuter rail service, which would double operations to 30-minute service with an additional third track (Corridor A)
- Mixed-traffic commuter bus service (Corridor B)

- One additional general purpose lane on SR-91 westbound from SR-55 to SR-241, and one additional general purpose lane on SR-91 eastbound from SR-55 to Lakeview Avenue
- One additional general purpose lane on SR-91 in each direction from SR-71 to I-15
- Two additional general purpose lanes on SR-91 eastbound from Lakeview Avenue to SR-241
- A reversible six-lane toll-free freeway with or without a full-length tunnel (Corridor B)

- Improvements to SR-91 for two HOV lanes and five mixed flow lanes in each direction from SR-71 to I-15
- Possible reconstruction of SR-91 express and HOV lanes to incorporate a reversible lane(s)
- Proposed Corridor B tunnel (center) to include reversible lanes



STRATEGIC ALTERNATIVE III

Strategic Alternatives III-A and III-B increase capacity between Riverside and Orange Counties by incorporating a suite of transit, highway, and TDM/TSM improvements to SR-91, Corridor A (Santa Ana Canyon), Corridor B (Cajalco Road/I-15 to SR-241/SR-133 vicinity), and Corridor D (Lake Elsinore/I-15 to SR-74).

Transit Improvements

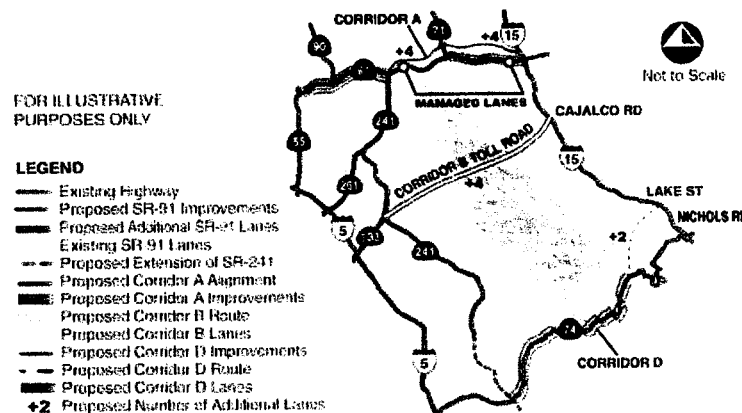
- HOV/HOT lane(s) commuter bus service on SR-91
- Expanded Metrolink commuter rail service, which would double operations to 30-minute service with an additional third track (Corridor A)
- Mixed-traffic commuter bus service within Corridor B and Corridor D

Highway Improvements

- One additional general purpose lane on SR-91 westbound from SR-55 to SR-241, and one additional general purpose lane on SR-91 eastbound from SR-55 to Lakeview Avenue
- One additional general purpose lane on SR-91 in each direction from SR-71 to I-15
- Two additional general purpose lanes on SR-91 eastbound from Lakeview Avenue to SR-241
- An elevated four-lane grade-separated (managed lanes for Strategic Alternative III-B) facility directly linking SR-241 to I-15 (with lessened access to SR-91) with the only interchange being located at SR-71 (an additional interchange will be located in Corona for Strategic Alternative III-B) (Corridor A)
- A four-lane toll freeway with or without full-length tunnels (Corridor B)
- A four-lane arterial with or without tunnel sections (Corridor D)

Further Options to be Studied

- The elevated four-lane grade separated facility will be considered for construction within SR-91 right-of-way
- Proposed elevated structures and SR-91 could include reversible lane(s) between SR-241 and I-15





GLOSSARY

ADT - Average Daily Traffic (number of cars that travel daily through an area, typically representing the average over a year)

Alignment - Route

Arterial - Is differentiated from a freeway by lower speeds, lower carrying capacity, intersections at-grade signalized or not, driveways, etc.

Auxiliary Lane - Lane of typically short length added to help traffic merging onto the mainline highway or exiting from the mainline highway

Bore - tunnel

Direct Connector Lane – A facility that directly connects two different highways, commonly found linking two freeways

Grade Separated Facility - Highways in which different movements or directions of travel take place on different levels, above or below

HOV/HOT - High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) – With HOT lanes, single-occupant vehicles are allowed to pay to use the lane

Lane Balancing – New lanes added to balance the number of lanes in opposing directions of travel

Mixed Flow Lane – General purpose highway lane available to all users

3-Lane Connector Distributor Road - Connector Distributor Roads provide a separate roadway for traffic to merge and diverge off of the mainline highway

Toll Congestion Pricing Options - Different options for how a toll is set for a highway depending on time of day, with tolls usually higher at peak periods

Transit - May include urban light or heavy rail, commuter rail, bus, express bus, bus rapid transit, “paratransit” like small buses available on advance call-in basis for mobility-challenged individuals, etc.

Transit Transfer Center - Transit Center where different modes of transit meet at the same location providing easy transfers between modes

TSM/TDM - Transportation Systems Management (TSM) and Transportation Demand Management (TDM) – Example TSM treatment might be providing special lanes for buses and carpooling vehicles; example TDM measure might be charging higher tolls during peak travel periods

Variable Message Signing - Electronic Message Boards that are changeable and provide information to the motorist on the spot

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	December 13, 2006
TO:	Riverside County Transportation Commission
FROM:	Public/Private Financing and Delivery Plan Ad Hoc Committee Eric Haley, Executive Director
SUBJECT:	10-Year Measure A Western Riverside County Highway Program Project Recommendations

PUBLIC/PRIVATE FINANCING AND DELIVERY PLAN AD HOC COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve CMIA list and prepare submittal to the California Transportation Commission (CTC);
- 2) Direct staff to prepare requests for proposals (RFP) to pursue environmental clearance work leading to the eventual widening and improvement of I-215, I-15, SR-91 and I-10;
- 3) Adopt as a priority, improvements that would widen I-215 by at least one lane in each direction between Box Springs Road and I-15;
- 4) Adopt as a priority, the construction of an eastbound truck climbing lane on I-10 between the San Bernardino County line and I-10;
- 5) Adopt as a priority, the construction of two lanes in each direction on SR-91 between the Orange County line and I-15 that would include the extension of the 91 Express Lanes to I-15 and the addition of a general purpose lane in each direction along with collector distributor road systems, improved freeway to freeway connections with I-15 and SR-71, and an eastbound auxiliary lane between SR-241 and Serfas Club Drive;
- 6) Adopt as a priority, the construction of two high occupancy toll (HOT) lanes in each direction on I-15 between SR-74 and the San Bernardino County line and the addition of an high occupancy vehicle (HOV) lane in each direction from the confluence of I-15/I-215 and SR-74 along with support for the rapid implementation of the French Valley Parkway interchange;
- 7) Seek legislative approval for toll facilities on SR-91 and I-15; and
- 8) Return to the Commission with a detailed report and construction staging plan for the widening of SR-91 and I-15 with a special emphasis on HOT and HOV lane policy considerations and begin discussions with the Orange County Transportation Authority (OCTA) regarding operational issues between the 91 Express Lanes and proposed HOT lane facilities in Riverside County.

BACKGROUND INFORMATION:

With the completion of a comprehensive work effort to update projected Measure A revenues, assess innovative financing possibilities such as public/private partnerships and HOT lanes and in the updating scope, cost and traffic data for Western Riverside County highway projects, Commission staff concluded that a focus be placed on the county's most highly impacted highway corridors. Specifically, I-215, I-10, I-15 and SR-91 freeways are in need of immediate improvement.

The timing of the recent work effort to update data for a delivery plan has come at an opportune time. The approval of Propositions 1A and 1B will have the effect of generating significant state revenue after years of shortfalls. The added investment, especially in the area of highway corridors will be especially competitive and a premium will be placed on timely project delivery.

2009 Measure A Plan and State Highways in Western Riverside County

The state's tight deadlines for the CMIA program with a focus on rapid project delivery are an important impetus for an aggressive implementation strategy for the 2009 Measure A Western Riverside County state highway program. Riverside County continues to be one of the fastest growing areas in the nation. Congestion continues to be a burgeoning problem and the maturation of the area's economy depends on rapid infrastructure development.

Toward that end, Riverside County is currently home to a number of ambitious projects that are already under construction. The most obvious example is the reconstruction of the 60/91/215 interchange in Downtown Riverside that the Commission played an important role in guaranteeing funding. Only a few miles west of that location, crews are widening SR-60 between Valley Way and I-15 with the addition of a general purpose lane and an HOV lane in each direction. SR-60 was also improved earlier by the Commission with an addition of an HOV lane through Moreno Valley. Yet another project is underway to build the Cantu-Galleano interchange on I-15 and next year construction will begin to rebuild the Green River Road interchange on SR-91. The bottom line is that construction is already taking place at a rapid rate in Western Riverside County, but even more is needed and the sooner the better.

In order to accomplish this vision, staff is recommending a comprehensive delivery plan that will seek to invest approximately \$2 billion on four freeway corridors over the next ten years. Implementing the delivery plan will require aggressive timetables for environmental clearance, engineering and design, right-of-way acquisition and construction. Moreover, it will require a comprehensive fiscal plan utilizing funding from the CMIA, Measure A, bonding against future Measure A revenues, State Transportation Improvement Program (STIP) funding, federal funds,

and toll revenues from HOT lanes. This will need to be done in an environment in California where many other counties will also be aggressively seeking to leverage their own sales tax measure dollars and state bond revenue.

Specifically regarding the financial situation, the 2009 Measure A program is expected to provide \$486.2 million over its first 10 years. Given the plan's goal of investing \$2 billion in freeway investments during the first 10 years, this leaves a gap of more than \$1.5 billion. The Commission will likely compete well for CMIA funding and will receive its proportionate share of STIP dollars that will begin to close a significant percentage of the financial gap, but additional funding will still be needed. One option that will be discussed in this staff report is use of HOT lanes that could be financed through user tolls while adding more capacity.

Corridor Focus for Recommendations

Staff recommends a focus on I-215, I-10, I-15 and SR-91 while continuing long-term development work on large-scale projects such as the development of the Mid County Parkway (MCP), realignment of SR-79, the bi-county widening of I-215 to San Bernardino County and Major Investment Study (MIS) recommendations that include a new facility parallel to SR-91 and the Corona – Irvine Expressway which could include a tunnel through the Cleveland National Forest. All of these projects are likely to cost as much as a billion dollars each and are unlikely to be ready for construction in the near-term. Most importantly, the four existing corridors of emphasis are heavily-congested and need to be improved before projects such as MCP can be built and connected to them.

The following are the detailed project improvements suggested by corridor:

Interstate 215

The 2009 Measure A Expenditure Plan (Expenditure Plan) includes a lane in each direction on the I-215 from Eucalyptus Avenue to the I-15/I-215 split. For planning purposes, staff has divided the I-215 into three segments:

- I-15/I-215 to Scott Road – Add one lane in each direction
- Scott Road to Nuevo Road – Add one lane in each direction
- Nuevo Road to Box Springs Road – Add one lane in each direction

The southernmost two segments are a priority because the I-215 narrows to only two lanes in each direction south of D Street in Perris to the I-15. The proposed build scenario for these segments would add a mixed flow lane in each direction from the I-15/I-215 split to Nuevo Road. This proposed improvement would not only provide needed capacity but would establish three lanes in each direction on I-215.

Additionally, Measure A identifies the northern limit of the I-215 improvement as being Eucalyptus Avenue. The build scenario proposes to extend the northern limit from Eucalyptus Avenue to Box Springs Road. The reason for this extension is that the 2009 Measure A project would leave a gap between the SR-60/I-215 east junction (East Junction) and Eucalyptus Avenue. The northernmost segment of the I-215 corridor, Nuevo Road to Box Springs Road, adds an HOV lane that would link to the east junction project.

Due to existing right-of-way located in the center median from a cost/benefit perspective, the improvement of I-215 rates strongly in providing significant congestion relief benefits at a relatively lower cost. In terms of project development, this corridor is less complicated than some projects because most of the needed land to do the widening project is already located in the existing freeway right-of-way. Most importantly, the state of California Department of Transportation (Caltrans) is about to complete its project study report (PSR) for these improvements, which means that one important task will be done by the end of the year. The lower right-of-way hurdle along with the completion of the PSR could allow that all three segments can be under construction by 2012.

The overall cost of the proposed I-215 improvements is estimated at \$293 million. Measure A initially set aside \$210 million for the project. If the Commission were to proportionally increase the Measure A funding level for the I-215 by the 128.4 percent projected increase in future revenues, funding from the Measure alone would be sufficient. However if the project successfully obtains CMIA funding, or by using available STIP funds, this would free up Measure A funds to be allocated to additional Measure A projects.

Paying for these improvements will require a combination of dollars beginning either with CMIA or STIP along with Measure A. No matter the outcome regarding the CMIA, staff recommends keeping to the state's goal of having projects under construction by 2012. This requires the Commission to enter into contracts for environmental clearance early next year, and staff recommends receiving the authorization to immediately issue a RFP to support this work.

Interstate 10

Much like the proposed I-215 project, additions to I-10 provide significant benefits at a relatively lower cost. San Bernardino Associated Governments (SANBAG) and Caltrans recently completed a truck climbing lane east of Redlands to Live Oak Canyon. The Commission's project will not connect with the San Bernardino climbing lane, but it will create additional capacity on this eastbound/uphill segment of I-10.

With the exception of improving the interchange at SR-60, the eastbound truck climbing lane is the only project for I-10 that was included in the Expenditure Plan. Given the increase in truck traffic through the Banning Pass area, the project is needed and can be implemented quickly.

The newly estimated cost of construction of the eastbound truck climbing lane is \$47 million, which is actually less than the original \$75 million estimate in the Expenditure Plan. The first plan of action for this project is to work with Caltrans District 8 or a private contractor to complete a PSR and then issue a RFP for environmental clearance. The PSR and subsequent environmental work could begin early next year. Staff is seeking authorization to either work with Caltrans or to issue a RFP for the PSR and to issue a RFP upon its completion for the environmental work.

State Route 91

In 1988, the widening of the Riverside Freeway (SR-91) was the cornerstone project in the campaign to approve the 1989 Measure A program. Upon its passage, the Commission moved quickly to widen SR-91 through Corona and much of Riverside. With the passage of another decade, Riverside County has seen record housing and population growth and job centers in Orange County have expanded resulting in thousands of additional Riverside County residents using the SR-91 to get to and from work.

At the end of 2005, the Commission along with the OCTA and Transportation Corridor Agencies conducted a MIS to consider cross-county transportation improvements. The effort was a natural outgrowth of OCTA's purchase of the 91 Express Lanes and the creation of a state-mandated advisory committee for the corridor that consists of board members from both counties.

