



AGENDA

Special Meeting of the
Orange County Transportation Authority Board
OCTA Headquarters, First Floor - Room 154
600 South Main Street, Orange, California
Friday, October 14, 2005 at 8:30 a.m.

ACTIONS

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

Agenda Descriptions

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

Public Comments on Agenda Items

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

1. **Public Comments**
2. **Closed Session**
 - A. Pursuant to Government Code Section 54956.9(a) to discuss the case of Ahmad Kourehchian v. OCTA; OCSC No. 04CC02826.
 - B. Pursuant to Government Code Section 54956.9(c).
3. **Adjournment**

Date: Friday, October 14, 2005

Time: 9:00 a.m.

Where: Orange County Transportation Authority Headquarters
600 South Main Street, First Floor - Conference Room 154
Orange, California 92863-1584



AGENDA

ACTIONS

Regular Meeting of the
Orange County Transportation Authority Board of Directors
Friday, October 14, 2005 at 9:00 a.m.

Location of Board Meeting

Orange County Transportation Authority Headquarters
600 South Main Street, First Floor - Room 154
Orange, California 92863-1584

Teleconferencing Site

County of Santa Barbara
County Administration Building
Supervisor Rose's Office
105 East Anapamu Street
Santa Barbara, California 93101

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 Correa

Pledge of Allegiance

Director Cavecche

Teleconference Notice

Pursuant to California Government Code Section 54953, Director Thomas W. Wilson will participate in this meeting and vote via teleconferencing as a Member of the OCTA Board of Directors.

Agenda Descriptions

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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

Members of the public at the teleconferencing site 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 Director Wilson at the site. 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.

Special Matters

1. **Presentation of Resolution of Appreciation to the Honorable Van Tran - California State Assembly**
2. **Presentation of the American Public Transportation Association's Award for Outstanding Public Transportation System of the Year**
3. **Presentation of Resolutions of Appreciation for Employees of the Month for September 2005**

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-110, 2005-111, 2005-112 to Luis Sosa, Coach Operator, James Crow, Maintenance, and Mylinh Tran, Administration, as Employees of the Month for September 2005.

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

Present Orange County Transportation Authority Resolution of Appreciation No. 2005-113 to Orange County Sheriff's Deputy Bob Dunham.

5. **Discussion of Selection of Public Member**

Consent Calendar (Items 6 through 30)

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

Orange County Transportation Authority Consent Calendar Matters

6. **Approval of Minutes**

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of September 12, 2005.



AGENDA

ACTIONS

7. **Approval of Resolution of Appreciation to the Honorable Van Tran - California State Assembly**

8. **Approval of Resolutions of Appreciation for Employees of the Month of September 2005**

Approval of Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-110, 2005-111, 2005-112, respectively, to Coach Operator Luis Sosa, James Crow of Maintenance, and Mylinh Tran of Administration, as Employees of the Month for September 2005.

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

Approve Orange County Transportation Authority Resolution of Appreciation No. 2005-113 for Orange County Sheriff's Deputy Bob Dunham.

10. **Orange County Transportation Authority's Draft 2006 State Legislative Platform**

Alex Esparza/Richard J. Bacigalupo

Overview

An initial draft of the Orange County Transportation Authority's 2006 State Legislative Platform has been prepared for Board consideration to direct staff to circulate for further review and comment by interested parties.

Recommendations (reflects change from staff recommendation)

Authorize staff to circulate copies of the Draft 2006 State Platform to advisory groups, Orange County legislative delegations, cities, and interested members of the public.



AGENDA

ACTIONS

11. **Urban Area Security Initiative and State Homeland Security Grant Award for a Freeway Security Camera Pilot Project**
Ric Teano/Richard J. Bacigalupo

Overview

The Orange County Sheriff's Department, the City of Santa Ana and Anaheim Police Departments awarded the Orange County Transportation Authority \$250,000 in Urban Area Security Initiative and State Homeland Security Grant funds. The funds are to be used for a pilot project that will install digital security video cameras at critical freeway bridge structures. Staff will be returning to the Board with an update in December 2005.

Recommendations

- A. Authorize the Chief Executive Officer to execute the following Cooperative Agreements to accept \$250,000 in total grant awards as follows; C-5-2496 with the Orange County Sheriff's Department for \$50,000, C-5-2494 with the City of Santa Ana for \$100,000, and C-5-2495 with the City of Anaheim for \$100,000.
- B. Authorize the release of Invitations for Bid 5-2756 for installation of the Freeway Security Cameras.

12. **Fullerton Transportation Center Security Improvement**
Thomas Little/Richard J. Bacigalupo

Overview

During fiscal year 2004, the Orange County Transportation Authority applied for \$1.2 million in Federal Transit Administration Bus Discretionary funds to be earmarked for surveillance and monitoring equipment at transit centers. The Orange County Transportation Authority was awarded \$315,000, for this purpose, which requires a 20 percent local match providing a total of \$395,000, for system security upgrades.



AGENDA

ACTIONS

12. (Continued)

Recommendation

Staff requests approval to utilize the awarded Federal Transit Award funds and local match to design and install a comprehensive closed circuit television security system at the Fullerton Transportation Center. The anticipated design would become a prototype for other Metrolink stations and Orange County Transportation Authority owned transit centers.

13. Chokepoint Program Status Report

Darrell Johnson/Paul C. Taylor

Overview

The Orange County Transportation Authority and California Department of Transportation are jointly developing concepts to alleviate localized freeway congestion areas known as chokepoints. The objective of the freeway Chokepoint Program is to develop projects that can be brought forward in the near-term as funding becomes available. Staff is requesting authorization to program State Transportation Improvement Program funds, and execute an agreement in support of the Chokepoint Program.

Recommendations

- A. Authorize the Chief Executive Officer to execute a cooperative agreement with the California Department of Transportation for the Project Report/Environmental Document phase of the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane project between the Eastern Toll Road (State Route 241) and the Chino Hills Expressway (State Route 71).
- B. Authorize the use of \$225,000 of State Transportation Improvement Program funds for the Santa Ana Freeway (Interstate 5) at Culver Drive project.
- C. Authorize staff to process necessary State Transportation Improvement Program and Regional Transportation Improvement Program amendments as required by the above actions.



AGENDA

ACTIONS

13. (Continued)

- D. Direct staff to return with recommendations to address chokepoint cost issues as part of 2006 State Transportation Improvement Program process.

14. **Amendment to Agreement for Chokepoint Program Project Management Services**

Darrell Johnson/Paul C. Taylor

Overview

On February 14, 2005, the Board of Directors approved an agreement with APA Engineering, Inc., in the amount of \$145,000, to provide project management services to support the Strategic Planning Division in developing, managing, and monitoring projects within the Freeway Chokepoint Program. APA Engineering, Inc. was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-1146 between the Orange County Transportation Authority and APA Engineering Inc., in an amount not to exceed \$160,000, and extend the term of the contract through June 30, 2006, for support in developing, managing, and monitoring projects within the Freeway Chokepoint Program.

15. **Request a Public Hearing for the 2005 Orange County Congestion Management Program**

Wendy Garcia/Paul C. Taylor

Overview

The Orange County Transportation Authority is responsible for monitoring and reporting on Orange County's Congestion Management System every two years. The Congestion Management Program report has been updated for 2005 in accordance with State of California law, and a draft is being circulated for review by local agencies and the Technical Advisory Committee. A public hearing on this program will be conducted prior to Board approval.



AGENDA

ACTIONS

15. (Continued)

Recommendations

- A. Schedule a public hearing on the 2005 Orange County Congestion Management Program for the November 14, 2005, Board of Directors meeting.
- B. Direct staff to return with the final 2005 Orange County Congestion Management Program for the public hearing on November 14, 2005.

16. **Supplemental Funding Allocation for the Arterial Highway Rehabilitation Program**

Steve Montano/Paul C. Taylor

Overview

Orange County Transportation Authority staff is recommending the allocation of \$6.5 million in federal funds for 24 Arterial Highway Rehabilitation Program projects. This allocation will augment the Board action of June 27, 2005, that allocated \$208.4 million in Measure M and federal Regional Surface Transportation Program funds for local streets and roads.

Recommendations

- A. Approve the recommended supplemental Arterial Highway Rehabilitation Program project priority list nominated for the 2004 Combined Transportation Funding Program.
- B. Amend the Regional Transportation Improvement Plan to include relevant projects.
- C. Authorize Chief Executive Officer to execute amendments to local agency master funding agreements as necessary with each of the affected agencies.



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ACTIONS

17. Selection of Project Management Consultant Services for Rapid Transit Projects

Jose Martinez/Paul C. Taylor

Overview

As part of the preparation for the eventual development of rapid transit projects, proposals were solicited in accordance with the Orange County Transportation Authority's procurement policies and procedures for the retention of consultants to perform project management consultant services. These procedures are in accordance with both federal and state legal requirements.

Recommendations

- A. Authorize staff to request a cost proposal from Carter & Burgess, Inc. and negotiate an agreement for their services.
- B. Authorize the Chief Executive Officer to execute the final agreement C-5-2585 with Carter & Burgess, Inc., for an initial two-year term with a value not to exceed \$5,000,000, and two, two-year options, all subject to annual budget approval.

18. Update on Federal Transportation Enhancement Activities Projects and Funding

Jennifer Bergener/Paul C. Taylor

Overview

The Orange County Transportation Authority awards federal Transportation Enhancement Activities grants for transportation related projects that enhance the environs of transportation facilities in Orange County. A report on the progress of currently programmed federal Transportation Enhancement Activities projects is presented for review and approval.