The MIS produced a comprehensive recommendation that included short, medium and long-term courses of action. The short-term actions have commenced with the opening of an auxiliary lane on the westbound side, the addition of express bus service and the enhancement of Metrolink service including weekend trains. OCTA is also pursuing environmental clearance for an eastbound auxiliary lane between the SR-241 toll road and Serfas Club Drive.

The remainder of the MIS recommendation suggested widening of SR-91 as a course of action to be followed by the development of alternative corridors such as a parallel facility adjacent to the freeway and the construction of a new highway between Corona and Irvine. The new Corona Expressway could travel through the Cleveland National Forest and would require significant tunneling structures.

With the passage of Measure M in Orange County, the possibility of receiving state funding for the SR-91 HOV lane project in Downtown Riverside and the completion of the Commission's analysis of public/private partnerships, it is the perfect time for the Commission to consider a major transformation of the SR-91 through Corona and Riverside.

In looking at the Expenditure Plan, the specified improvements for SR-91 fall short of the expansion that is needed along the corridor. Merely adding another lane to SR-91 will have limited benefit. Additionally there are problem hot spots such as near I-15 and Main Street, where drivers are forced to make numerous transition moves in a confined area. A collector distributor road system is an excellent way of addressing this kind of problem by adding lanes alongside the freeway to allow for ingress, egress, lane changes and weaving off the freeway mainline thus improving traffic flow and provide safety benefits. A potential issue is this type of system improvement is not specifically identified in the Measure A program.

Another Expenditure Plan issue is in the area of freeway to freeway connections. For example the connector between the eastbound SR-91 and northbound SR-71 was allocated only \$26 million for a simple enhancement of the existing loop ramp that is already in place at that location. Given the congestion in the area, what is really needed is a much larger fly-over structure that would allow for more cars to transition between the two freeways and is expected to cost \$78 million.

In improving SR-91, the Commission must also consider the potential traffic disruption caused by construction. Adding one lane at a time in perpetuity would add capacity but would result in recurrent construction impacts to residents, businesses and commuters for only an incremental improvement.

To address this situation, staff suggests the implementation of a major capacity increase on SR-91 to be built at one time in order to bring improvements as quickly as possible while minimizing disruption and also allowing for the possibility of building an overhead viaduct structure in the future as called for in the MIS.

The only problem with this approach is its cost. The Measure A program allocates \$161 million for a new lane in each direction between Orange County and Pierce Street, \$243 million for an HOV to HOV connector with I-15 and \$26 million to upgrade the existing loop connector with SR-71, a total of \$430 million. These figures fall short of the recently updated costs.

Instead, \$815 million will be needed for the following projects that would provide projects specified in Measure A and additional improvements to what is called for in the Expenditure Plan:

- Add a mixed flow lane from Orange County line to Pierce Street
- Construct eastbound auxiliary lane from Orange County line to Serfas Club Drive
- Build connector improvements and collector/distributor system at SR-71
- Build connector improvements and collector/distributor system at I-15
- Build two HOT lanes from Orange County line to I-15.

The result will be the addition of two new lanes of capacity on SR-91 in both directions between Orange County and I-15. In the eastbound direction, the net lane improvement will be three lanes to Serfas Club Drive with the construction of the eastbound auxiliary lane. East of I-15, the net gain will be a mixed flow lane in each direction.

The key to achieving this is the use of High Occupancy Toll Lanes (HOT) Lanes. Essentially, it would involve extending the existing 91 Express Lanes to Interstate 15. The Riverside County portion of the facility would be publicly-owned by RCTC, but it would obviously require full cooperation with OCTA so that commuters see the facility as a seamless transportation system. The two HOT Lanes would replace the existing HOV lane which currently exists in the same area. Along with the HOT lanes will be the addition of the general purpose lane from the Orange County Line to Pierce Street in Riverside.

HOT Lane Policy Issues

The idea to replace an existing HOV lane with a HOT lane is consistent with new federal policy that was established by the passage for SAFETEA LU. HOT lanes are recognized as a transportation control measure (TCM) for air quality purposes. In the case of neighboring San Diego County, HOV lanes on I-15 in northern San Diego County were converted to HOT lanes and are often referred to as "managed lanes." The conversion was done in San Diego County because the lanes were underutilized.

Carpools are relevant in this discussion because HOT lanes are designed to allow carpools to travel for either a reduced cost or free of charge while single occupant vehicles pay the full fare. This encourages carpooling just as HOV lanes do while allowing everyone to enjoy the time advantage of the lanes if they are willing to pay the toll.

The policy issue to consider is that the 91 Express Lanes define a carpool as three or more passengers rather than just two. In most cases, three-plus carpools travel for free in the 91 Express Lanes except in the afternoon eastbound rush hour where they are charged half-price. The issue of two-plus versus three-plus will soon hit Southern California as HOV lanes continue to fill with carpools, alternative-fuel vehicles and hybrids. The HOV lane on the SR-91 is already congested during rush hours, which could eventually compel Caltrans to raise the requirement to three or more occupants.

Most importantly, the Commission's modeling and research work on public/private partnerships and toll roads has found that allowing carpools of two or more, rather than three or more, would overwhelm the capacity of the HOT lanes rendering them unattractive for toll users. The experience of OCTA with the 91 Express Lanes has shown that the three-plus definition is not onerous, has encouraged carpool formation and has actually led to an increase in the number of people who travel in the toll lane. The Commission must recognize that constructing HOT lanes on SR-91 and I-15 provides added capacity, allows for projects to be delivered sooner with a separate funding stream and affords the possibility of future revenue generation. While a strategy that includes HOT lanes may be controversial, the added capacity benefit is too significant to ignore.

The attractiveness of using HOT lanes in Riverside County is the ability to offer capacity on SR-91 that exceeds what is provided in Measure A and to be able to provide the added capacity through a separate financing stream that would be supported through user tolls. This type of financing would not apply against Measure A's \$500 million bonding cap because Measure A funds would not be used to guarantee the repayment of the financing. As a result, the Commission would use Measure A and state funds to construct the free general purpose lane and bond against future HOT lane tolls to build the HOT lanes. Future excess revenue could then be used for additional improvements in the same SR-91 corridor.

Moving forward with such a large project raises a number of complexities that do not exist with the recommendations on I-215 and I-10. The size and scope of the project will require a more robust environmental clearance effort than on the other corridors and will also involve the acquisition of right-of-way. The idea of introducing HOT lanes and tolls will also require a significant public outreach and education program. The introduction of HOT lanes would also require added coordination with OCTA and staff believes that the first steps of that work should begin immediately along with the need to seek legislative approval for HOT lanes in Riverside County. Such legislative approval should also provide for the use of innovative contracting and bidding methods such as design-build. Staff recommends moving forward on the overall package of the HOT lanes and accompanying general purpose and auxiliary lanes. This would require an RFP for environmental clearance and subsequently a contract for construction staging to work in concert with improvements on I-15. Staff also seeks authorization to begin communication with OCTA on toll coordination policies and to seek legislative approval for HOT lane authorization. As it is currently envisioned, the pricing structure for tolls would be similar to the structure used by OCTA although additional work on projections will need final refinement.

Staff will return to the Commission early next year with a full report on toll policies such as the use of transponders, pricing, public outreach and legislative issues.

This is necessary because the current staff recommendation does not irreversibly bind the Commission to HOT lanes. At any point in time, the Commission could reject tolls as a financing strategy but will have to do so with the realization that Measure A and state funding will not be sufficient to fund such a comprehensive \$810 million improvement on this corridor.

Interstate 15

Widening I-15, especially in sections adjacent to SR-91 and SR-60 are absolutely necessary to improve mobility in Western Riverside County. Much like I-215, most of the needed land for widening is located within the existing right-of-way of the freeway. The Expenditure Plan sets aside \$359 million for the addition of one lane in each direction of I-15 from SR-60 to the San Diego County line. The description does not specify whether the lane would be a general purpose lane or an HOV lane, although it has been assumed that air quality rules would require an HOV lane.

Widening the I-15 as called for in the Expenditure Plan is now estimated to cost as much as \$900 million. Given the proposed Measure A commitments on SR-91, I-215 and I-10, Measure A funds will need either a significant infusion of state and federal dollars or funding from HOT lane tolls. Yet another source could be from an envisioned "freeway fee" on new development, however that study is about to begin Phase II and will not be completed until next year. Moreover, the amount of time needed to generate funding from such a fee, as well as the policy considerations that it would entail, make it difficult to predict when or if such a fee would be enacted.

Much like the case on SR-91, the addition of one lane in each direction on I-15 will have only a limited, beneficial effect on congestion. Two lanes are necessary and staff recommends the development of two HOT lanes from SR-74 to the San Bernardino County line. This would bring added capacity to a congested area, allow for rapid development with financing from future tolls and allow for a comprehensive HOT system with a direct connector to the proposed HOT lanes on SR-91.

Considering HOT lanes on I-15 involves many of the same policy issues that exist with the HOT lane proposal for SR-91. Once again, allowing carpools of two or more would overwhelm the capacity of the lane, and legislative authorization is still necessary and federal approval will be needed since I-15 is an interstate highway.

The major difference between I-15 and SR-91 is that there is not an existing HOV lane on I-15. This proposal does not convert an existing facility, but instead provides two lanes of added capacity in each direction while still offering an attractive incentive to form carpools. Also, the pricing for HOT lanes on I-15 are projected through modeling at a much lower rate than on SR-91.

The first phase in the 10-year program should focus on the portion of I-15 between SR-74 and San Bernardino County, although additional extensions toward San Diego County could come shortly thereafter. Along with the HOT lanes, the Commission will seek to construct an HOV lane in each direction between SR-74 and the I-215 interchange. In addition to these improvements, the construction of French Valley Parkway will add significant capacity to the freeway south of the interchange. For that reason, staff has added the French Valley Parkway project for consideration as part of the Commission's CMIA submittal. The completion of the French Valley Parkway is of great regional benefit and Commission will work closely with the city of Temecula to assure expeditious implementation.

To summarize staff's recommendation for I-15, it is quite similar to the steps proposed for SR-91. Once again, Caltrans is ready to wrap up its PSR for this facility. Immediate work should take place for environmental clearance and a construction staging plan to ensure that improvements on I-15 are made in concert with SR-91. Legislative authorization is also necessary and staff should be directed to begin talks with OCTA and perhaps SANDAG regarding toll policies, billing and other procedural matters. Once again, the approval of these recommendations does not irreversibly bind the Commission to HOT lanes for I-15 but it will begin the process necessary to move forward as quickly as possible with additional improvements.

Future Policy Issues

The comprehensive project recommendations for the first 10 years of the Measure A Western Riverside County Highway program will require a number of future Commission decisions and staff work to ensure its full implementation. Contracts will be required for environmental clearance, right-of-way acquisition, design, construction staging, bond financing, public outreach, construction management and eventual construction. Each of these contracts will require formal Commission action.

In addition to the ongoing implementation items, there are larger policy issues that will need to be addressed. The first will be the limit in Measure A on bonding against future revenue. Measure A contains an artificial limit of \$500 million. With projections showing strong growth in future Measure A revenue, the Commission should consider going to the voters in a future election to raise this limit. The Commission's credit rating is unsurpassed among public transportation agencies and the financial industry has repeatedly assured the Commission that a raise in the limit is in order and would not impact its credit rating.

Another issue regards the proportionality of revenues as they grow above the original estimates that are contained in Measure A. Overall, Measure A originally projected \$1.02 billion for Western County highways. The UCLA work effort now

projects an increase of 122 percent in projected tax receipts; does that mean a proportional increase for each listed project and program? A full report and analysis of the issue is necessary and the Commission will have to consider the issue in future years.

Finally, the establishment of ten years of Western Riverside County highway priorities, while important is only a portion of the overall Measure A effort. There are a wealth of additional issue areas such as regional arterials, rail transit, CETAP corridors, commuter services, transit services for seniors and persons with disabilities and additional highway projects in Measure A that are not proposed to be addressed in the first ten years. These items must also remain a priority in Western Riverside County. A similar emphasis and priority is also necessary to advance projects in the Coachella Valley, which enjoys its own separate funding stream from Measure A.

NEXT STEPS

CMIA Submittal

Staff has presented an ambitious plan of investment that will require a number of Commission actions and decisions. These actions will take place on an ongoing basis; however, immediate action is needed to seek state bond funding.

The first \$4.5 billion of Proposition 1B will be devoted to highway projects that will be ready for construction by 2012. Projects submittals for the CMIA are due in mid-January. Of the \$4.5 billion, the funds will be allocated on a 60/40 split with the 60 percent share allocated in Southern California and the 40 percent share allocated for Northern California.

Project funding decisions will be made by the CTC with the input of Caltrans. Through the issuance of program guidelines, the CTC has made it clear that it will use quantitative, empirical data to evaluate projects. In most cases, this is the same kind of data that Commission staff and the Bechtel team have been preparing over the last few months to develop a Western Riverside County Highway Delivery Plan.

During the last few weeks, Commission staff has worked closely with Caltrans District 8 to develop a project list for the CMIA program that will bring needed traffic relief while being able to compete well against other projects throughout the state. These same projects will also be in line for STIP funding, which will be allocated in June.

The proposed list that staff has developed for the Commission's submittal includes the following in priority order:

Priority Order	Project Description	Cost (000's)	Request (000's)
1	SR-91 HOV Lanes, Adams to 60/91/215 IC	\$ 238,000	\$ 161,000
2	SR-91 E/B Auxiliary Lane, SR-241 to SR-71	\$ 81,000	\$ 74,000
3	I-215 Add 1 MF Lane, I-15/I-215 IC to Scott Road	\$ 56,000	\$ 56,000
4	I-215 Add 1 MF Lane, Scott Road to Nuevo Road	\$ 117,000	\$ 117,000
5	I-215 Add 1 MF Lane, Nuevo Road to Box Springs Road	\$ 121,000	\$ 121,000
6*	I-215 TMS Field Elements, I-15/I-215 IC to Box Springs Road	\$ 68,000	\$ 68,000
7	SR-71/SR-91 IC, Connector & Collector-Distributor System	\$ 99,000	\$ 99,000
8	I-15 Add 1 MF & 1HOV Lane, SR 91/I-15 to Indian Truck Trail	\$ 229,000	\$ 229,000
9	CETAP - French Valley Pkwy/I-15 OC & IC Improvements	\$ 135,000	\$ 26,000
TOTALS		\$1,144,000	\$ 951,000

* The cost of TMS Field Elements will be divided in to the three segments on I-215.