AGENDA

ACTIONS

18. (Continued)

Recommendations

- A. Approve the timely implementation plan for currently-programmed federal Transportation Enhancement Activities.
- B. Approve the use of Transportation Enhancement Activities funding for two previously-reviewed projects: City of Westminster, Westminster Boulevard Median Landscaping and City of Fountain Valley, Ellis Avenue Sidewalk Installation; and increase funding to an existing project, City of Huntington Beach, Beach Boulevard Landscaping.
- C. Authorize staff to amend the Regional Transportation Improvement Program and the State Transportation Improvement Program as necessary to facilitate the above actions.
- D. Direct staff to initiate the process for a new Transportation Enhancement Activities call for projects in the Spring of 2006.

19. **Amendment to Agreement for the 91 Express Lanes Pavement Management Plan Update**

Dipak Roy/Stanley G. Phernambucq

Overview

On August 14, 2003, the Orange County Transportation Authority Board of Directors approved an agreement with BTC Laboratories, Inc., in the amount of \$100,000, to produce a comprehensive Pavement Management Report for the 91 Express Lanes. BTC Laboratories, Inc. was retained in accordance with the Orange County Transportation Authority's procurement procedures for architectural/engineering services. The original contract contained provisions for four annual amendments to update the initial report.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-3-0525 between the Orange County Transportation Authority and BTC Laboratories, Inc., for an amount not to exceed \$80,000, to provide an update to the Pavement Management Report for fiscal year 2005-06.



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ACTIONS

20. **Cooperative Agreement with the Cities of Costa Mesa and Santa Ana to Perform Complete Landscaping**
Kory Hariri/Stanley G. Phernambucq

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Cities of Costa Mesa and Santa Ana to establish roles, responsibilities, and process to design and install full landscaping at the San Diego Freeway (Interstate 405)/Bristol Street and the Costa Mesa Freeway (State Route 55)/MacArthur Boulevard interchanges.

Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-5-2592 between the Orange County Transportation Authority and the Cities of Costa Mesa and Santa Ana, in an amount not to exceed \$1,343,000, for design and installation of full landscaping at the San Diego Freeway (Interstate 405)/Bristol Street and the Costa Mesa Freeway (State Route 55)/MacArthur Boulevard interchanges.

21. **Purchase Order for Excess Liability Insurance Policy**
Al Gorski/James S. Kenan

Overview

The Orange County Transportation Authority has an excess liability insurance policy with Clarendon National Insurance Company (a subsidiary of the American International Group) and ARCH Insurance Group. These policies are scheduled to expire on October 31, 2005.

Recommendations

- A. Authorize the Chief Executive Officer to issue Purchase Order 05-72955, in the amount not to exceed \$300,000, for the purchase of \$5 million in primary excess liability insurance.
- B. Authorize the Chief Executive Officer to issue Purchase Order 05-72956, in the amount not to exceed \$150,000, for the purchase of \$5 million in secondary excess liability insurance.



AGENDA

ACTIONS

22. Claims Administration for Self-Insured Workers' Compensation Program
Debbie Christensen/James S. Kenan

Overview

The Orange County Transportation Authority presently has an agreement with Hazelrigg Risk Management Services, Inc., to provide claims administration services for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program. This agreement expires October 31, 2005.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-2590 between the Orange County Transportation Authority and Tristar Risk Management, in an amount not to exceed \$1,156,526, for claims administration services for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program for the period of November 1, 2005, through October 31, 2008.

23. Claims Administration Services for the Self-Funded Medical and Dental Plans
Debbie Christensen/James S. Kenan

Overview

The Orange County Transportation Authority has an agreement with Foundation Administrative Services, Inc., formerly doing business as Riverside County Foundation for Medical Care to provide claims administration services for the Orange County Transportation Authority's self-funded medical and dental plans. This agreement expires November 30, 2005.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-2-0867 with Foundation Administrative Services, Inc., in an amount not to exceed \$80,000, to provide claims administration services for the Orange County Transportation Authority's self-funded medical and dental plans.



AGENDA

ACTIONS

- 24. Limited Term Positions**
Andrew Oftelie/James S. Kenan

Overview

Since fiscal year 2002-03, the Orange County Transportation Authority has distinctly identified project-specific staff positions as Limited Term in both the budget documents and job postings. This designation has made these positions difficult to fill and may be redundant to some of the provisions articulated in the Personnel and Salary Resolution.

Recommendation

Eliminate the Limited Term classification from the Orange County Transportation Authority budget and from all applicable job postings.

Orange County Service Authority for Freeway Emergencies Consent Calendar Matters

- 25. Amendment to Agreement for Motorist Services Management Support**
Iain C. Fairweather/Paul C. Taylor

Overview

On October 25, 2004, the Board of Directors approved an agreement with Darrel Cohoon and Associates, in the amount of \$125,000, to provide Motorist Services management support. Darrel Cohoon and Associates was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0793 between the Orange County Transportation Authority and Darrel Cohoon and Associates, in an amount not to exceed \$100,000, for Motorist Services management support.



AGENDA

ACTIONS

Orange County Transit District Consent Calendar Matters

26. **Amendment to Agreement for Bus System Schedule Checking**
Edmund A. Buckley/William L. Foster

Overview

On December 11, 2004, the Board of Directors approved an agreement with Southland Communications & Data, Inc., to provide bus system schedule checking services for calendar year 2005. Southland Communications & Data, Inc., was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute the first option year to Agreement C-4-0896 for \$253,238, to fund schedule checking services for calendar year 2006.

27. **Agreement for Americans with Disabilities Act On-Board Performance Monitoring**
Patrick Sampson/William L. Foster

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2005-06 Budget, the Board approved the Americans with Disabilities Act on-board performance monitoring. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-2581 between the Orange County Transportation Authority and Transit Access, in an amount not to exceed \$56,000, for a one-year term with four one-year options, to provide Americans with Disabilities Act on-board performance monitoring through October 31, 2006.



AGENDA

ACTIONS

28. Amendment to Agreement for Hazardous Waste Removal and Disposal Services

Al Pierce/William L. Foster

Overview

On November 23, 2004, the Board of Directors approved an agreement with Ecology Control Industries to provide hazardous waste removal and disposal services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0825 between the Orange County Transportation Authority and Ecology Control Industries, to exercise the first option year, in an amount not to exceed \$217,350, for hazardous waste removal and disposal services.

29. Designation of State Transit Assistance Funds for Fare Stabilization for Seniors and Persons with Disabilities

Jerome A. Diekmann/James S. Kenan

Overview

The Orange County Transit District is eligible to receive State Transit Assistance Funds for carrying senior citizens and persons with disabilities on public transit service throughout Orange County. In order to receive these funds, these revenues must be designated in the State Transit Assistance Fund

Recommendations

- A. Adopt Resolution No. 2005-114 to designate funds, in the amount of \$675,000, in the State Transit Assistance Fund to provide fare assistance for seniors and persons with disabilities.
- B. Authorize the Chief Executive Officer to prepare and submit claims against the State Transit Assistance Fund to the Orange County Auditor-Controller for the Fiscal Year 2005-06 Fare Assistance Program.



AGENDA

ACTIONS

Orange County Transportation Local Transportation Authority Consent Calendar Matters

30. Request for Authorization Designation in the Local Transportation Authority Fund for the Fare Stabilization Program

Jerome A. Diekmann/James S. Kenan

Overview

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

Recommendations

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

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

31. Final Recommendation for the San Diego Freeway (Interstate 405) Major Investment Study

Kurt Brotcke/Paul C. Taylor

Overview

In August 2005, the Interstate 405 Policy Working Group/Major Investment Study Committee recommended a widening alternative for the San Diego Freeway (Interstate 405) from Costa Mesa to Seal Beach/Los Alamitos. Transmittal of the recommendation and background on the alternatives are presented for review.



AGENDA

ACTIONS

31. (Continued)

Recommendation (Reflects change from staff recommendation)

Approve the Regional Planning and Highways Committee recommendation of the minimal widening alternative (Alternative 4), which was also recommended by the Interstate 405 Policy Working Group/Major Investment Study Committee.

32. **Bus Rapid Transit Implementation Strategy and Regional Transportation Improvement Program Amendments**

Jose Martinez/Paul C. Taylor

Overview

In the absence of a federal funding allocation, the Orange County Transportation Authority cannot complete The CenterLine Light Rail Project by 2010, thus triggering the need to substitute its Transportation Control Measure with projects that can provide equivalent emission reductions in the same timeframe. A package of projects has been identified that satisfies commitments made for rapid transit air quality goals. Immediate actions are necessary to insure that \$60 million of funding committed to The CenterLine Light Rail Project is not lost and can be programmed for other projects. Staff has developed a Bus Rapid Transit Implementation Strategy as the starting point.

Recommendations

- A. Direct staff to cease all efforts towards The CenterLine Light Rail Project and redirect resources to other rapid transit projects.
- B. Approve the recommended Transportation Control Measure package as a substitute for the CenterLine Transportation Control Measure in the Regional Transportation Plan and Regional Transportation Improvement Program that provides equivalent emission reductions within the same timeframe and same geographic area.



AGENDA

ACTIONS

32. (Continued)

- C. Direct staff to submit a formal request to the Southern California Association of Governments that the substitute Transportation Control Measure projects be amended into the Regional Transportation Plan and Regional Transportation Improvement Program as Transportation Control Measures in place of the Centerline Transportation Control Measure.
- D. Request the Southern California Association of Governments Regional Council approval of the Transportation Control Measure substitute projects and Regional Transportation Plan and Regional Transportation Improvement Program amendments incorporating the Transportation Control Measure substitute projects at their November 2005 meeting.
- E. Approve the Bus Rapid Transit Implementation Strategy, and direct staff to begin its refinement.
- F. Authorize staff to process necessary Regional Transportation Plan, Regional Transportation Improvement Program, and State Transportation Improvement Program amendments as required by the above actions.

33. **Five-Year Program Proposal**

Jose Martinez/Paul C. Taylor

Overview

The proposed Long-Range Transportation Plan envisions the existing Metrolink commuter rail corridor as the core of Orange County's transit system, connecting it to other regions and extending it to all parts of the County. The initial deployment of this transit vision could be carried out by seizing the momentum created by the many discussions and work to date on the rapid transit options. To this end, staff proposes a five-year program to improve public transportation in Orange County.

Recommendation

Approve the proposed five-year program proposal, and direct staff to begin its refinement by returning with a financing plan for each component of the program.



AGENDA

ACTIONS

Other Matters

34. Chief Executive Officer's Report

35. Directors' Reports

36. 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.

37. Closed Session

- A. Pursuant to Government Code Section 54956.9(a) to discuss the case of Ahmad Kourehchian v. OCTA; OCSC No. 04CC02826.
- B. Pursuant to Government Code Section 54956.9(c).

38. Adjournment

The next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSSAV Board will be held at **9:00 a.m. on October 24, 2005**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Discussion of Selection of Public Member

Executive Committee

September 28, 2005

Present: Chairman Campbell, Directors Cavecche, Norby, Pringle, Ritschel, Silva, Wilson, and Winterbottom
Absent: Vice Chairman Brown

Committee Recommendation

Consider the appointment of Peter Buffa or Scott Peotter to the Public Member vacancy on the OCTA Board of Directors.

Peter F. Buffa

2824 Nevis Circle, Costa Mesa, CA 92626
Tel. 949.855.5749 ▪ Cell 714.865.5356
Fax 949.454.8576 ▪ E-mail: pbuffa@rbf.com

Curriculum Vitae

■ Private Sector

Peter Buffa is a media, corporate communications and intergovernmental consultant. He formed Petrone' Communications, Inc., a media production and consulting firm, in 1983. Recent private sector clients include IKEA Stores, *PowerTrax* Auto Accessories and Universal Studios *CityWalk*.

His work in documentary television has earned numerous awards, including two EMMY Awards and awards from the New York and Moscow Film Festivals (*The Mechanical Universe*, PBS.)

■ Public Sector

Peter Buffa served as a Council Member and Mayor of Costa Mesa, California from 1986 to 1998, following two years as a Planning Commissioner. Mr. Buffa served on a number of countywide agencies, with a focus on transportation.

From 1987 to 1998, Mr. Buffa has served as a Director of the Transportation Corridor Agencies, including two terms as Chair of the San Joaquin Hills Corridor Agency.

In 1998, Mr. Buffa received special recognition from the American Road & Transportation Builders Association for his work on innovative transportation projects.

Mr. Buffa's firm, Petrone' Communications, has provided consulting services to numerous public agencies on the development and implementation of public outreach and consensus-building programs, including:

Orange County Transportation Authority

- Interstate-5 widening – Produced informational videos and computer simulations for the \$1.5 billion I-5 improvement project.
- *CenterLine* – Developed and implemented community outreach programs for various stakeholder communities, produced computer simulations of the proposed light rail system.

Transportation Corridor Agencies

- Implemented community outreach strategy and scoping workshops for the Foothill-South toll road extension.
- Developed marketing and informational media for the TCA for broadcast and non-broadcast distribution.

U.S. Army Corps of Engineers

- Developed and implemented a public outreach strategy for the Santa Ana River Main Stem Improvement project, including the expansion of the Prado Dam and the opening of Seven Oaks Dam.

A partial list of Petrone' Communications' recent private sector clients and projects includes:

Tustin Legacy Community Partners

- Community outreach and intergovernmental consultant for the Master Developer (Centex Homes/Shea Properties) of the former Tustin MCAS, which is being redeveloped as an 800-acre master planned community.

Waste Management of Orange County

- Produced public awareness videos on recycling for various Orange County cities.

California Institute of Technology

- Produced the documentary "Discover Caltech" for broadcast and non-broadcast distribution.

■ Education

Peter Buffa attended Fordham Preparatory School in New York City, where he was an Auxilium Latinum Honors student, graduating in 1966. He received a Bachelor of Fine Arts from the University of Arizona in 1970, and did graduate work at the University of Southern California Film School. He was commissioned a Lieutenant in the U.S. Air Force in 1970 and served as a press liaison and media production officer during the Vietnam War.

■ Personal Data

Peter Buffa was born in New York City in 1948 and is the son of Italian immigrants. While Mayor of Costa Mesa he was named an Outstanding Italian-American in Government by the National Italian-American Foundation, along with United States Supreme Court Justice Antonin Scalia.

Peter and Sharyn Buffa have been married for thirty-six years and have two children, Lisa, 34, and Nick, 30. Mr. Buffa is in excellent health and enjoys golf, jazz and classical music.

■ References - Available upon request.

Scott Peotter

OCTA Public Member Application

GOVERNMENT EXPERIENCE

Irvine Transportation Authority (ITA)

January 1992 to October 1998

Trip Reduction Ordinance (TRO) - Urban Rail Coordination; Developed citywide rideshare ordinance that assumed regulatory control of Regulation XV from the AQMD and is now serving as a model for other cities to follow. Monitor and coordinate the urban rail project within Irvine to identify the best use of \$125 million proposition 116 funds.

City of Irvine, Planning Commission

August 1990 to October 1998

Former chairman of City of Irvine Planning Commission. Projects that have been reviewed and approved during my tenure include:

Irvine Business Complex (IBC); Rezone entire 2,200-acre multi-use business complex. Project included one of the most comprehensive transportation mitigation plans established in Orange County;

Westpark II (Planning Area 38); Zone a 3850 dwelling unit residential project on 342 acres (this zoning was confirmed by the city council and was subsequently approved by the voters);

Northwood 5; a 2885 dwelling unit residential project on 458 acres (this zoning was confirmed by the city council but a subsequent initiative challenge caused the Irvine Company to seek and gain approval for the zoning from the County of Orange);

Growth Management Program; Required by Measure M for local jurisdictions;

Intelligent Vehicle - Highway Systems (IVHS); Created a "smart street" improvement for existing streets to enhance the efficiency of existing improvements at minimal costs utilizing signal coordination, incident monitoring, and real time congestion management;

Development Process Streamlining; Spearheaded the streamlining of the development process in order to reduce the cost of development while maintaining the development standards of the community.

PROFESSIONAL EXPERIENCE

JBA-ASLAN Companies, Inc.

March 1992 to Present

Principal; Began Company in March 1992. Activities include: processing discretionary approvals for AT&T, Airtouch, Cingular, Sprint, Unocal, Burger King, Jack in the Box, Chevron, Mobil and others. Managing the development of more than 35 development projects for Union Oil. Managing the construction of a 485-car parking garage and a new central plant with administrative office for Little Company of Mary Hospital, and a 90,000 SF Materials Recovery Facility for Waste Management of Inland Valley. Performing site investigative studies, due diligence on sites, proforma/budget preparation, design coordination, and management of construction document preparation.

Miscellaneous Architectural/Development Firms

June 1977 to March 1992

LICENSE

California Architectural License, 1982

EDUCATION

University of Illinois, Champaign, Illinois: BS degree in Architectural Studies, Graduated 1977, General Assembly Scholarship.

ACTIVITIES

Church, Eagle Scout, and Youth Sports.

Scott Peotter

OCTA Public Member Application

December 26, 2004

Board of Directors
Orange County Transportation Authority
550 S. Main Street
P.O. Box 14184
Santa Ana, CA 92863

Re: OCTA Public Member Application

Dear Board Members:

This letter is to request consideration for a vacant Public Member position on the OCTA Board of Directors. I am a Newport Beach resident, and former Planning Commissioner in the City of Irvine. I have dealt with key Transportation issues of this county. I am not an elected official and I will bring a "Public" perspective to the Board.

I am former member of the Irvine Transportation Authority (ITA) and a the former chairman of the City of Irvine Planning Commission (both appointed) which has allowed me to establish a working relationship with city of Irvine officials as well as experience working as a transportation agency board member. I am familiar with land planning both as an architect and planning commissioner and I understand how transportation systems work with, and integrate into, land planning.

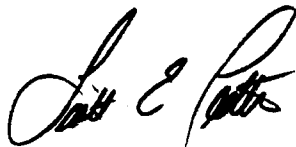
As a board member, I would emphasize the need to comprehensively plan the transportation system, including the TCA toll-ways and John Wayne Airport, to most efficiently use the existing and planned infrastructure and minimize the need for additional construction.

As a board member I would encourage further exploration and acceleration of privately funded alternatives such as the now lapsed law allowing the extension of the SR-57. By fully utilizing privately funded alternatives, the OCTA can free up existing revenues for projects that are unable to be privately funded and, therefore, better utilize transportation dollars.

I am in favor of free market approaches to transportation management, such as congestion pricing. Utilizing this "pay as you go" approach makes rail alternatives more feasible based on the fare box recovery ratio. Additionally, I am committed to identifying adequate funding for our future transportation needs to insure a healthy economic climate in Orange County.

I am a small business owner who is very familiar with adverse effects of government intrusions and regulations on businesses and families in Orange County. I feel that my participation on the board will provide a necessary addition of a free market, public perspective. I have enclosed my resume for your review.