All costs are rounded

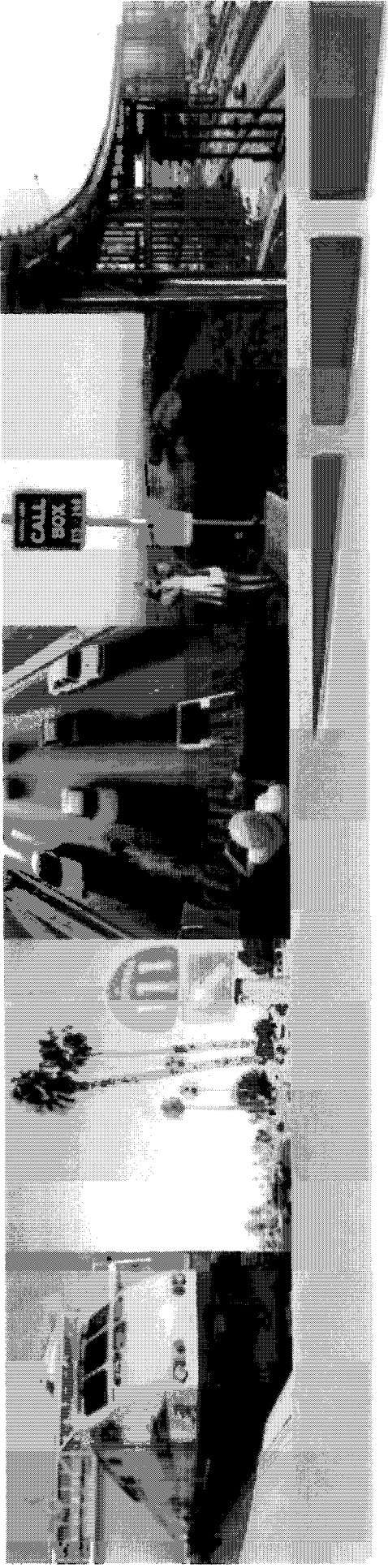
Staff recommends formal adoption of this list for submittal to the CTC for consideration. The deadline for the submittal is January 16, 2007, and the final CTC decisions are expected in March 2007. With the exception of the SR-91 HOV lanes, which are a 1989 Measure A project, the remainder of the list is compatible with staff's 10-Year Delivery Plan recommendations for the 2009 Measure A program.

The Commission and Caltrans District 8 will both submit projects for CMIA consideration. Caltrans' recommendations will be financially constrained, making it unlikely for the District to co-nominate every project that the Commission submits. Regardless of Caltrans' financial constraints in nominating projects, it pledges to assist the Commission throughout the process.

The First Step in a Long Process

The presentation of the two staff reports are seen by staff as the framework for action in developing the first ten years of the Western Riverside County Measure A highway program. The adoption of these priorities as part of an overall plan is the first of many steps that will take place over the next few months. The most immediate item is the approval of the CMIA proposal that is due next month. The outcome of the CMIA will then affect the availability of funds for the rest of the effort. Figures will be adjusted further with the allocation of STIP funds in June.

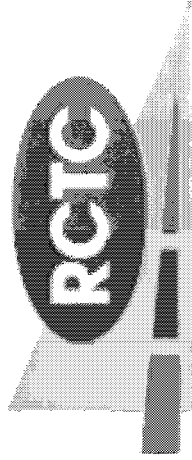
As has always been the case, the Commission will seek to combine funds from various sources to ensure that the priorities set by the Commission will then be implemented as quickly as possible. The subsequent work will then be pursued as quickly as possible and regular updates, reports, policy decisions and action will come before the Commission. This will be especially critical if the Commission chooses to move forward with HOT lanes and the introduction of tolls to Riverside County's highway system. The effort will require active participation from the Commission on policy issues as well as in educating and informing the public.



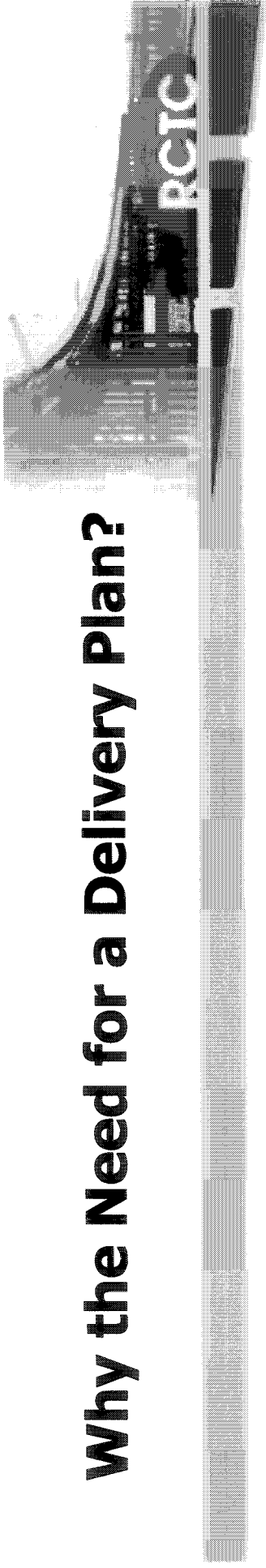
2009 Measure A Delivery Plan 2009-2019

Presentation to the Public/Private
Financing & Delivery Plan Ad Hoc
Committee

November 27, 2006

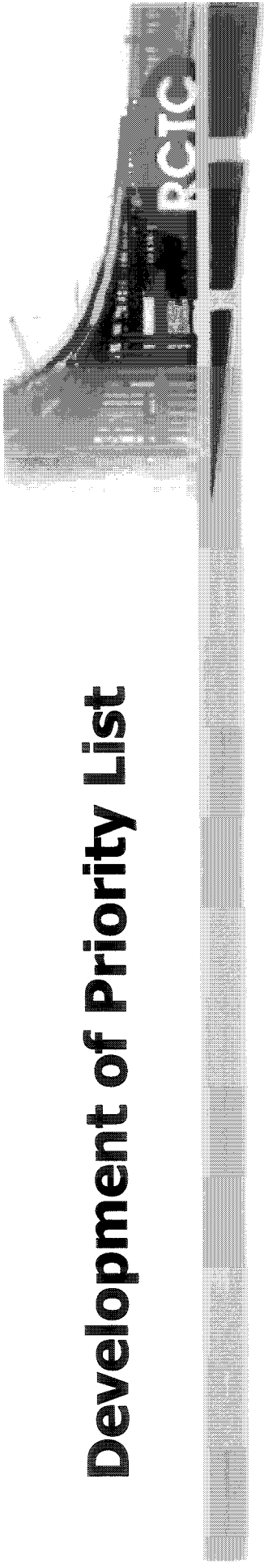


Why the Need for a Delivery Plan?



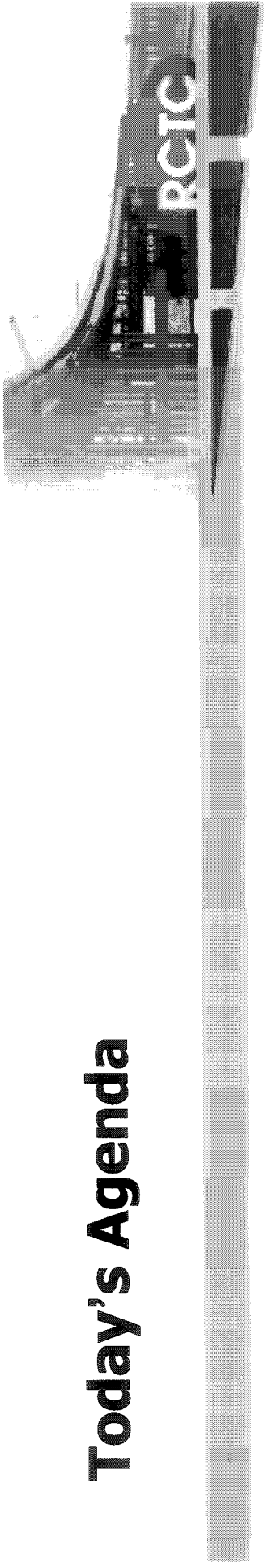
- Obtain consistent Commission direction
- Address unprecedented growth and demand in Western Riverside County
- Maximize historic funding opportunities
- Act and deliver projects quickly
- Assess major funding gaps

Development of Priority List



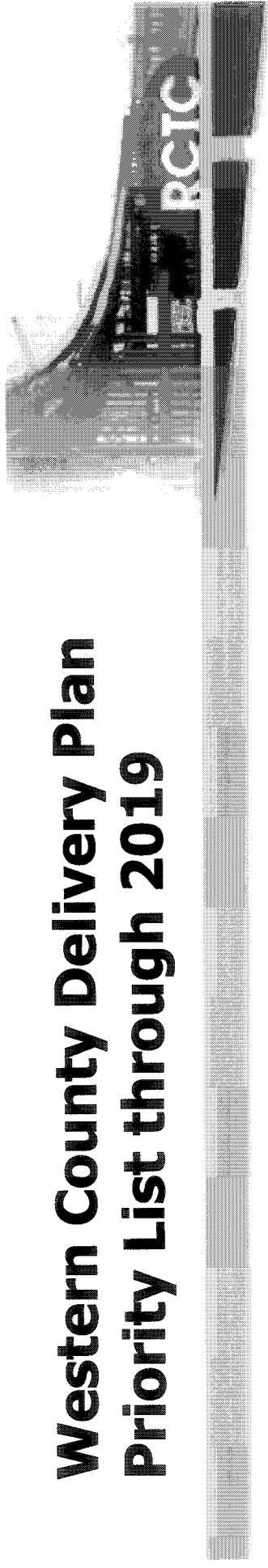
- Updated cost data
- Calculated congestion relief and other benefits
 - Quantitative analysis
 - Qualitative analysis
- Considered deliverability hurdles
- Assessed overall system requirements
- Emphasized existing mobility issues

Today's Agenda

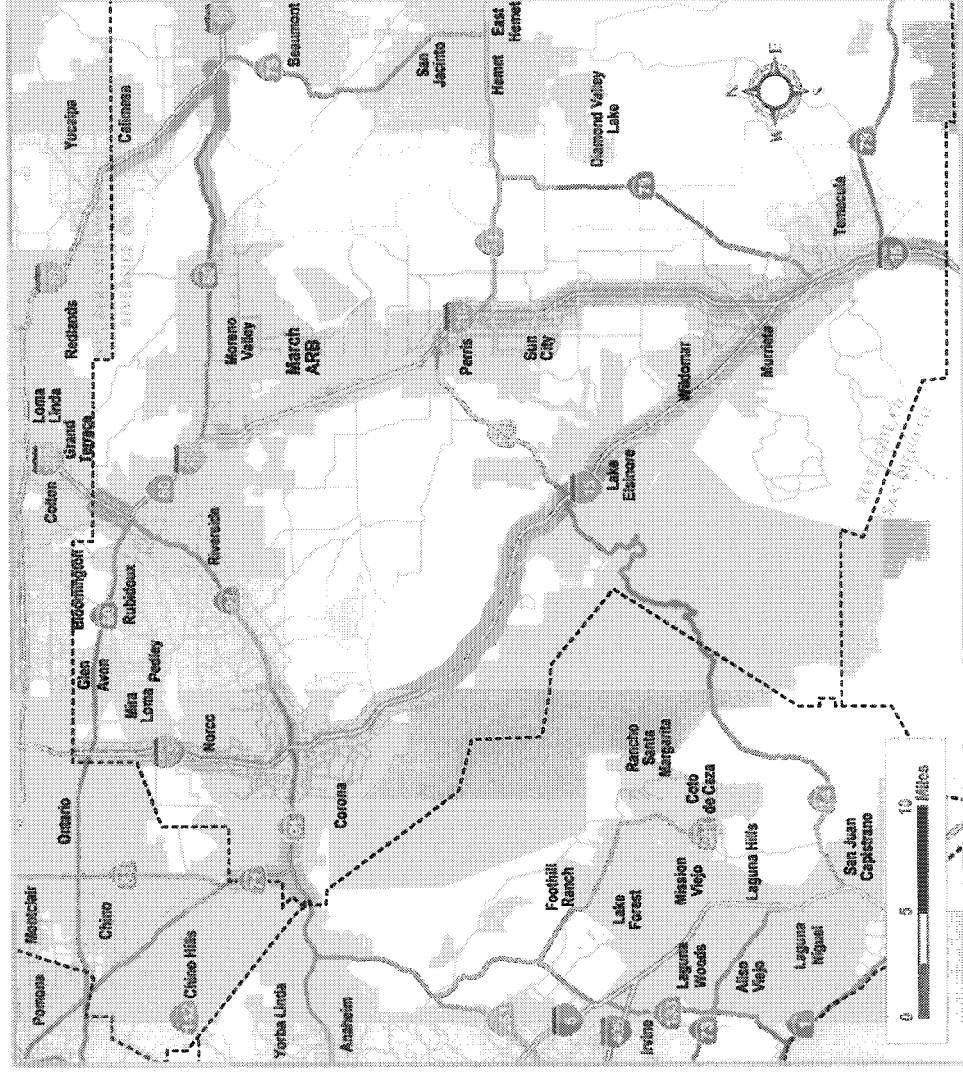


- Present a plan of action
 - Build
 - Environmental
 - Right of Way
- Discuss development of recommendations
- Outline the cost of the proposed actions
 - Estimated build cost of \$2 billion for prioritized projects
- Identify the strategies to pay for these actions

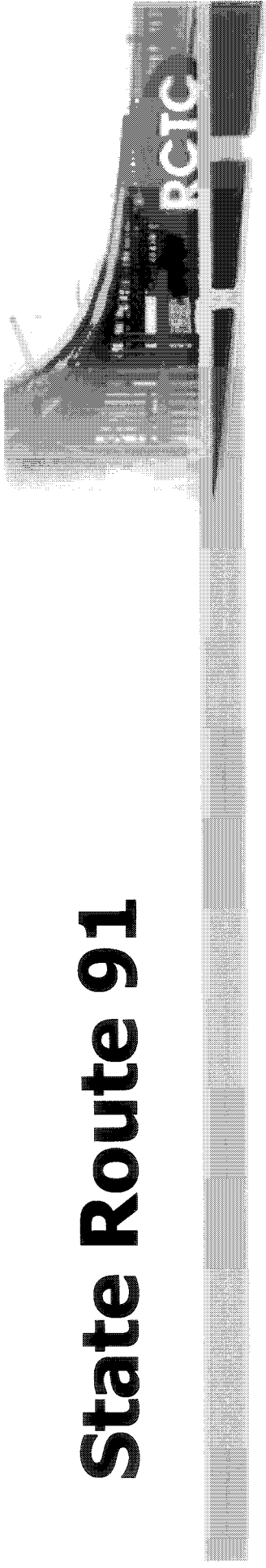
Western County Delivery Plan Priority List through 2019