Very Truly Yours,



Scott E. Peotter

CONTACT INFO:
Residence Address:
1901 Port Weybridge
Newport Beach, CA 92660
Mailing Address:
41 Corporate Park, Suite 210
Irvine, CA 92606
Telephone: 949/250-7118
Fax: 949/250-7116
scott@peotter.com



AFFILIATED AGENCIES

- Orange County
Transit District
- Local Transportation
Authority
- Service Authority for
Freeway Emergencies
- Consolidated Transportation
Service Agency
- Congestion Management
Agency
- Service Authority for
Advanced Vehicles

I, PETER BUFFA, am an applicant for the office of public member of the Board of Directors of the Orange County Transportation Authority.

I agree that if, at any time in the next four years, I solicit or accept any campaign contributions in support of my candidacy for any elected office or if I file as a candidate for any elected office, then I will immediately resign the office of public member of the Board of Directors of the Orange County Transportation Authority in the event I have been appointed to that office.

PETER BUFFA
NAME (PRINT)

Peter Buffa
SIGNATURE

5/21/05
DATE



10/14/2005

Orange County
Council Office

Orange Transportation
Authority

Orange Authority for
Transportation

Orange Transportation
Authority

Orange Transportation
Authority

Orange Transportation
Authority

I, Scott Peotter, am an applicant for the office of public member of the Board of Directors of the Orange County Transportation Authority.

I agree that if, at any time in the next four years, I solicit or accept any campaign contributions in support of my candidacy for any elected office or if I file as a candidate for any elected office, then I will immediately resign the office of public member of the Board of Directors of the Orange County Transportation Authority in the event I have been appointed to that office.

Scott Peotter

NAME (PRINT)

Scott Peotter

SIGNATURE

Orange County Transportation Authority
10/14/2005

10/14/2005

DATE

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
September 12, 2005

Call to Order

The September 12, 2005, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order at 9:03 a.m. at the Orange County Transportation Authority Headquarters, Orange, California; Chairman Campbell presided over the meeting.

Roll Call

Directors Present: Bill Campbell, Chairman
Arthur C. Brown, Vice Chairman
Carolyn Cavecche
Lou Correa
Richard Dixon
Michael Duvall
Cathy Green
Chris Norby
Curt Pringle
Miguel Pulido
Susan Ritschel
Mark Rosen
James W. Silva
Thomas W. Wilson
Gregory T. Winterbottom
Cindy Quon, Governor's Ex-Officio Member

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

Directors Absent: Gary Monahan

Invocation

Director Wilson gave the invocation.

Pledge of Allegiance

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

Special Matters

There were no Special Matter items.

Consent Calendar (Items 1 through 16)

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

Orange County Transportation Authority Consent Calendar Matters

1. Approval of Minutes

Director Correa pulled this item for comment and stated that he wished to be shown as voting to approve the Consent Calendar at the August 22 Board meeting.

Motion was made by Director Correa, seconded by Director Silva, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of August 22, 2005.

Director Norby was not present to vote on this item.

2. Approval of Travel Authorization

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to approve travel for Chairman Bill Campbell for September 26-27, 2005, to Dallas, Texas, to attend the American Public Transportation Association's Annual Meeting and Expo.

Director Norby was not present to vote on this item.

3. Fixed Asset Accounting and Administration Review

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to receive and file the Review of Fixed Asset Accounting & Administration, Internal Audit Report No. 05-034.

Director Norby was not present to vote on this item.

4. Annual Transportation Development Act Audits for Fiscal Year 2003-04 - Status Report

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to receive and file the Transportation Development Act Audits for Fiscal Year 2003-04 Status Report as of August 24, 2005.

Director Norby was not present to vote on this item.

5. Review of Bus Operations, Company Equipment Assigned

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to receive and file the Review of Bus Operations, Company Equipment Assigned (CEA), Internal Audit Report No. 05-033.

Director Norby was not present to vote on this item.

6. Review of Investment Activities for January through March 2005

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to receive and file the Review of Investment Activities for January through March 2005, Internal Audit Report No. 05-029.

Director Norby was not present to vote on this item.

7. Amendment to Agreement for the San Diego Freeway (Interstate 405) Major Investment Study

Director Correa and a member of the public pulled this item for comment.

Darrell Nolta, resident of Westminster, addressed the Board and stated that he supported this work, but felt the benefits and costs table for each alternative forecast needs further analysis and work.

Director Correa inquired if alternatives are still being evaluated, since he believed an alternative had been selected by Committee.

Chief Executive Officer (CEO), Arthur T. Leahy, explained that the Major Investment Study was reviewed by the Steering Committee, which is made up of electeds from all the cities around the study area. Their recommendation will be coming to the Regional Planning and Highways Committee next week and then to the full Board at the first meeting in October.

Paul Taylor, Executive Director, Planning, Development, and Commuter Services, stated that staff is not studying alternatives at this time. This amendment is to augment the scope of the Parsons contract and enable them to finish necessary work to document and finalize the decision-making process. There is no deviation from the Policy Working Group's decision.

Motion was made by Director Correa, seconded by Director Rosen, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-3-0234, between the Orange County Transportation Authority and Parsons Transportation Group, in an amount not to exceed \$40,000, for additional work related to the final project alternatives.

8. Customer Relations Service Quality Report for Fourth Quarter Fiscal Year 2004-05

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to receive information for discussion and possible action as deemed appropriate by the Board.

Director Norby was not present to vote on this item.

9. Excess Workers' Compensation Insurance Policy

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to authorize the Chief Executive Officer to issue a purchase order with the ACE American Insurance Company, in an amount not to exceed \$700,000, for excess workers' compensation insurance and employer's liability coverages.

Director Norby was not present to vote on this item.

10. Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 5)

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-5-2450, between the Orange County Transportation Authority and L.H. Engineering Co., Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$837,000, for Americans with Disabilities Act Bus Stop Modifications in the Cities of Orange and Santa Ana.

Director Norby was not present to vote on this item.

11. Fourth Quarter Fiscal Year 2004-05 Procurement Report

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to receive and file as an information item.

Director Norby was not present to vote on this item.

12. Fourth Quarter Fiscal Year 2004-05 Bus Operations Monthly Performance Measurements Report

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to receive and file as an information item.

Director Norby was not present to vote on this item.

13. Fourth Quarter Fiscal Year 2004-05 Grant Status Report

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to receive and file as an information item.

Director Norby was not present to vote on this item.

14. Fiscal Year 2004-05 Year-End Budget Status Report

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to receive and file as an information item.

Director Norby was not present to vote on this item.

15. Amendment to Cooperative Agreement for Construction of the Buena Park Intermodal Facility

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to execute Amendment No. 2 to Cooperative Agreement C-0-1150 with the City of Buena Park, in an amount not to exceed \$3,500,000, to provide additional funding for construction of an intermodal facility.
- B. Approve the use of \$3,500,000 of Congestion, Mitigation and Air Quality funds.
- C. Authorize staff to process any necessary amendments to the Federal Transportation Improvement Program as necessary to support the above actions.

Director Norby was not present to vote on this item.

16. Santa Ana Freeway (Interstate 5) Far North Project Cooperative Agreement with City of La Mirada and Project Update

Motion was made by Director Wilson, seconded by Vice Chairman Brown, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to execute Cooperative Agreement C-5-2667 between the Orange County Transportation Authority and the City of La Mirada, in an amount not to exceed \$350,000, for construction implementation of the Santa Ana Freeway (Interstate 5) Far North Project.
- B. Receive and file project update on the schedule and budget as an information item.

Director Norby was not present to vote on this item.

Regular Calendar

Orange County Transit District Regular Calendar Matters

17. Integrated Transportation Communication System: Proposed Response to Grand Jury Report

CEO, Arthur T. Leahy, provided opening comments, highlighting certain areas of staff's response to the Grand Jury:

- √ Project management was changed in 2001 as there was concern for the management and performance of the system. At that time, and a full review/audit of the system was begun.
- √ Staff remains dedicated to improve the system, and further work will continue.
- √ Inadequate project management was noted by the Grand Jury, and staff agrees partially with that. The entire management approach has been changed, and it is felt that a great deal of progress has been made over the past year and one-half to two years.
- √ The report addresses the deletion of a passenger counter. Staff does not agree with that comment; passenger counters have been installed as required by the contract.
- √ There is indication in the Grand Jury report that the system is not reliable. An outside independent firm (Richter) was brought on-board to do a review. This firm completed an independent assessment of the system and reported that, in their opinion, it is adequate, reliable, meets specifications, and has future growth potential.
- √ There was an issue regarding maintenance of the system. Staff has made progress in that area, as well. Recently, the Board approved additional training for in-house staff to continue the initial improvement that was achieved.

Mr. Leahy summarized his comments, stating that staff believes the system works, there are some continued improvements needed. A repeating station is needed in Catalina, for example, to improve coverage in some of the coastal regions.

Mr. Leahy also noted that the Transit Planning and Operations Committee spent a great deal of time listening to the consultant's report (provided to Members today) and have approved the recommendation before the Board at this time.

17. (Continued)

Public comments were heard from:

- o Ian Telfer, Cinergy Innovations
- o Donna Metcalfe, Teamsters Local 952
- o Darrell Nolta, resident of Westminster

Director Winterbottom stated that this situation goes back many years, and feels there will always be some areas that are not covered completely due to reception issues. He moved that the CEO sign the proposed response to the Grand Jury.

Chairman Campbell stated that the drivers have been queried regarding the various issues. CEO, Arthur T. Leahy, added that he held meetings with the Line Captains, thorough discussions were held over the past month, and that the safety of employees is taken very seriously.