- **Immediately pursue construction:**
 - Interstate 215
 - State Route 91
 - Interstate 15
 - Interstate 10
- **Pursue environmental clearance:**
 - Bi-county I-215 project
 - Mega projects: SR-79 realignment & Mid County Parkway
- **Protect right of way for mega projects**
- **Consider additional projects as opportunities arise**



State Route 91



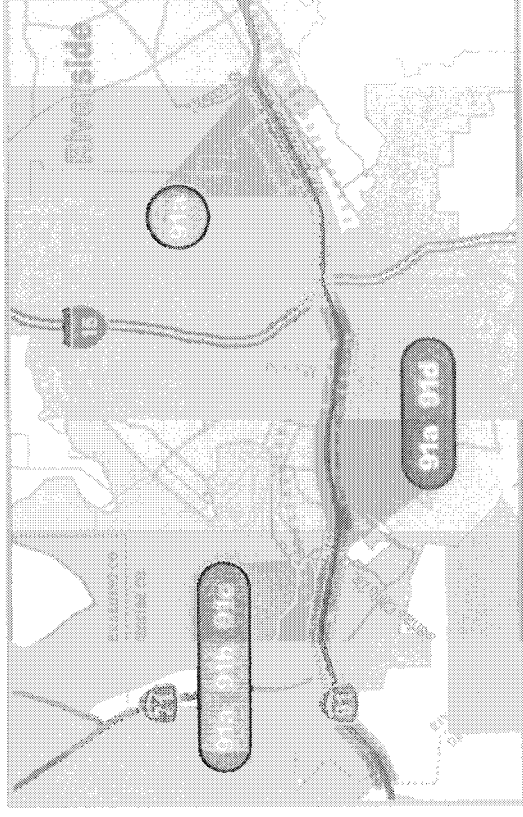
**OC Line to Pierce, & Interchange
Improvements at 71 & I-15**

**91a Add Lanes from Orange
County Line to Pierce Street**

**91b E/B Auxiliary Lane from OC
Line to Serfas Club Drive**

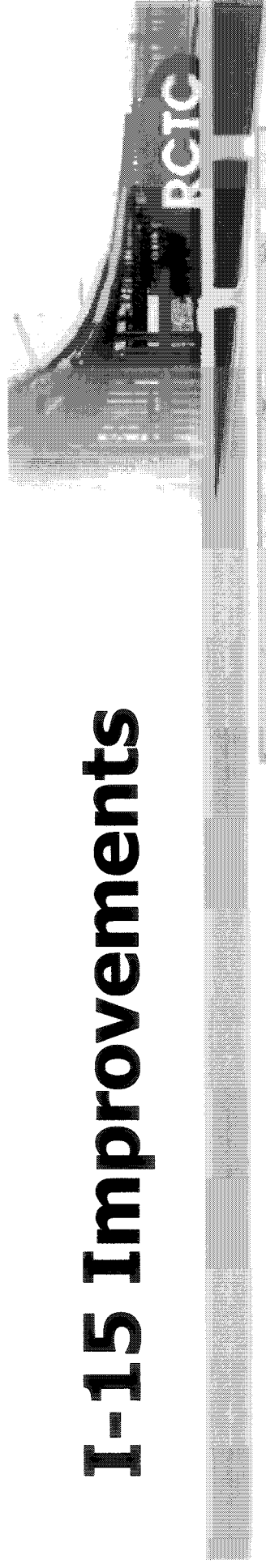
**91c Connector Improvements
and CD System at Route 71**

**91d Connector improvements
and CD System at I-15**



***Recommendation: Construct 91a through 91d & build
Two HOT Lanes from OC to I-15.***

I-15 Improvements



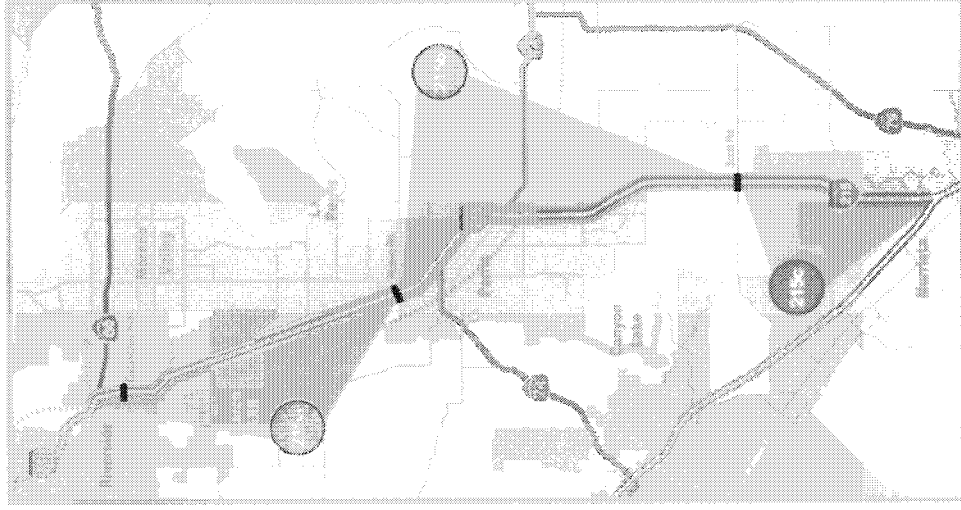
Route 60 to San Diego County

- 15A Add lanes from San Bernardino County to Route 91
- 15B Add lanes from Route 91 to Indian Truck Trail
- 15C Add lane from Indian Truck Trail to Bundy Canyon Road
- 15D Add lane from Bundy Canyon Road to I-215
- 15E Add lane from I-215 to San Diego County



Recommendation: Construct Two HOT Lanes from SB County Line to SR 74 – or – 15a through 15d

I-215 Improvements

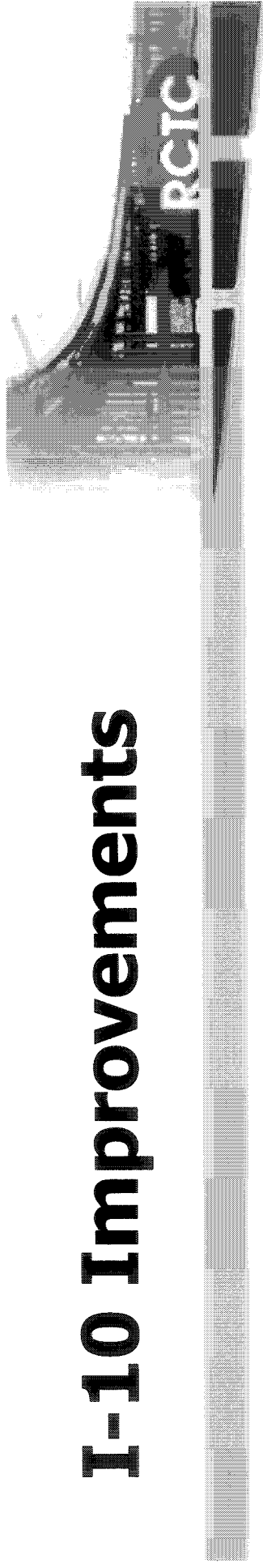


Eucalyptus to I-15

- 215a Box Springs Rd. to Nuevo Rd. (Add one Lane in each direction)**
- 215b Nuevo Rd. to Scott Rd. (Add one (1) Lane in each direction)**
- 215c Scott Rd. to I-215/I-15 (Add one (1) Lane in each direction)**

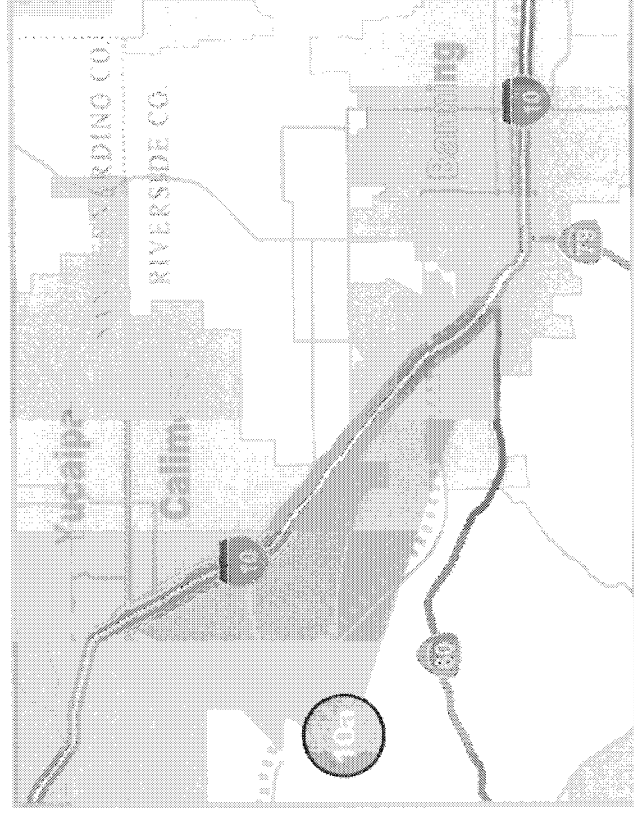
Recommendation:
Construct 215a through 215c

I-10 Improvements



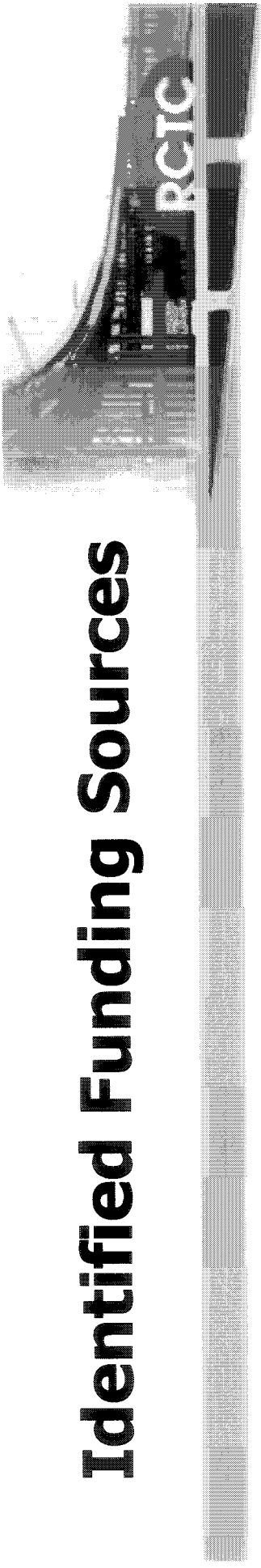
**Construct E/B Truck Climbing
Lane**

**10 A San Bernardino County
line to 60/I-10 Interchange
(Add EB truck climbing
lane)**



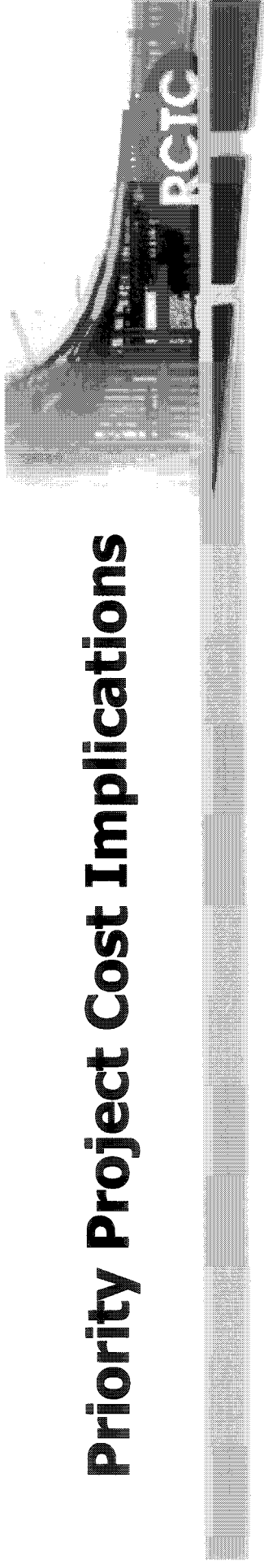
Recommendation: Construct 10A

Identified Funding Sources



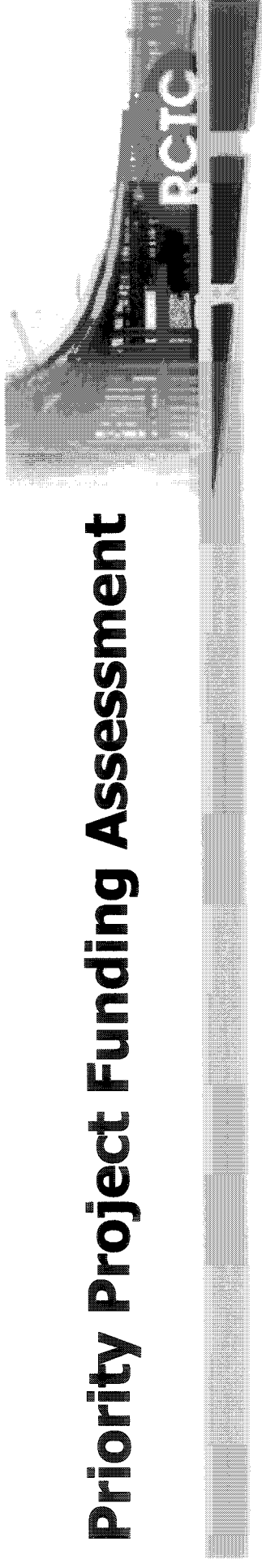
- Measure A WC highway
 - 2009 through 2019 \$ 486.2 million
 - 2019 through 2029 759.1 million
 - 2029 through 2039 1,084.8 million
- State bond revenues
- Public toll project revenues
 - Net revenues available for Measure A highway program
- State and federal funding
- Debt financing

Priority Project Cost Implications



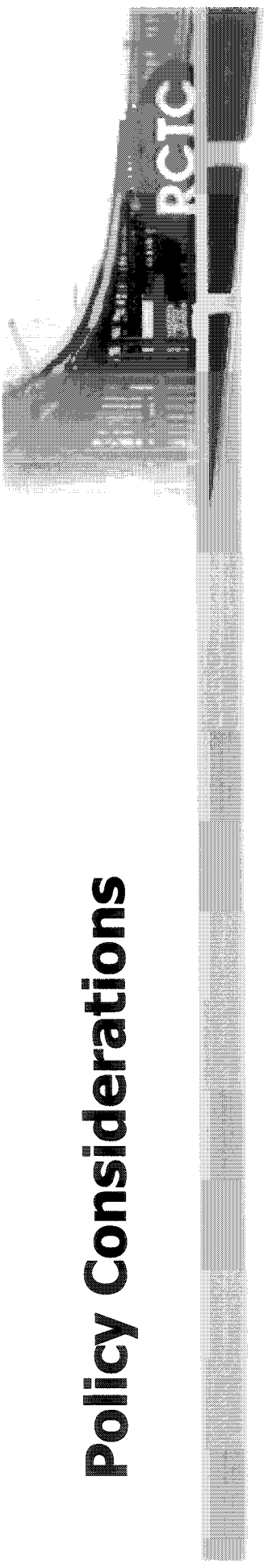
Stage Project		Cost (millions)
Build	I-215	\$ 300
Build	SR-91	1,200
Build	I-15	900
Build	I-10	50
		<u>\$ 2,450</u>
Enviro	I-215 Bi-county	\$ 55
Enviro	SR-79	39
Enviro	MCP	31
		<u>\$ 125</u>
ROW	SR-79/MCP	<u>\$ 167</u>

Priority Project Funding Assessment



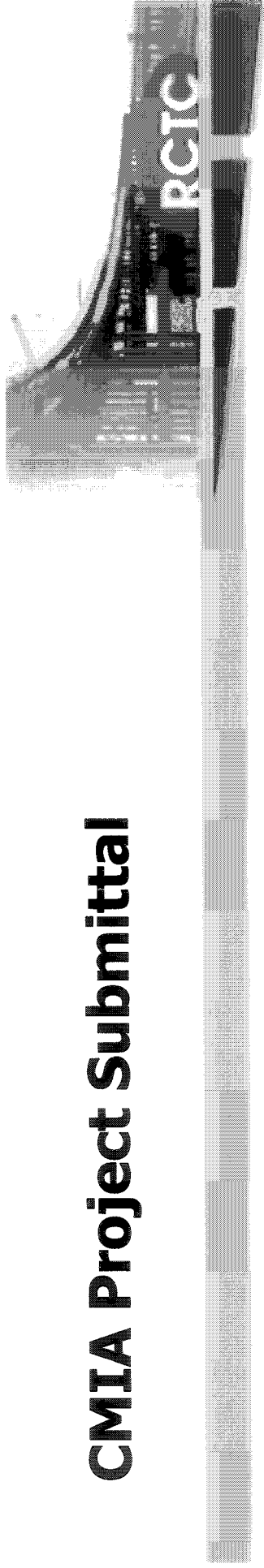
Stage Project	Cost (millions)	Funding Sources					
		Measure A	State/ Federal	CMIA	Toll Financing	TUMF	Debt Financing
Build I-215	\$ 300	✓	✓	±			±
Build SR-91	1,200	✓	✓	±	±		±
Build I-15	900	✓	✓	±	±		±
Build I-10	50	✓	✓				±
	<u>\$ 2,450</u>						
Enviro I-215 Bi-county	\$ 55	✓	✓				±
Enviro SR-79	39	✓	✓			✓	±
Enviro MCP	31	✓	✓			✓	±
	<u>\$ 125</u>						
ROW SR-79/MCP	\$ 167	✓	✓			✓	±

Policy Considerations



- Submittal of CMIA project nominations
- Existence of toll roads in Riverside County
- \$500 million Measure A debt limitation
 - Excludes toll road financing
 - Possible ballot measure in November 2008 to increase
- Distribution of excess Measure A funds received
 - Proportionality
 - Modified proportionality

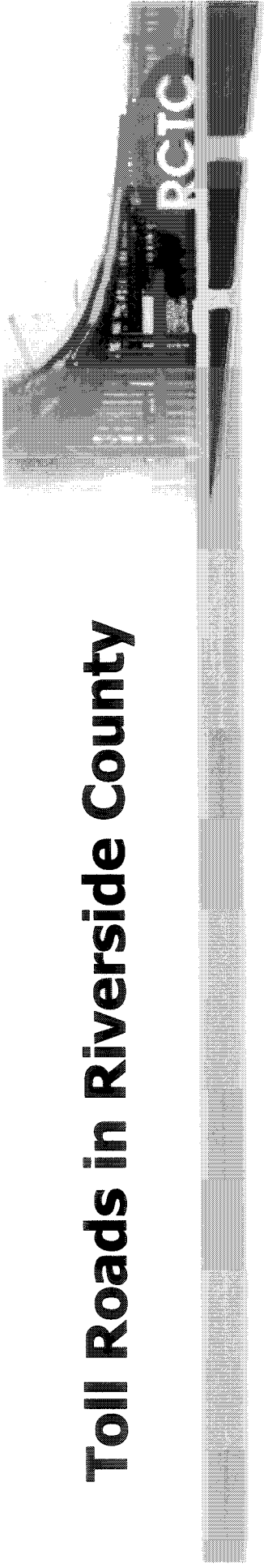
CMIA Project Submittal



Priority	Description
1	SR-91 HOV lanes (downtown Riverside)
2	SR-91 E/B auxiliary lane (jointly with OCTA)
3	I-215 one additional mixed flow lane (I-15/I-215 to Nuevo)
4	I-215 from Nuevo to Box Springs
5	SR-71/SR-91 collector roads and connector
6	I-15 from SR-91/I-15 to Indian Truck Trail, includes direct connector

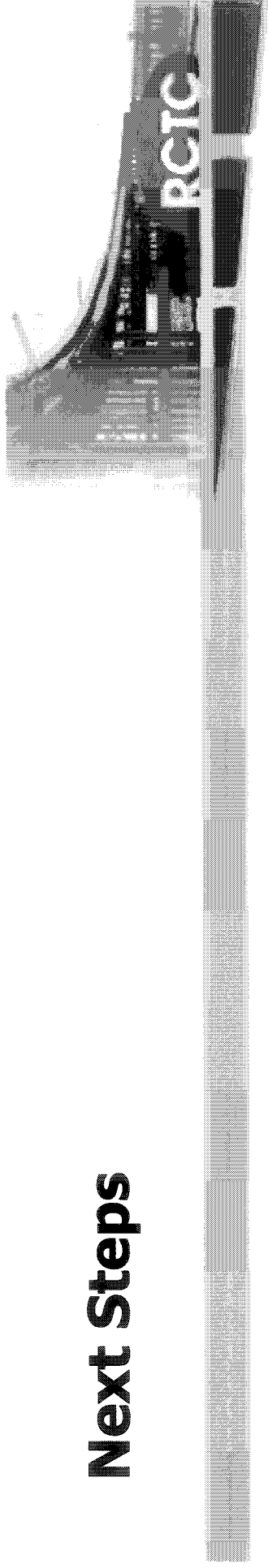
Estimated request of \$700 million-\$1.1 billion

Toll Roads in Riverside County



- Over and above Measure A program
- Public or private or public/private?
- Opportunities to build projects sooner on the 91 and I-15
- Need for legislative authority
- HOV policy implications
 - HOV 2+
 - HOV 3+

Next Steps



- Today's actions
 - Approve project priorities for first 10 years of 2009 Measure A
 - Set policy direction on public toll roads in Riverside County
 - Approve CMLA project submittal
- Future actions
 - Propose new Measure A debt limitation
 - Consider proportionality issues
 - Complete freeway study

**THE FOLLOWING IS A COPY OF THE
POWERPOINT WHICH WILL BE PRESENTED
AT THE JANUARY 8 OCTA BOARD OF
DIRECTORS' MEETING.**

Riverside County Highway Plan to Extend 91 Express Lanes

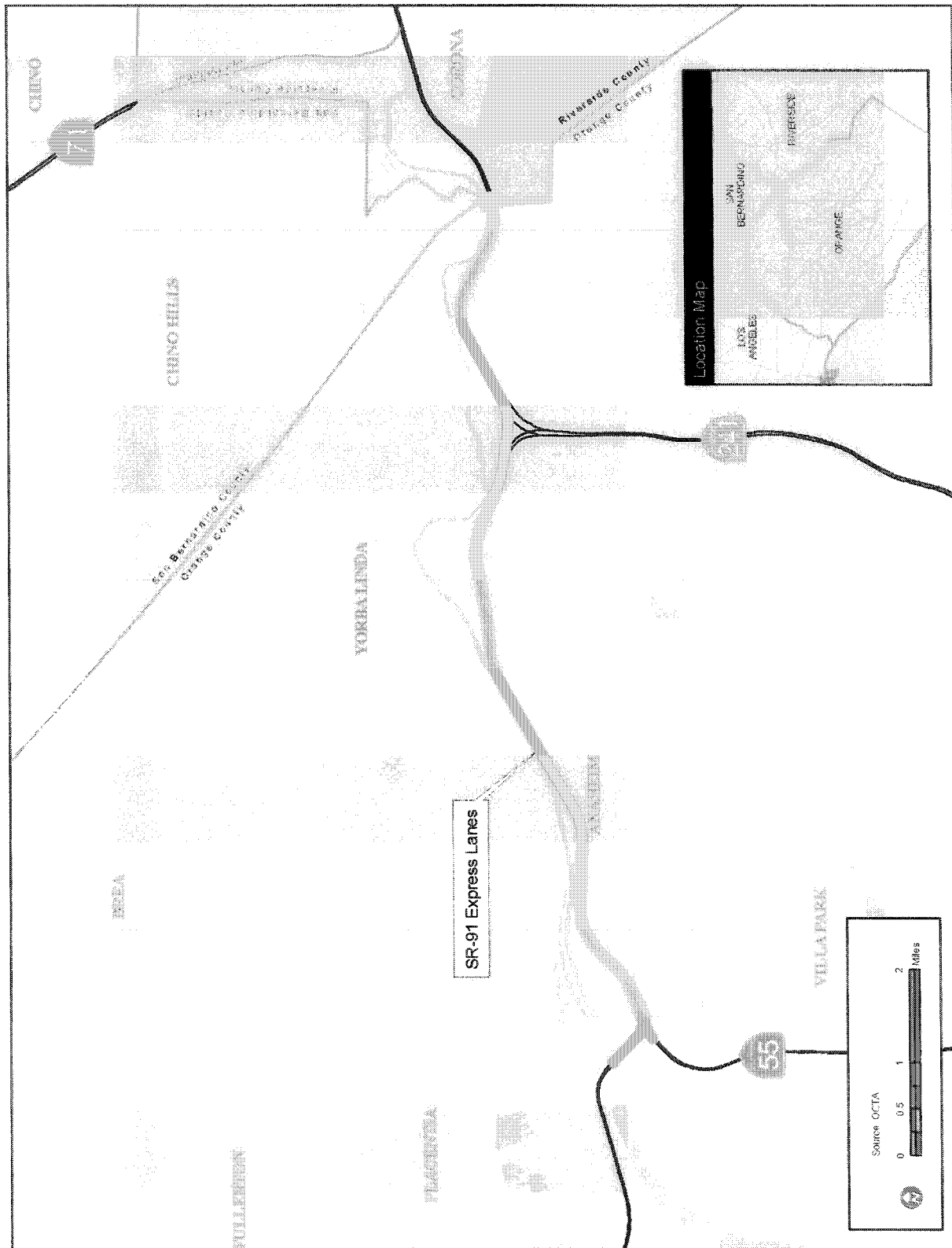
Board of Directors

January 8, 2007



Background

- State awarded franchise agreement to CPTC for 91 Express Lanes in 1990
- CPTC granted franchise to 2030 including “non-compete” provision
- Non-compete provision prohibited improvements to 30-mile section of SR-91 in exchange for private investment



SR-91 Express Lanes Project - Final Environmental Impact Statement - Draft EIS - Chapter 3: Project Description and Alternatives

Background

- AB 1010 (2002) remedied non-compete issue by:
 - Authorizing OCTA purchase from CPTC
 - Permitting assignment of franchise to OCTA
 - Eliminating non-compete provision
 - Requiring toll reinvestment in SR-91 facility
 - Establishing bi-county SR-91 Advisory Committee
 - Requiring an annual improvement plan

Background

- Other AB 1010 provisions include:
 - Authorization to collect tolls until 2030
 - Ability to extend facility and collect tolls from current terminus to I-15 (with Riverside County approval)
 - Legislative approval to sell or reassign