Director Cavecche asked for clarification as to how that future monitoring will occur. CEO, Arthur T. Leahy, responded that staff would be pleased to work closely with the Union in designing a process which they find to be satisfactory.

Director Duvall stated that in Yorba Linda, there are small parts of the city which do not get flawless reception on radios, and the Brea Police Department faces the same situation in Carbon Canyon.

Director Rosen asked General Counsel to confirm if an extension of six months from the June 9 date was possible, as is his understanding. General Counsel, Kennard R. Smart, Jr., responded that is correct.

Director Rosen expressed his concern in that the draft response states that the Grand Jury's statement was that the system is unreliable, and OCTA states that they disagreed with that finding. He stated there is a statement in the Richter report that says there have been some radio and mobile terminal failures and Ms. Metcalf states that the system is not working in parts. As a result, he does not feel an unequivocal statement can be made that the system is working. He feels a review committee should be formed and hold discussions with Coach Operators.

Vice Chairman Brown stated he is concerned with Ms. Metcalfe's statement that the Coach Operators are still unhappy with the system and feels delaying a response should be considered at this time. He stated it may a good idea to have the Union call the meeting, get the complaints from the bus drivers, and then forward those comments to staff to be investigated.

Director Green stated that the answers she received to her questions were that of geographical issues. She stated that certain areas cannot be fixed, and does not feel this is a system failure in itself.

17. (Continued)

James Donich, attorney with General Counsel's office and a member of the Project Management Team for the radio system, responded to Director Green's comments. He stated that the problems related to geographical areas are not a failure of the system itself, and the Line Captains have been involved since the time the new project management team took over. In addition, this is a transportation system, not a law enforcement system, and is designed to provide communications with the transit buses. He stated that he has personally gone to Central Communications on two occasions, unannounced, to sit in and observe what was taking place, and if those problems had been observed, steps would certainly have been taken to correct the difficulties.

Chairman Campbell stated he felt the Transit Planning and Operations Committee devoted a good deal of time to this issue and yet hears that the Board would like this item to come back through the full Board as a full discussion. He offered that this could be scheduled in a few weeks to go through all the presentations again as well as the technical response. He emphasized that safety is a priority, as always.

Motion was made by Director Dixon, seconded by Director Rosen, and declared passed by those present, to:

- A. Receive and file Third Party Evaluation Report: Review of the Orange County Transportation Authority Integrated Transportation Communications System.
- B. Request an extension from the Grand Jury for the full maximum amount of time. During that period of time, staff to meet with Coach Operators' Union representatives to obtain specific information in regards to the report and rather than have consultants with opposing viewpoints come before the Board, and the revisions to the draft responses would be more specific to the system and needs for further improvement.

Director Pulido was not present to vote on this item.

Vice Chairman Brown indicated he would want specific information on dates, times, locations from the drivers, and exactly what went wrong in their opinion.

Other Matters

18. Assistance to Katrina Victims

CEO, Arthur T. Leahy, stated that OCTA has the opportunity to provide transit passes to victims of recent Hurricane Katrina who relocate to Orange County for a 30-day period, and possibly an additional 30 days after that.

Director Brown motioned that he recommended OCTA provide the transit passes if the opportunity comes about, and Director Winterbottom seconded this motion. Motion passed unanimously.

19. Countywide Traffic Signal Synchronization Update

Director Norby gave opening comments on this subject and introduced Mark Miller, contract Traffic Engineer for the City of Fullerton.

Paul C. Taylor, Executive Director of Planning, Development and Commuter Services, gave a PowerPoint presentation and an overview of the synchronization work.

Mark Miller addressed the Board and related some history of his experiences with his work for the City regarding signal coordination efforts and what other cities are doing.

Darrell Nolta, resident of Westminster, addressed the Board regarding traffic issues in Fountain Valley and concerns with congestion.

Director Norby stated that congestion management is essential and he feels signal synchronization is very important to traffic flow. He then made a motion to accept the Regional Planning and Highways Committee's recommendation to encourage cities to consider options and to look at signal improvements as part of Measure M; Director Pringle seconded the motion, and it was passed unanimously by those present.

20. Chief Executive Officer's Report

CEO, Arthur T. Leahy, reported that:

- √ The procurement of the operator for the 91 Express Lanes is coming before the Board soon, and because of his brother's involvement in the bidding process, Mr. Leahy will excuse himself from the procurement process in an effort to ensure there can be no concerns regarding the fairness of the process. He further stated that following the procurement, he would certainly discharge the obligation of managing the contract.

20. (Continued)

- √ The dedication of the Santa Ana Bus Base was held on Saturday, September 10th.
- √ The Monthly Performance Measures through June 2005 (provided to Members in their agendas) indicates several critical measures: accidents were reduced, on-time performance was improved, complaint numbers were reduced, and calling out stops was improved. In regard to ACCESS services, the picture is more mixed, and the Members have been brief on those issues.

21. Directors' Reports

Director Ritschel thanked Director Quon for conducting a workshop in San Clemente on the proposed Ortega Highway Safety Improvement Project.

Director Pringle offered comments relative to the Measure M materials he had received recently and feels it was done well, but can be done better. He stated he feels each city should be asked for their list of where local contributions have gone on local roads. He believes the public should be informed where the Measure M tax money has been spent.

Director Winterbottom stated that a memo should go out to staff regarding the soapbox derby coming up in Irvine on Saturday.

Chairman Campbell complimented staff for getting the revenue and expense report out last Friday for the 91 Express Lanes.

Chairman Campbell stated that he has appointed Director Cavecche to the open seat on the Legislative and Government Affairs Committee, and asked Director Dixon to serve as the Alternate Representative to Metrolink due to Director Ritschel needing to resign.

22. Public Comments

Chairman Campbell invited members of the public to address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors.

Patrick Kelly, Teamsters Local 952, addressed the Board and stating that contract negotiations which are underway will be handled in a friendly, professional manner.

Darrell Nolta, resident of Westminster, addressed the Board and shared an article regarding a Measure M extension.

Robert Ives, attorney for Cinergy Innovations, San Clemente, offered comments relative to the bus communications issue.

23. Closed Session

General Counsel, Kennard R. Smart, Jr., advised there was a need for a Closed Session to address:

- A. Pursuant to Government Code Section 54956.9(a) to discuss the case of Ahmad Kourehchian v. OCTA; OCSC No. 04CC02826.
- B. Pursuant to Government Code Section 54956.9(c).
- C. Pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Marlene Heyser regarding collective bargaining agreement negotiations with the Teamsters Local 952 representing the Maintenance employees.

Mr. Smart advised that he did not expect a report out from this session, and Board Members moved to the Closed Session room for this portion of the meeting.

24. Adjournment

The meeting was adjourned at 11:36 a.m. Chairman Campbell announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board will be held at **9:00 a.m. on Friday, October 14, 2005**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

ATTEST

Wendy Knowles
Clerk of the Board

Bill Campbell
OCTA Chairman



ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

HONORABLE VAN TRAN
MEMBER, CALIFORNIA STATE ASSEMBLY

WHEREAS, California state law, enacted in 1970, requires the State Architect to develop standards and regulations for making buildings, structures, sidewalks, curbs, and related facilities accessible to and usable by persons with disabilities; and

WHEREAS, the Department of General Services, Division of State Architect must certify plans for facilities as accessible when state funds are utilized to construct the facilities; and

WHEREAS, the California Department of Transportation (Caltrans) prepares design standards for projects on the state highway system and until 2001 reviewed and certified transportation facility plans for compliance with accessibility requirements as developed by the State Architect and Federal Highway Administration; and

WHEREAS, in 2001, the State Architect requested an interagency agreement that officially delegated the authority for this review and approval to Caltrans. That interagency agreement expired on June 30, 2004, and was not renewed by the Division of the State Architect because the law did not authorize the delegation of a practice that has been occurring for over 30 years; and

WHEREAS, design standards for transportation infrastructure projects must now be reviewed by both Caltrans and the Division of State Architect. The accessibility review can be done by the engineers at Caltrans within the normal scope of reviewing plans. This additional review by the Division of State Architect not only takes additional time, it also requires the payment of fees not previously incurred by Caltrans for projects within the state highway system rights of way; and

WHEREAS, Assembly Member Van Tran, on behalf of the Orange County Transportation Authority, authored Assembly Bill 462 to reestablish previous practices that allow Caltrans to certify transportation projects in compliance with state disability standards, thereby preventing increases in both project cost and duration; and

WHEREAS, Assembly Bill 462, signed by the Governor on September 22, 2005, eliminates redundant disability accessibility certification processes.

NOW, THEREFORE, BE IT RESOLVED that the Orange County Transportation Authority Board of Directors commends Assembly Member Van Tran for his willingness to engage the issue of eliminating wasteful government redundancy while maintaining the ability of the disabled public to access public infrastructure.

BE IT FURTHER RESOLVED that the time, effort, and dedication of Assembly Member Van Tran and his staff in steering Assembly Bill 462 through committee hearings, amendments, and floor votes, achieving broad consensus and defusing opposition was truly inspirational, and for that Assembly Member Tran has the respect and appreciation of the Orange County Transportation Authority Board of Directors.