Background

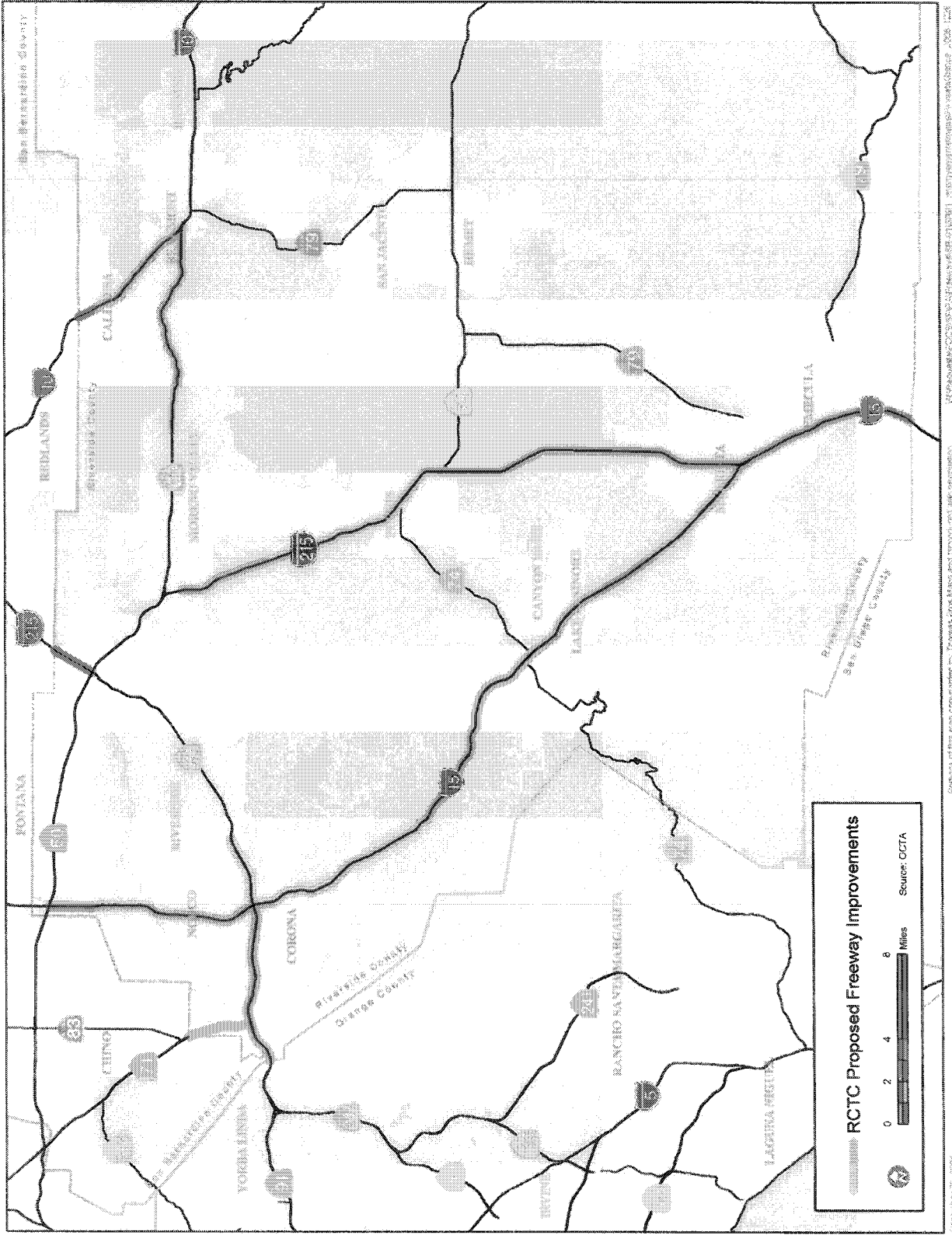
- Under OCTA ownership:
 - Adopted congestion management pricing policy
 - Implemented HOV3+ policy
 - Completed \$8 million westbound lane project
 - Completed a \$3.3 million Major Investment Study
 - Completed \$1 million Corona re-striping project
 - Provided \$2.5 million for the SR-241 to SR-71 eastbound lane EIR

Background

- Bi-county planning for SR-91 corridor improvements accomplished through:
 - Riverside County/Orange County Major Investment Study (12/2005)
 - SR-91 Implementation Plan (annually updated)
 - Project specific documents underway

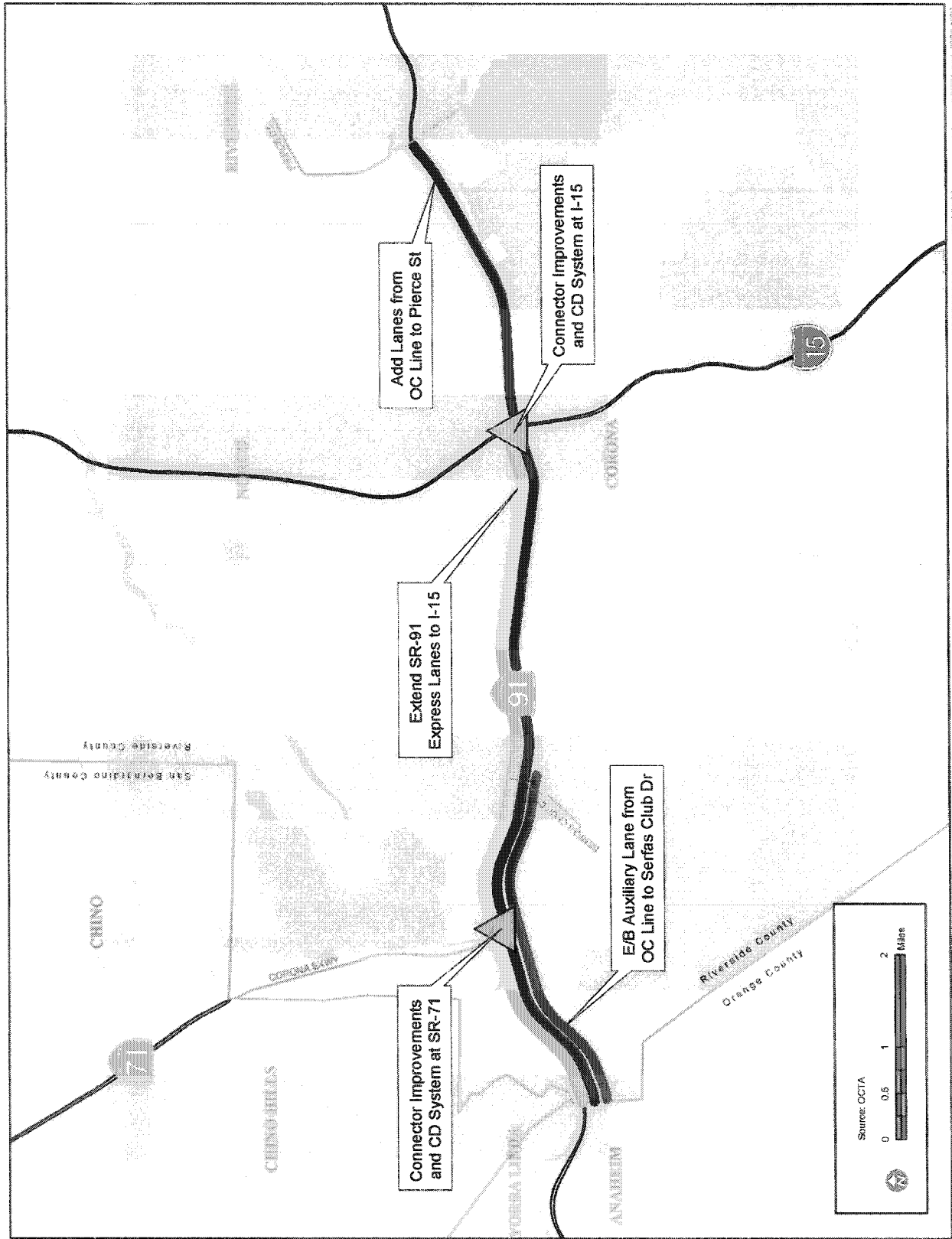
RCTC Plan Overview

- Focused on Riverside County freeway project delivery given current economic climate and future demand
- Establishes western Riverside County freeway priorities through 2019
- Includes major widening of SR-91 and new toll facilities



SR-91 Proposal

- New lanes from Orange County line to Serfas Club and Pierce Street
- SR-71 and I-15 interchange improvements and “collector-distributor” systems
- Extension of 91 Express Lanes to I-15
 - Intermediate access at county line with additional toll



Plan Summary

- Significantly expands SR-91 corridor capacity and addresses bottleneck issues at county line
- Leverages public and private funds
- Builds on successful 91 Express Lanes policy decisions and traffic base
- Planned 2015 delivery date based on certain assumptions

Recommended Follow-up

91 Express Lanes

- 91 Express Lanes/SR-241 connection, additional capacity, and reversible operations
- Two-toll system and demand/operational issues
- Franchise agreement and bond indenture terms
- Vollmer toll and revenue study and disclosure to rating agencies

Other issues

- Renewed Measure M integration
- Coordination with TCA and SANDAG
- Major Investment Study Corridor “A” analysis

Next Steps

- Discuss follow-up issues at next Regional Planning and Highways Committee
- Return to the Board on January 22, 2007 with policy direction
- Request RCTC presentation at upcoming SR-91 Advisory Committee
- Direct staff to continue follow-up discussion and analysis



January 8, 2007

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: Public Hearing for Proposed Fare Increase on Express Bus Routes 757 and 758

Overview

In July 2006 the Orange County Transportation Authority implemented new and improved express bus service on routes 757 (Pomona to Santa Ana Express) and 758 (Chino to Irvine Spectrum Express), and established a six-month introductory fare of \$1.25. In December 2006 the Board approved an extension of the introductory fare period to January 22, 2007, and set January 8, 2007, as the public hearing date to receive public comment on the proposed permanent fare to be established on routes 757 and 758.

Recommendations

- A. Approve an express bus fare of \$2.50 and a charge of \$86.00 for the express 30-day pass and apply to routes 757 and 758.
- B. Establish January 22, 2007, as the effective date for the change in fare for routes 757 and 758.

Background

Last summer, the Orange County Transportation Authority (Authority) Board of Directors implemented new and improved express bus routes 757 and 758 operating between points of origin in Los Angeles and San Bernardino counties and employment centers in Orange County. As part of the implementation process, the Board approved a six-month promotional fare of \$1.25 scheduled to expire in early January 2007. Throughout this promotional period, customers have been able to purchase current 30-day monthly passes for \$45 in lieu of paying cash fares.

In December the Board approved staff's proposal to extend the promotional fare period through January 21, 2007, and conduct a public hearing on

January 8, 2007, to receive public input and comment on the proposal to establish a new express bus fare of \$2.50. With Board approval, the new fare would be applied to express routes 757 and 758 effective January 22, 2007.

Discussion

The Authority currently has a regular inter-county express fare of \$3.75. While routes 757 and 758 are inter-county, they have more stops than other inter-county services and travel along the higher speed facilities is more limited. Accordingly, staff proposes a fare of \$2.50 for routes 757 and 758. Prepaid monthly express bus passes priced at \$86.00 are also recommended.

With the approval of the Board of Directors, staff is recommending the regular cash fare for routes 757 and 758 be set at \$2.50, effective January 22, 2007. In addition, a new monthly express bus pass priced at \$86.00 is recommended to be offered that would cover the full fare on routes 757 and 758. Finally, with Board approval, the Authority's Schedule of Tariffs will be updated prior to the effective date to include the new express bus fare of \$2.50 and the new monthly prepaid express bus passes. Notices stating the approved fare change will be distributed aboard buses and on the Authority's web site prior to the implementation date to provide riders with detailed information of the fare change.

Summary

Based on the public comments received and approval from the Board of Directors, the fare changes for routes 757 and 758 will become effective Monday, January 22, 2007. The Authority's Schedule of Tariffs will be updated to include the new express bus fare of \$2.50 and the new monthly prepaid express bus passes. Notices will be distributed to provide riders with the approved fare change information.

Attachment

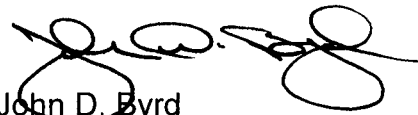
A. Express Bus Route Maps

Prepared by:

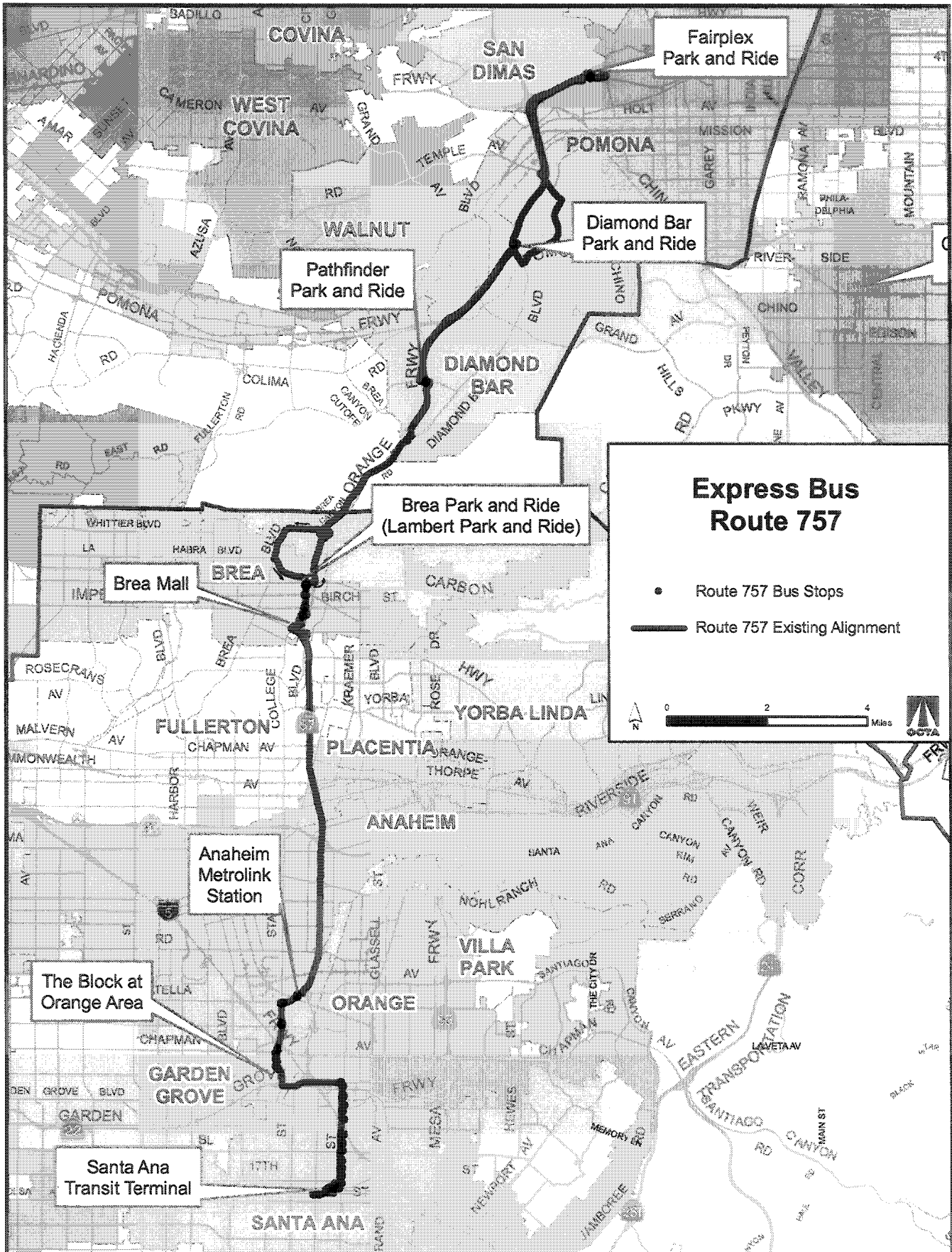


Scott Holmes
Manager, Service Planning
and Customer Advocacy
(714) 560-5710

Approved by:



John D. Byrd
General Manager, Transit
(714) 560-5341



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
December 11, 2006

Call to Order

The December 11, 2006, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Brown at 9:02 a.m. at the Orange County Transportation Authority Headquarters, Orange, California.

Roll Call

Directors Present: Arthur C. Brown, Chairman
Carolyn Cavecche, Vice Chair
Jerry Amante
Peter Buffa
Bill Campbell
Paul Glaab
Cathy Green
John Moorlach
Curt Pringle
Miguel Pulido
Mark Rosen
Thomas W. Wilson
Gregory T. Winterbottom
Jim Beil, attending for Cindy Quon, Governor's Ex-Officio Member

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

Directors Absent: Richard Dixon
Chris Norby

Invocation

Vice Chair Cavecche gave the invocation.

Pledge of Allegiance

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

Public Comments on Agenda Items

Chairman Brown 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. Presentation of Resolution of Appreciation to Director Tom Wilson

Chairman Brown presented a resolution of appreciation to Director Tom Wilson and highlighted his particular areas of contribution over his several years on the OCTA Board of Directors.

2. Administration of Oaths of Office to New Board Members

General Counsel, Kennard R. Smart, Jr., administered the oaths of office to new Board Members Jerry Amante, Paul Glaab, and John Moorlach.

3. Presentation of Resolutions of Appreciation for Employees of the Month for December 2006

Chairman Brown presented Orange County Transportation Authority Resolutions of Appreciation Nos. 2006-135, 2006-136, 2006-137 to David Sandberg, Coach Operator; Patrick Courchaine, Maintenance; and Christina Byrne, Administration, as Employees of the Month for December 2006.

4. Presentation of Resolution of Appreciation to Orange County Sheriff's Department Employee of the Quarter

Chairman Brown presented Orange County Transportation Authority Resolution of Appreciation No. 2006-138 to Orange County Sheriff's Deputy Chet Parker.

Consent Calendar (Items 5 through 20)

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

Orange County Transportation Authority Consent Calendar Matters

5. Approval of Resolution of Appreciation to Director Tom Wilson

A motion was made by Director Pringle, seconded by Director Green, and declared passed by those present, to approve the resolution of appreciation for Director Tom Wilson.

6. Approval of Minutes

A motion was made by Director Pringle, seconded by Director Green, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of November 27, 2006.

7. Approval of Resolutions of Appreciation for Employees of the Month for December 2006

A motion was made by Director Pringle, seconded by Director Green, and declared passed by those present, to adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2006-135, 2006-136, and 2006-137 to David Sandberg, Coach Operator; Patrick Courchaine, Maintenance; and Christina Byrne, Administration, as Employees of the Month for December 2006.

8. Approval of Resolution of Appreciation to Orange County Sheriff's Department Employee of the Quarter

A motion was made by Director Pringle, seconded by Director Green, and declared passed by those present, to adopt Orange County Transportation Authority Resolution of Appreciation No. 2006-138 for Orange County Sheriff's Deputy Chet Parker.

9. Proposed Board of Directors' Meeting Calendar for the Year 2007 and Request to Cancel the December 24, 2007, Board Meeting

Director Campbell pulled this item for discussion and requested that some dates be considered for changes. A brief discussion followed and a motion was made by Vice Chair Cavecche, seconded by Director Wilson, and declared passed by those present, to table this item until the January 8, 2007, Board meeting.

9. **(Continued)**

Director Campbell suggested that the May 25 meeting be re-scheduled to Tuesday, May 29, and he also noted that the second sentence of Recommendation B (regarding resuming meetings in 2008) should be corrected to read as follows:

B. Authorize staff to cancel the meeting of December 24, 2007. Board meetings shall resume on Monday, **January 14, 2008.**

10. **Contract Extension for Federal Legislative Advocacy and Consulting Services**

Director Rosen pulled this item for comment and expressed his concern that OCTA is spending a great deal of money for all of the advocates, yet Orange County did not fare well in the reauthorization monies. He further stated he feels that lobbying expenses should be reduced at this time.

Director Rosen summarized what he felt had been each advocate's contribution to the OCTA efforts, and made comments as to which advocates could be reduced or eliminated altogether.

Director Pringle stated that he agreed with Director Rosen's comments and suggested extending the contracts for 6 months, defining accountability of each lobbyist, and would like clear requirements set. Director Pringle also requested that a reports be provided by the lobbyists as to what they have achieved and what their plans are for future efforts on OCTA's behalf.

Director Campbell stated that while some small changes have been suggested, it may make sense to go with one large lobbying firm rather than go with several individuals. He agreed with Director Pringle that reports should be provided to the Board to recount work that has been done by the lobbyists.

Director Buffa stated that he agreed with Directors Campbell and Pringle, and these same points had been addressed at Committee before bringing this recommendation to the full Board.

A motion was made by Director Campbell and seconded by Vice Chair Cavecche, to approve recommendation per the direction of the Legislative and Government Affairs/Public Communications Committee to extend the federal legislative advocacy and consulting contracts for one year according to the allocated amounts specified in this report.

Director Pulido requested to amend the motion by stipulating a 6-month period of extension of the contracts. Director Campbell accepted this amendment to his motion.

CEO, Arthur T. Leahy, expressed concern for a change in lobbyists taking place at the same time the spring session begins, and to change teams at that time could be problematic.

10. (Continued)

Director Pulido stated that with that timeline in mind, he would withdraw his amendment to Director Campbell's motion.

Director Pringle stated that a Request for Proposals should be sent out in anticipation of these contracts expiring and evaluate the proposals received. He also feels an important message is conveyed through that process.

Motion was declared passed by those present, with Director Rosen voting to oppose.

11. Management Staff for Delivery of Highway and Transit Projects

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

- A. Amend the Orange County Transportation Authority Fiscal Year 2006-07 Budget Staffing Plan to add the positions of Director, Transit Project Delivery, and Director, Highway Project Delivery.
- B. Amend the Orange County Transportation Authority Fiscal Year 2006-07 Salaries and Benefits Budget by \$200,000 to accommodate the new positions for the balance of the fiscal year.

12. Final Agreement with Parsons Transportation Group for the San Diego Freeway (Interstate 405) Project Study Report

Director Moorlach pulled this item for discussion and asked if OCTA would be broadening the right-of-way aspect of this project. He requested an updated on this issue.

Paul Taylor, Executive Director of Development, responded that the results of the Major Investment Study, which would be the input to this project development study, were to widen the freeway within the existing right-of-way, and to minimize, if not eliminate, additional right-of-way acquisition. He further stated that the purpose of this effort will be to see how much capacity we can get within that footprint that has been established by the Major Investment Study

Mr. Taylor stated that the Board's conclusion at the end of the Major Investment Study was that OCTA would do minimal, if any, right-of-way expansion, and the direction to staff was to work through and with Caltrans to see how much of the traffic problem could be resolved within that constraint.

12. (Continued)

Director Campbell asked if is this the same Parsons that is managing our State Route 22 Project, and Chief Executive Officer (CEO), Arthur T. Leahy, replied it is, and Director Campbell inquired why Parsons did not tell us that the contractor was going to be late.

CEO, Arthur T. Leahy, responded that a meeting will be held with Parsons and staff will have that discussion as to the information flow which occurred in the weeks prior. Director Campbell stated that he will look forward to that debriefing.

Director Campbell stated that an issue of concern to him is that the authorization by the Board was for an amount not to exceed \$900,000, and the bid came in at \$899,950. He stated that on some boards on which he sits, two bidders are approved, and staff is allowed to identify a first and second choice. They then proceed to negotiate with the first, and if the price is too out of line, staff then proceeds to the second firm. In that way, there is a little competition in the without establishing a not-to-exceed requirement.

Director Pringle inquired if that is something OCTA can legally can do - if staff can negotiate with one, and then if it is felt the bidder has not met satisfaction, negotiate with another. He stated he does not believe price can be used to determine the award of an engineering contract.

General Counsel, Kennard R. Smart, Jr., stated that staff cannot use price in determining whom to select; however, the initial selection as to who is selected is based on quality in the proposals - everything other than economics. Then, staff can proceed to negotiate with the selected firm. If an agreement as to an appropriate sum of money is not reached, staff may return to the Board, and the Board makes the decision as to whether to negotiate with a different firm.

Mr. Smart stated that there are two sets of laws to look at – federal, California. If, OCTA has federal funding, then the federal Brooks Act must be complied with. If federal funding is not involved, then OCTA only needs to be in compliance with California law. He further stated that the final goal is to reach an agreement and cost can be included as part of the consideration. The Board made an earlier decision to select Parsons, not knowing what the economics were or what their proposal would be, although the action included a dollar figure not-to-exceed because that was staff's estimate of the value of the project.

A motion was made by Director Buffa, seconded by Director Campbell, and declared passed by those present, to authorize the Chief Executive Officer to execute an agreement with Parsons Transportation Group for the San Diego Freeway (Interstate 405) Project Study Report for an amount not to exceed \$899,950.

13. Rail Program Status Update

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

14. Fiscal Year 2005-06 Comprehensive Annual Financial Report

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

15. Agreement for Security Program Development Services

A motion was made by Director Pringle, seconded by Director Green, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-6-0684 between the Orange County Transportation Authority and Strativa, Inc., in an amount not to exceed \$241,050, for professional services to develop detailed security policies, standards and guidelines, and risk framework.

16. Amendment to Agreement C-1-1853 with Alta Resources

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

- A. Authorize the Chief Executive Officer to execute Amendment No. 8 to Agreement C-1-1853 between the Orange County Transportation Authority and Alta Resources in an amount not to exceed \$73,000. Funds are available in the fiscal year 2006-2007 budget.
- B. Return to the Board of Directors in the first quarter of 2007 with updated call volume projections.

Orange County Service Authority for Freeway Emergencies Consent Calendar Matters

17. Amendment to Agreement with California Coach Orange for Freeway Service Patrol Tow Services

Director Rosen pulled this item for comment and stated that the City of Garden Grove has a rotational towing list where tow truck companies can be called out to remove vehicles related to accidents, crime scenes, etc. In that instance, the City does not pay the tow truck company; the tow truck companies vie to be on the list because they make their money from the impound or storage of the vehicles.

Director Rosen requested a cost-benefit analysis of paying these companies to do something that tow truck companies would otherwise bid on.

17. (Continued)

CEO, Arthur T. Leahy, stated that this service is funded through a \$1.00 fee which is part of the California drivers' vehicle registration paid annually.

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

- A. Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-5-0081 between the Orange County Transportation Authority and California Coach Orange for additional funding to conduct a pilot program of weekend Freeway Service Patrol services for the period of December 2006 to June 2008, in an amount not to exceed \$354,832.
- B. Authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-5-0081 between the Orange County Transportation Authority and California Coach Orange for additional funding for Freeway Service Patrol services from December 2006 to June 2008, for the Santa Ana Freeway (Interstate 5) Gateway project, in an amount not to exceed \$204,867.

18. Fiscal Year 2006-07 Freeway Service Patrol Fund Transfer Agreement

A motion was made by Director Pringle, seconded by Director Green, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-6-0797 between the Orange County Transportation Authority and California Department of Transportation for fiscal year 2006-07 Freeway Service Patrol funding.

Orange County Local Transportation Authority Consent Calendar Matters

19. Amendment No. 3 to Agreement C-3-0473 for Disadvantaged Business Enterprise Services in Support of the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project

Chairman Brown pulled this item for correction, in that this should read "Amendment No. 4", rather than Amendment No. 3.

A motion was made by Director Pringle, seconded by Director Green, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-3-0473 between the Orange County Transportation Authority and Padilla & Associates, Inc., in an amount not to exceed \$210,000, for Disadvantaged Business Enterprise consultant services for the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project.

Orange County Transit District Consent Calendar Matters

20. Request to Release Request for Proposals for a Compressed Natural Gas Fueling Station at the Anaheim and Garden Grove Bases

Director Campbell pulled this item for discussion. He stated that staff had been requested to come forward with the rating percentages for decisions on the proposals. He inquired as to the rating system, recognizing that this had gone through Committee. He referenced page two, with the qualifications of the firm at 40 percent; staffing at 20 percent; work plan at 15 percent, and cost and price at 25 percent.

A motion was made by Director Campbell, seconded by Director Pulido, and declared passed by those present, to change the proposed evaluation criteria and weighting in accordance with procedures for fixed assets, competitive negotiation procurements, so that the work plan would be worth 25 percent, the qualifications of the firm at 30 percent, and 25 percent to the cost and price, 20 percent to the staffing.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

21. Proposition 1B Corridor Mobility Improvement Account Project Submissions

CEO, Arthur T. Leahy, provided opening comments and introduced Kia Mortazavi, Director of Strategic Planning, who provided a history of the passage of Proposition 1B and components. He further summarized the plan for determining the request for funds and proposed listing of projects to be developed.

CEO, Arthur T. Leahy, stated that the next step will be to take the list of projects to the California Transportation Commission (CTC) in February. He stated that staff will be briefing the current Chair, Marian Bergeson from Orange County. Mr. Leahy informed Directors that these are very good projects which merit funding; OCTA has a strong local match; and OCTA's projects are ready to move quickly to make the deadline. All these points will be argued as funding for projects is considered by the CTC.

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

- A. Authorize the Chief Executive Officer to submit project nominations to the California Transportation Commission for the Corridor Mobility Improvement Account established by the passage of Proposition 1B.
- B. Authorize the Chief Executive Officer to commit local matching funds as proposed.

21. (Continued)

- C. Authorize the Chief Executive Officer to prioritize the project submissions as proposed.
- D. Authorize staff to process all necessary amendments to the Regional Federal Transportation Improvement Program to facilitate the above actions.

Orange County Transit District Regular Calendar Matters

22. Proposed Fare Increase for Express Bus Routes 757 and 758

Scott Holmes, Manager of Service Planning, provided a verbal presentation on the upcoming public hearing and fare increase for designated express routes.

Director Pringle stated he did not recall the number of stops in Santa Ana presented on earlier versions of the referenced map and requested that prior copies of the map be provided to him. He further stated that he cannot support these routes being designated as “express routes” when so many stops are involved.

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

- A. Extend the promotional fare for Route 757 and Route 758 from January 3, 2007, through January 21, 2007.
- B. Conduct a public hearing on January 8, 2007, and receive public comment regarding the proposal to increase fares on routes 757 and 758 from \$1.25 to \$2.50.
- C. Following review of the public comment, establish January 22, 2007, as the effective date for the change in fare for routes 757 and 758.

Director Pringle voted to oppose this motion.

Other Matters

23. ACCESS Service Update

Erin Rogers, Manager of Contract Transportation Services, provided a verbal and PowerPoint update on the ACCESS service provided by Veolia.