Dated: October 14, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

Arthur C. Brown, Vice-Chairman
Orange County Transportation Authority





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

LUIS SOSA

WHEREAS, the Orange County Transportation Authority recognizes and commends Luis Sosa; and

WHEREAS, let it be known that Luis Sosa has earned a three year Safe Driving Award and has been with the Authority since May 2002. He has distinguished himself by maintaining an outstanding record for safety, attendance and customer relations; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Luis Sosa as the Orange County Transportation Authority Coach Operator Employee of the Month for September 2005; and

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

Dated: October 14, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-110





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

JAMES CROW

WHEREAS, the Orange County Transportation Authority recognizes and commends James Crow; and

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

WHEREAS, be it known that James has maintained excellent attendance and achieved a seven year safety record; and

WHEREAS, be it known that James possesses exemplary technical knowledge and experience which contributed to the success in improving roadcall mileage at the Anaheim Base; and

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

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare James Crow as the Orange County Transportation Authority Maintenance Employee of the Month for September 2005; and

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

Dated: October 14, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-111





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

MYLINH TRAN

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

WHEREAS, MyLinh Tran joined the Authority in 1987, working in Maintenance, Bus Operations, Training, Marketing and Internal Audit, and now again in Bus Operations. MyLinh has made significant contributions to the organization during her tenure; and

WHEREAS, be it known that MyLinh has performed her duties as a Senior Secretary II in an outstanding manner, demonstrating the highest level of integrity and professionalism in all interactions with management, staff and the public; and

WHEREAS, MyLinh has demonstrated the highest level of accomplishment in the past months putting in countless hours working with the Safety Department, Human Resources and Base Managers from both Maintenance and Bus Operations to implement and oversee the Transitional Duty Program, an integral part of the Authority's strategy to decrease time lost at work associated with employee injuries; and

WHEREAS, MyLinh's sense of teamwork, her can-do spirit and daily dedication epitomize the goals of the Orange County Transportation Authority.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare MyLinh Tran as the Orange County Transportation Authority Administrative Employee of the Month for September 2005; and

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

Dated: October 14, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

DEPUTY BOB DUNHAM

WHEREAS, the Orange County Transportation Authority recognizes and commends Deputy Bob Dunham; and

WHEREAS, Deputy Dunham has been assigned to Transit Police Services since September 2004, handling the responsibilities involved with working at Transit Police Services with enthusiasm and providing the best service possible to OCTA, it's employees and the patrons who utilize the transportation system; and

WHEREAS, Deputy Dunham identified a parolee who stole property from a coach operator on a bus. He was able to conduct the investigation and secure an arrest warrant for the suspect, he conducted an extensive investigation into the fraudulent purchase of a large number of bus passes. Deputy Dunham located the suspect, who was on probation, recovered the passes and arrested the suspect for numerous felonies; and

WHEREAS, Deputy Dunham and his partner apprehended graffiti taggers and identified tagging throughout the county that the suspects were responsible for, including \$32,000 in tagging damage along the 22 Freeway; and

WHEREAS, Deputy Dunham's duties include Rail Right of Way, graffiti abatement, fare evasions, disturbances, both on buses and at transit facilities, enforcement of penal code and vehicle code violations related to bus operations, he always strives to perform his duties within the guidelines of OCTA and Transit Police Services.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Deputy Bob Dunham as the Orange County Transportation Authority Transit Police Services Employee of the Quarter for September 2005; and

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

Dated: October 14, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-113





BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject Orange County Transportation Authority's Draft 2006 State Legislative Platform

Legislative and Government Affairs/Public Communications September 15, 2005
Committee

Present: Directors Silva, Cavecche, Wilson, Ritschel, Brown, Correa, and Rosen
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Recommendations (reflects change from staff recommendation)

Authorize staff to circulate copies of the Draft 2006 State Platform to advisory groups, Orange County legislative delegations, cities, and interested members of the public.

NOTE: The following are suggested changes to the platform:

- A. Consider legislation that would address the erosion of the state excise tax to reflect the decline in the value of tax because it is static. (Page 2, b)
- B. Oppose efforts to utilize any future statewide transportation funds to cover Bay Bridge cost overruns. (Page 5, f)



September 15, 2005

To: Legislative and Government Affairs/Public Communications Committee

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

Subject: Orange County Transportation Authority's Draft 2006 State Legislative Platform

Overview

An initial draft of the Orange County Transportation Authority's 2006 State Legislative Platform has been prepared for Board consideration to direct staff to circulate for further review and comment by interested parties.

Recommendation

Authorize staff to circulate copies of the Draft 2006 State Legislative Platform to advisory groups, Orange County legislative delegations, cities, and interested members of the public.

Background

Each year, State Relations' staff develops the state legislative platform that outlines the Orange County Transportation Authority's (OCTA's) legislative goals for the coming year. This document describes OCTA's legislative priorities and objectives and directs staff on bills to introduce. The legislative platform also provides guidelines for future recommended positions on other bills of interest to OCTA.

Discussion

The Draft 2006 State Legislative Platform, presented as Attachment A, is proposed to update the Board-adopted 2005 program based upon what has transpired in Sacramento this year and what is anticipated will be the key issues next year.

Proposed changes from the 2005 State Legislative Platform are designated by underlined and strikeout text. The attachment incorporates new suggestions and initiatives solicited by OCTA staff from the following groups:

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

Over 300 groups and individuals were asked to consider issues important to OCTA or problems currently affecting Orange County transportation which might be addressed by legislative solutions. State Relations' staff considered the ideas and input received when drafting the Draft 2006 State Legislative Platform.

Highlights of the Draft 2006 State Legislative Platform

In the upcoming year, OCTA, along with other transportation agencies statewide, will continue to work to protect transportation revenues as the state enters its fifth budget deficit year. Among the key transportation policy concerns are efforts to prevent future borrowing of transportation funds, possible suspension of the transfer of sales tax on gasoline from the General Fund as required by Proposition 42, and the availability of OCTA's share of State Transportation Improvement Program (STIP) funding.

Additionally, the Draft 2006 OCTA State Legislative Platform includes co-sponsored legislation with the City of Anaheim, previously adopted last year, which proposes to extend the initial operating segment (IOS) of the California High Speed Rail to the City of Anaheim. Currently, the bill, AB 1173 (Tran, R-Garden Grove) is located on the Assembly Appropriations Suspense file.

Although the Assembly Appropriations Committee (Committee) recognized the cost effectiveness of extending the IOS to Anaheim and the high projected passenger boardings, the Committee remained concerned about the lack of funding.

Many Committee member's pointed out that the additional \$1.2 billion needed for the proposed 30-mile IOS extension to the City of Anaheim would further strain the limited funding needed for the original IOS and potentially jeopardize the future of the projected \$9.95 billion High Speed Rail bond.

The Committee made it clear that consideration may be given to move the bill off suspense if it were amended to specify that OCTA or locals would pay for the extension to Anaheim.

OCTA staff would recommend, with the concurrence of the City of Anaheim, that compromise language be introduced that specifies that general obligation bond revenues would not be used for actual construction of the IOS extension. This would allow for bond revenues to be used for environmental studies and preliminary engineering. OCTA staff understands the funding limitations that exist, but believes that the cost effectiveness of extending the IOS to Anaheim merits further exploration and would make revenue backed bonds more attractive to investors.

Consequently, OCTA staff will be seeking direction from the Board of Directors on this bill and other policy issues contained in the Draft 2006 State Legislative Platform.

Next Steps

Upon the Board's authorization, staff will circulate the Draft 2006 State Legislative Platform to key audiences for additional comment and revision. After further staff refinement, the Legislative and Government Affairs/Public Communications Committee will provide a final review and make a recommendation to the Board of Directors.

The final 2006 Legislative Platforms will be forwarded to the Board of Directors for adoption at its November 14, 2005, meeting.

Summary

Upon Board authorization, the Draft 2006 State Legislative Platform will be circulated for review and brought back to the Board in December for adoption.

Attachment

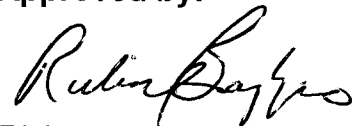
- A. Draft Orange County Transportation Authority 2006 State Legislative Platform

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DRAFT
Orange County Transportation Authority
20052006 State Legislative Platform

Key Transportation Policy Issues in 2006

In addition to the fundamental principles, priorities, and goals that the Orange County Transportation Authority (OCTA) includes in its annual state legislative platform, there are a number of pressing transportation policy issues anticipated in the upcoming year. Among the expected transportation topics of importance are transportation funding, Proposition 42, public-private partnerships, design-build and goods movement.

Transportation Funding

Although fiscal year (FY) 2005-2006 will be the first year that Proposition 42 will be fully funded since its passage in 2002, transportation funding continues to face uncertainty and instability. Factors such as a non-indexed gas tax, past transportation loans and transfers, and unprotected revenue sources are crucial components that have not allowed California to address its infrastructure needs.

Lost Value of the Gas Tax

According to the Legislative Analyst's Office (LAO), from FY 1998-1999 through FY 2005-2006, inflation-adjusted state gas tax revenues are projected to decline 8 percent while vehicle-miles traveled increase by more than 16 percent. The decline in the real value of the gas tax means that project costs are increasing faster than gas tax revenue. Thus, even though the state receives more revenue from the gas tax, current revenues do not allow the same amount of transportation projects to be funded as in the past.

California last approved a fuel tax increase in 1990 under Proposition 111. The measure raised the gas tax from 9 cents to its current 18 cent rate through both a fixed amount and then a phased-in approach over a five year period. The lack of gas tax adjustment, coupled with greater fuel efficiency of newer automobiles, has caused a 25 percent reduction in its value. Currently, California's 18 cents per gallon ranks below the national average of 20.2 cents per gallon. Nationally, 11 state's have some type of gas tax index system. With escalating transportation construction costs, California's inability to fill this funding void will worsen existing conditions.

Transportation Loans and Unprotected Revenue Sources

Since FY 2001, approximately \$4.8 billion has either not been transferred or been loaned from transportation accounts to the General Fund or the Traffic Congestion Relief Fund (TCRP), with only \$273 million repaid to date. A substantial portion of these diverted revenues have come through the repeated suspension of Proposition 42. The Proposition 42 provision that allows it to be suspended in times of emergency, as so

determined by the Legislature and the Governor, highlights the uncertainty of this funding source.

The California Transportation Commission (CTC), estimates that as of June 2005, the backlog of State Transportation Improvement Program (STIP) and State Highway Operations and Protection Program (SHOPP) projects could grow to \$1.3 billion.

Funding Stability is Needed

In order to reduce added project delays, many regional or local agencies have used their own funding under laws that allow them to be reimbursed by the state, once funds become available. This has led to an estimated \$724 million worth of projects being covered by local agencies. With locals having to cover the state's share of transportation projects, local priority projects have been forced into delays.

Consequently, California's transportation funding instability has not only made projects costly due to stopping and restarting of projects, but has made long-term planning difficult. The increased funding inconsistency over the last five years has further compounded the statewide transportation funding need. In fact, the CTC reports that California's unfunded transportation needs over the next 10 years are close to \$120 billion.

In 2006, OCTA advocacy efforts in this regard will call attention to the following:

- a) Support the constitutional protection of all transportation funding resources.
- b) Support legislation that would address the erosion of the state excise tax on fuel.

Proposition 42

Approved by nearly 70 percent of voters in March 2002, Proposition 42, requiring the transfer of the state sales tax on gasoline from the state General Fund to the Transportation Investment Fund (TIF), has gone largely unfunded.

Provisions contained in Proposition 42 allow the transfer of revenues from the General Fund to the TIF to be suspended in any given fiscal year if the Governor declares that the transfer would negatively impact general government programs. Two-thirds of both houses of the Legislature must also concur.

Since enactment of Proposition 42, state budgetary shortfalls have led to its partial suspension once, as well as a complete suspension. In total, \$2.1 billion or approximately 57 percent of the voter-approved Proposition 42 transportation funds have been retained in the General Fund and used for non-transportation purposes.

The Proposition 42 funding void has been enormous. In Orange County, two Traffic Congestion Relief Program (TCRP) projects, specifically the widening of the Garden Grove Freeway (State Route 22) and the OnTrac grade separation project have

suffered delays in funding due to repeated suspensions. In 2006, OCTA's advocacy efforts in this regard will emphasize the following:

- c) Support legislative efforts to amend Proposition 42 to make sales tax on gasoline a guaranteed revenue source for transportation.
- d) Support the expedited repayment of all Proposition 42 loans.
- e) Oppose efforts to change the allocation of gasoline sales tax as approved by the voters with the passage of Proposition 42.

Public-Private Partnerships

As state transportation funding shortfalls continue to escalate, and the costs of building, maintaining, and expanding our infrastructure increases, strategies that emphasize innovative funding methods have grown in popularity. One strategy is the use of public-private partnerships.

Under this strategy, for example, the state of California is authorized to enter into agreements with private entities for the development, construction, and operation of transportation projects for a specified period of time. Such agreements have led to the development of toll lanes, such as the 91 Express Lanes in Orange County.

Past public-private partnership experiences have provided valuable lessons in the use of this concept and in 2006, OCTA's advocacy efforts in this regard will emphasize the following:

- f) Support the use of public-private partnerships that increase highway capacity without limiting the ability to improve public facilities.

Design-Build

Historically, California has built public transportation projects using a process known as design-bid-build. This process utilizes separate entities for design and construction of a highway facility. Often times disagreements between entities involved in the project created massive delivery delays.

Public pressure to deliver high quality projects in an efficient and effective manner spurred many states to pass legislation authorizing the use of the design-build process. Unlike the traditional method, where all design aspects must be finished before construction bids can be solicited, design-build places design and construction responsibilities in the hands of one firm. By synchronizing the design and construction phases, a project can be completed much faster than under the conventional method.

Currently, OCTA is utilizing its design-build authority in constructing a transit way, or high occupancy vehicle lanes, on the Garden Grove Freeway (State Route 22). By using design-build the projected completion time of State Route 22 will be reduced by three to five years.

In 2006, OCTA's advocacy efforts focusing on design-build will emphasize the following:

- g) Support legislation authorizing the use of design-build for transportation infrastructure without limiting the type of funding that can be used on the projects.

Goods Movement

The movement of goods to and from the Ports of Los Angeles and Long Beach (POLA/LB) has been a major contributor to traffic congestion on Orange County streets and roads as well as highways. Over one-third of the nation's waterborne freight travels through POLA/LB, making them the country's largest container ports. Approximately 57 percent of the freight coming through the ports is destined for other parts of the country.

This trade volume is expected to triple in the next 20 years. This industry supports one out of every seven jobs in the state, contributing more than \$200 billion per year to the state's economy, including more than \$16 billion in tax revenues to state and local government. An estimated 225,000 manufacturing jobs are directly related to freight movement in Southern California.

The current financial benefits of this industry are not sufficient to fund the projects needed to offset the costs of moving these goods. The state and local infrastructure is unable to handle the movement without affecting the flow of other traffic. During the past legislative sessions, proposals to impose taxes and fees to fund needed infrastructure improvements have been considered. These proposals failed to gain consensus due to a variety of reasons including concerns about potential conflicts with federal law and international treaties.

In 2006, OCTA's advocacy efforts in this regard will emphasize the following:

- h) Pursue new sources of funding for goods movement infrastructure.
- i) Continue to work with local, regional, state, and federal entities, as well as with the private sector, to develop and implement needed infrastructure projects.
- j) Ensure that public control of goods movement infrastructure projects is retained at the local level.

I. STATE BUDGET

As California enters its fifth year of consecutive budget deficits with an outstanding budget deficit of \$4.9 billion, the Orange County Transportation Authority (OCTA) remains concerned about the transportation funding instability in the state. It is estimated that since fiscal year (FY) 2001, approximately \$4.8 billion has been diverted away from transportation projects statewide.

Transportation account loans, transfers, and suspensions over the last five years have exacerbated the existing demand for transportation infrastructure investment in California. In fact, the California Transportation Commission (CTC), identified \$120 billion in unfunded rehabilitation needs for California's highways, local streets and roads, and public transit over the next decade.

Consequently, state transportation advocates will be alert to further erosion of state funding, as well as state attempts to shift their costs to local entities or to secure a larger state share of federal transportation funding. Key protective actions by OCTA will include:

- a) Oppose further loans from state highway and transit accounts to the state General Fund, deferral of existing loan repayment provisions, taking of "spill over" revenue from the Public Transportation Account, or relaxation of payback with interest provisions.
- b) Oppose unfunded mandates for transportation agencies and local governments in providing transportation improvements and services.
- c) Oppose cost shifts or changes in responsibility for projects funded by the state to the local transportation entities.
- d) ~~Protect~~ Oppose allocation of OCTA's statutory portions of the state highway and transit funding programs for alternative purposes.
- e) ~~Advocate for~~ Support the allocation of OCTA's State Transportation Improvement Program (STIP) reserve.
- f) Oppose efforts to utilize statewide transportation funds to cover Bay Bridge cost overruns.

Key revenue enhancement and maintenance efforts by OCTA will include:

- g) Support legislation to treat the property tax of single-county transit districts the same as multi-county districts and correct other Educational Revenue Augmentation Fund (ERAF) inequities between like agencies.
- h) Seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

- i) Support a Constitutional amendment to require the state to pay back with interest any funds loaned to it from the transportation accounts.

II. STATE/LOCAL FISCAL REFORMS AND ISSUES

As California's budget challenges continue, attempts to address the state's structural deficiencies have led to comprehensive reform efforts. Over the last two years, Governor Arnold Schwarzenegger has initiated reform efforts that reexamine the state's efficiency, effectiveness, and its pressing debt issue.

In 2004, Governor Schwarzenegger's pledge to stimulate reform led to the creation of the California Performance Review (CPR), a process aimed at overhauling government inefficiency and duplication. The CPR findings and recommendations have indicated an initial step in revamping the state's bureaucratic system.

Most recently, the Governor's efforts to incite reform have been reiterated with his sponsorship of "The Live Within Our Means Act" initiative on the November 2005 ballot. The measure's attempt to make drastic changes to the budgetary process signals a willingness to alter the existing approach to balance the state's budget.

While the uncertainty of possible structural changes remain, there is concern that local agencies' ability to meet maintenance of effort requirements to receive Measure M funds could be affected. Therefore, OCTA will:

- a) ~~Protect~~ Oppose efforts to reduce local prerogative over regional program funds.
- b) Oppose efforts to suspend fuel excise or sales taxes as relief to consumers from high fuel prices, unless an alternate funding source is provided.
- c) ~~Cooperate with the Southern California Association of Government on proposals to increase funding for large multi-county projects approved by the OCTA Board of Directors, but~~ oppose instituting regional gasoline sales taxes or user fees that would not be directly controlled by county transportation commissions.

~~III. FISCAL ISSUES~~

~~A number of past legislative actions, court decisions, and voter approved ballot measures has undermined the ability of local governments to serve the needs of their citizens. Key measures in this effort include:~~

- d) Oppose efforts to increase the one and one-half percent cap on administrative fees charged by the Board of Equalization on the collection of local sales taxes measures.