A brief question-and-answer period followed, and Director Buffa requested that staff compare and contrast OCTA's service with that of Las Vegas – how many buses, how many trips, comparison of service provided. Director Campbell requested that Foothill Transit be included in this comparison.

23. (Continued)

A motion was made by Director Winterbottom, seconded by Director Pringle, and declared passed by those present, to approve the scheduling parameters laid out on slide 10 of the PowerPoint presentation regarding the cancellation and no-show policy, the policy for advance reservations, and increased use of subscription trips.

24. Chairman's Goals Status Report

Chairman Brown referred to the goals matrix provided and invited Directors to contact him if they have any questions.

25. Chief Executive Officer's Goals Status Report

CEO, Arthur T. Leahy, referenced the status report provided, along with a matrix, and stated goals are on-track for completion through the end of the year.

26. Chief Executive Officer's Report

CEO, Arthur T. Leahy, informed the Board that there will be free fares on OCTA buses on New Year's Eve in the interest of public safety.

Mr. Leahy stated that the progress continues on the State Route 22 freeway, with the lanes east of Magnolia Street now open as of December 9. He further stated that landscaping work will continue into mid-2007.

27. Directors' Reports

Director Campbell stated that he recently drove the newer areas of the State Route 22 and appreciates the continual ingress/egress of the high occupancy lanes project.

Director Green stated that she recently requested discussions take place regarding express buses from Anaheim to Huntington Beach for recently-transferred Boeing employees.

Director Amante expressed his appreciation for joining the Board and looks forward to his involvement on important transportation issues. Director Glaab echoed Director Amante's comments.

Chairman Brown recognized Mayor Lou Bone who was in attendance in the audience at this meeting. The Chairman expressed his appreciation for a letter received on behalf of the 32 environmental groups in support of Measure M for efforts to assist with those groups' concerns and desires.

The Chairman informed Members that he, along with Director Wilson and OCTA staff, traveled to New York and met with investment groups and insurance companies.

28. Public Comments

Chairman Brown stated that members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action 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.

29. Closed Session

General Counsel, Kennard R. Smart, Jr., advised that a Closed Session would be held pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Sherry Bolander regarding collective bargaining agreement negotiations with the Teamsters Local 952 representing the coach operators.

30. Adjournment

The meeting adjourned at 12:00 p.m. Chairman Brown announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board would be held at **9:00 a.m. on January 8, 2007**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

ATTEST

Wendy Knowles
Clerk of the Board

Arthur C. Brown
OCTA Chairman

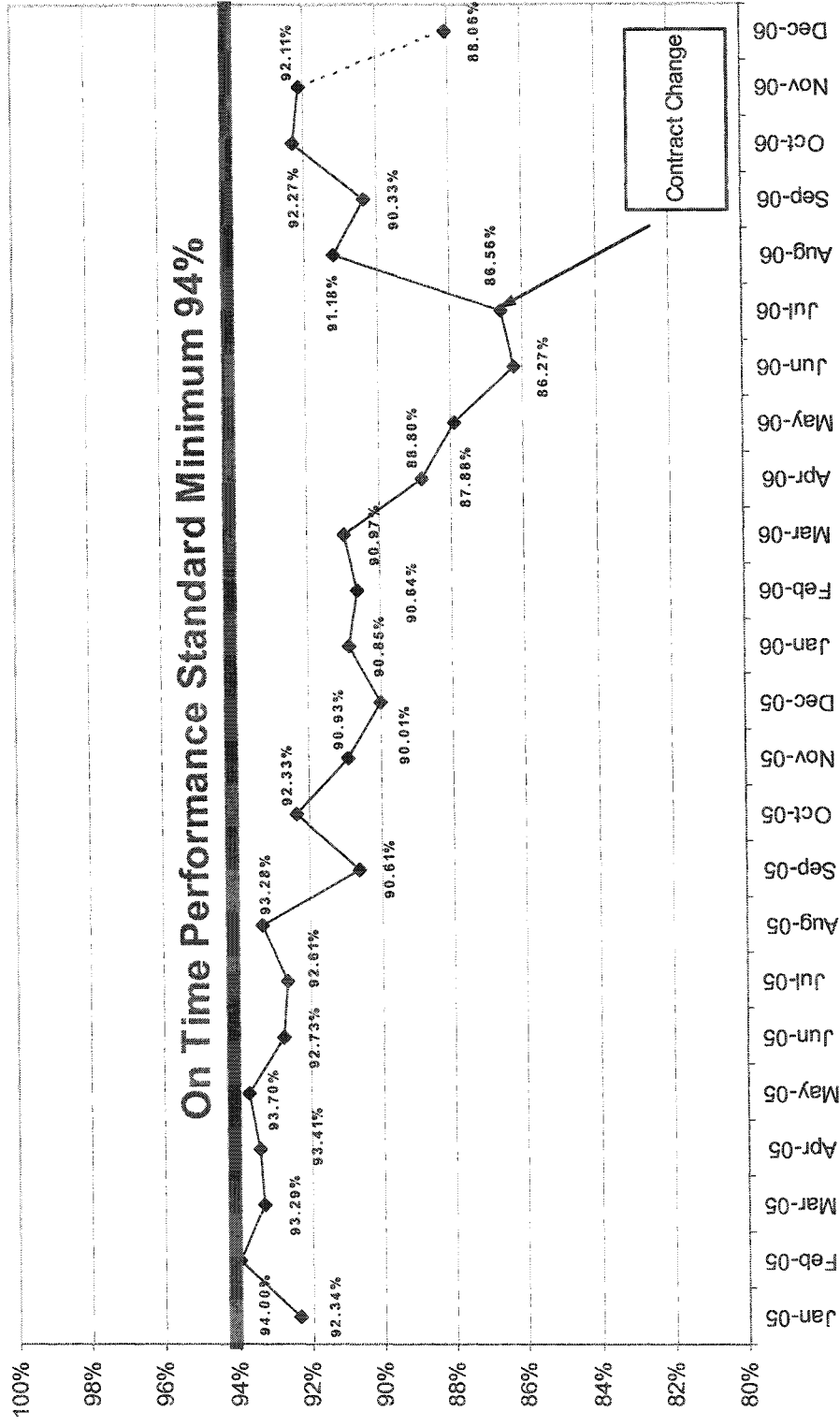
ACCESS Service Update

Board of Directors Meeting

January 8, 2007

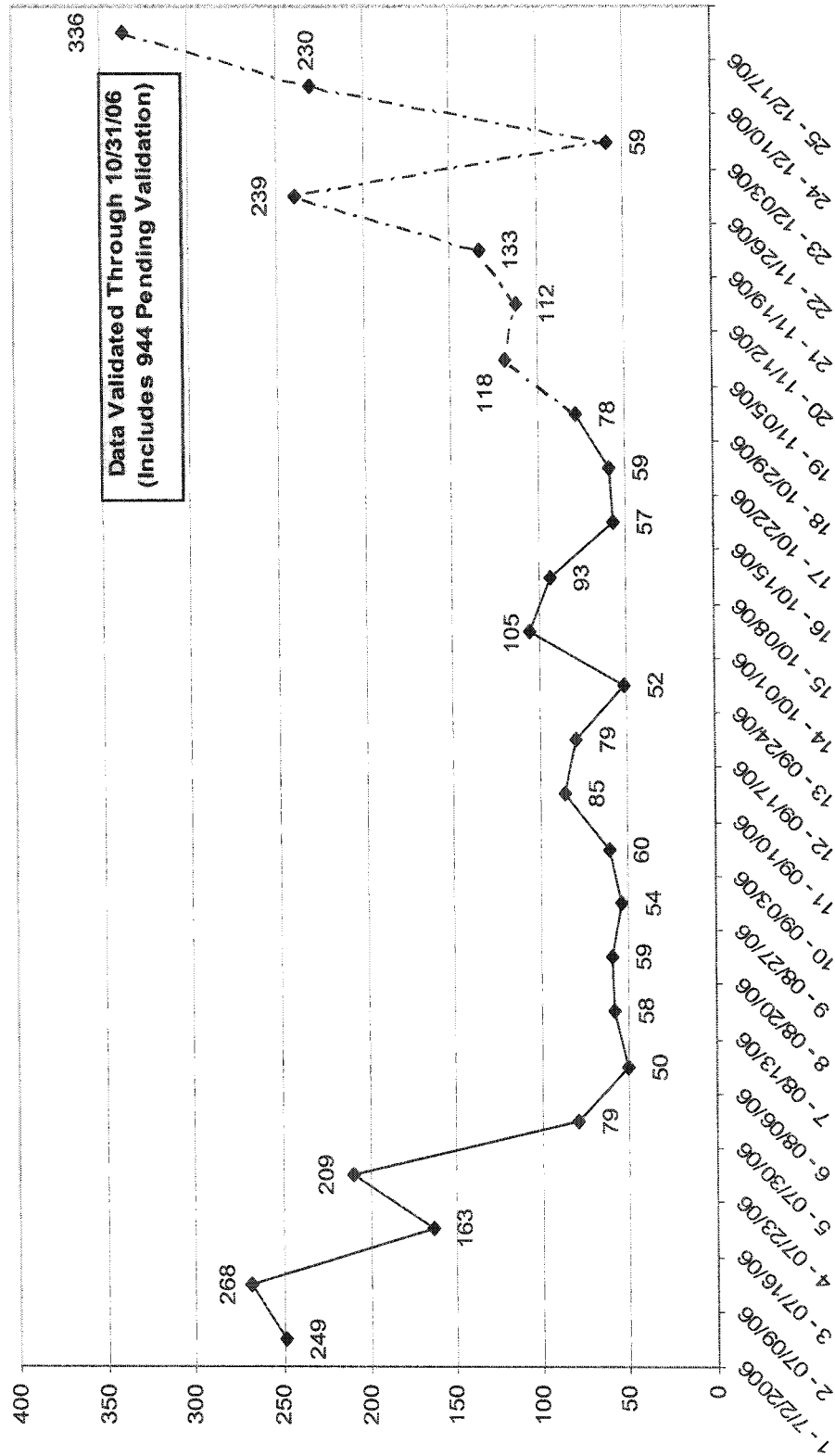


ACCESS Monthly On-Time Performance

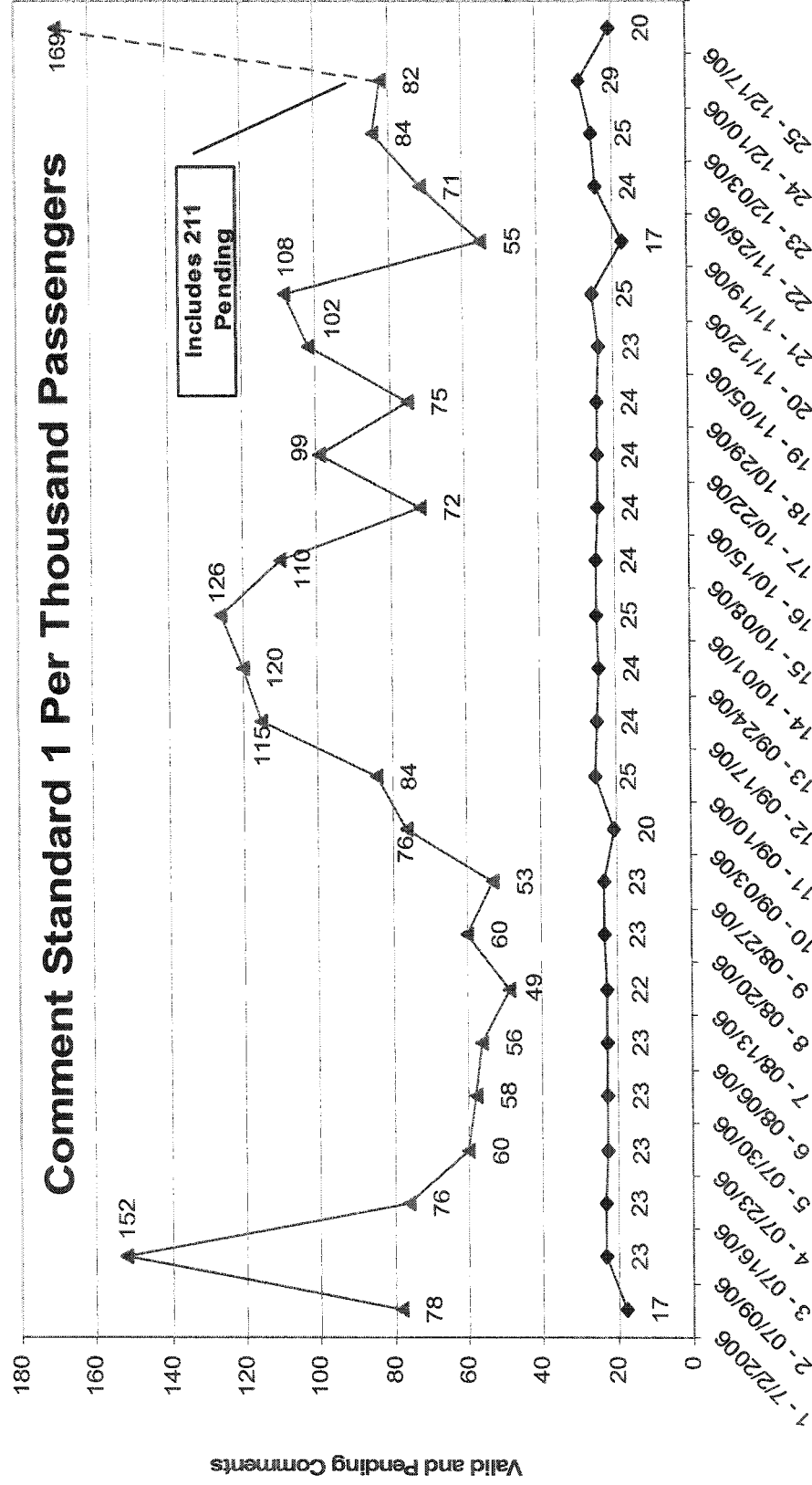


ACCESS

Service Delivery Failures



ACCESS Weekly Customer Comments vs. Contract Standard



Current Initiatives

- **Working with Trapeze on Mobile Data Terminal (MDT) reliability**
- **Service contingency planning**
- **Authority review of dispatch function**

Next Steps

- **Continue to monitor progress against contract performance standards**
- **Actively address customer service issues**
- **Continue to provide updates to Transit Planning and Operations Committee and Board of Directors**