- e) Oppose legislative efforts to redirect Proposition 116 funds outside of the county/region approved by the voters upon passage of the initiative.
- f) Oppose efforts to transfer traditional federal funding sources from local agencies to the state and support equitable distribution of new federal funding programs in the state implementation legislation for the federal surface transportation act.
- e)g) Support legislation protecting or expanding local decision-making in programming expenditures of transportation funds.
- f)h) Support efforts to ease or simplify local matching requirements for state and federal grants and programs.
- g)i) Support the retention of existing local revenue sources, including VLF and property taxes.
- f)j) Support the Southern California Association of Governments on proposals to increase funding for large multi-county projects approved by the OCTA Board of Directors.
- i)k) Support legislation to protect the flexibility of federal aid highway funds by requiring state compliance with federal highway safety requirements.
- a)l) SeekSupport flexibility for obligating regional federal transportation funds through interim exchange instead of loss of the funds by the local agency.
- k)m) Investigate updating the formula used to sub-allocate gas tax between counties and cities.

IV.
III. STIP REFORM

The STIP, substantially amended by SB 45, Kopp (Chapter 622, Statutes of 1997), is a programming document that establishes the funding priorities and project commitments for transportation capital improvements in California. The STIP is primarily funded from the State Highway Account.

SB 45 places decision-making closest to the problem by providing project selection for 75 percent of the funding in the Regional Transportation Improvement Program (RTIP). This funding is distributed to counties based on an allocation formula. The remaining 25 percent of the funds is programmed by the Department of Transportation (Caltrans) in the Interregional Transportation Improvement Program (ITIP).

Key provisions to be sought by the OCTA include:

- a) Sponsor legislation to increase from 12 months to 36 months the guaranteed reimbursement of project costs advanced with local funds for projects approved by the CTC in the STIP.
- b) Co-sponsor legislation to provide a more stable base of funding used to calculate the amount of STIP funding that regional transportation planning agencies and county transportation commission can use for planning, programming, and monitoring purposes.
- c) Support legislation that maintains equitable "return to source" allocations of transportation tax revenues, such as updating north/south formula distribution of county shares and ITIP allocations.
- d) Support legislation to clarify that programming of county shares has priority over advancement of future county shares.
- e)e) Maintain Support maintaining the current STIP formula, which provides 75 percent of the STIP funding to the locally nominated RTIP and 25 percent to the ITIP Program.
- f) Support a formula based guaranteed disbursement of the ITIP.
- g) Support establishing a consistent four-year time period for all phases of the STIP funding cycle including programming, implementing, and auditing of local share funding.
- h) Support removing the barriers for funding transportation projects including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time.
- i) Support exemptions for State Highway Operations and Protection Program safety projects so that these projects can continue in the event the budget is not passed by the constitutional deadline.
- j) Support requiring TCRP projects that are advanced with non-TCRP funds be reimbursed from the TCRF before advancing other TCRP projects.
- k) Support legislation to involve county transportation commissions in development and prioritization of State Highway Operation and Protection Program (SHOPP) projects.

IV. TRANSIT PROGRAMS

In the next two decades, Southern California's population, specifically, Los Angeles, Ventura, Orange, San Bernardino, and Riverside counties, is projected to increase by

44 percent. Such population projections have spurred these counties to invest in transportation alternatives.

Los Angeles and San Diego counties, for example, have actively focused on transit improvements, such as Metrolink and light rail systems expansion, while Orange, Riverside, and San Bernardino counties have concentrated on expanding their bus and Metrolink train commuter services.

OCTA's efforts in providing reliable, safe and efficient bus service recently earned the agency national acknowledgment. In 2005, OCTA was recognized by the American Public Transportation Association as the "Outstanding Public Transportation System of the Year."

As OCTA continues to promote multi-modal forms of transportation such as bus and rail services, it will also look to advocate for the following:

- a) Oppose unfunded transit mandates that may occur as part of California's Olmstead Plan.
- b) Support legislation to encourage the interoperability of smart card technology within California.
- c) Support legislation to limit the liability of transit districts for the location of bus stops (Bonanno v. Central Contra Costa Transit Authority).
- d) Support study of the policies, funding options, and need for rail/highway grade separations including any impact on existing state highway and transit funding sources.
- e) Support incentives to local entities for the development and siting of transit oriented development projects (i.e. an increased share of property taxes, extra credit towards housing element requirements).
- f) Support additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

V. ROADS AND HIGHWAYS

OCTA's commitment of providing mobility in Orange County is reflected through a dynamic involvement in innovative highway endeavors. In 2003, OCTA became, upon purchase of the 91 Express Lanes, a toll road operator. OCTA's ownership of the 91 Express Lanes has allowed for much needed safety improvements and increased mobility on this critical corridor between Riverside and Orange County.

Similarly, OCTA's commitment to improving mobility has also led to non-traditional project delivery methods. In 2004, OCTA began construction to widen the Garden Grove Freeway (State Route 22) utilizing an innovative design-build process. This \$495

million project is the first time this technique has been used on an operational highway in California and has made the State Route 22 project the premiere design-build project in the state.

By using this approach, in which the design and construction are done concurrently in one contract, OCTA estimates that three years can be saved from the original completion date.

In 2006, OCTA's advocacy efforts related to highways, streets, and roads will emphasize the following:

- a) Oppose changes to eminent domain laws that would otherwise inhibit construction of public transportation projects.
- a)b) Oppose efforts to create a conservancy that would affect the delivery of transportation projects under study or being implemented in the region.
- b)c) Support administrative policy change to lower the oversight fee charged by Caltrans to ensure that project support costs are equivalent whether the project is administered by Caltrans or a local agency.
- e)d) Support improvements in major trade gateways in California to facilitate the movement of intrastate, interstate, and international trade beneficial to the state's economy.
- d)e) Support streamlining of the Caltrans review process for projects, simplification of processes, and reduction of red tape, without compromising environmental safeguards.
- e)f) Explore viability of statutory authorization to manage construction projects on state highways similar to the authority vested in the Santa Clara Valley Transportation Authority.
- f)g) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 Express Lanes.
- g)h) Work with Caltrans to ensure design specifications for bridges are free from defect.
- h)i) Explore options with the state, the county, cities, and other local jurisdictions to ensure greater cooperation in the control of street signal coordination, prioritization, and preemption, and use of transportation management systems.
- j) Explore opportunities with Caltrans to increase utilization of HOV lanes.

VI. RAIL PROGRAMS

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. In 2005, Metrolink celebrated its 11th anniversary of operation in Orange County. Orange County is served by three routes: the Orange County (OC) Line, the Inland Empire-Orange County (IEOC) Line, and the 91 Line (Riverside-Fullerton-Los Angeles).

Currently, OCTA administers 68 miles of track that carry more than 3 million passengers per year. OCTA's Metrolink capital budget is funded through a combination of local, state, and federal funding sources.

In addition to Orange County Metrolink services, there is the possibility that two other rail systems could also travel through the county. While the status of the California High Speed Rail and the California-Nevada magnetic-levitation train is pending, it is uncertain whether funding for these rail systems could impact other transportation funding sources. Key advocacy efforts will emphasize the following:

- a) Co-sponsor, with the City of Anaheim, legislation that would extend the initial operating segment of the California High-Speed Rail System from the Los Angeles area to Anaheim.
- b) Support legislation that encourages mixed-use development around rail corridors.
- c) Support equitable distribution of bond revenue for feeder rail service.
- d) Support legislation that will aid in the development, approval, and construction of projects to expand goods movement capacity and reduce congestion.

VII. ADMINISTRATION/GENERAL

General administrative issues arise every session that could impact OCTA's ability to operate efficiently. Key positions include:

- a) Oppose legislation and regulations adversely affecting OCTA's ability to efficiently and effectively contract for goods and services, conduct business of the Authority, and limit or transfer the risk of liability.
- b) Support legislation that is aimed at controlling, diminishing, or eliminating unsolicited electronic messages that congest OCTA's computer systems and reduce productivity.

XIII. ENVIRONMENTAL POLICIES

Changes in environmental laws can affect OCTA's ability to plan, develop, and build transit, rail, and highway projects. While OCTA has been a leading advocate for new

cleaner transit technologies and the efficient use of transportation alternatives, it also remains alert to new, conflicting, or excessive environmental statute changes. Key positions include:

- a) Oppose efforts to grant special interest groups control or influence over CEQA process.
- b) Oppose expanded use of HOV lanes for purposes not related to congestion relief or air quality improvement.
- c) Oppose legislation that restricts road construction by superseding existing broad-based environmental review and mitigation processes.
- d) Support creative use of paths, roads, and abandoned rail lines using existing established rights of way to promote bike trails and pedestrian paths.
- e) Support incentives for development, testing, and purchase of clean fuel commercial vehicles.
- f) Support an income tax credit to employers for subsidizing employee transit passes.
- g) Support efforts to seek funding for retrofitting or re-powering heavy duty trucks and buses for cleaner engines to attain air quality standards.
- h) Support legislation to require AQMD to grant transit demonstration projects a temporary relief from having to initiate new services with alternative fuel vehicles. This allow greater flexibility to transit agencies to test new markets and/or services with the goal of expanding the transit market share.
- i) Support legislation to integrate state and federal environmental impact studies.

IX. EMPLOYMENT ISSUES

As a public service employer and one of the largest employers in Orange County, OCTA balances its responsibility to the community and the taxpayers to provide safe, reliable, cost-effective service with its responsibility of being a reasonable, responsive employer. Key advocacy positions include:

- a) Oppose efforts to impose state labor laws on currently exempt public agencies.
- b) Oppose legislation that circumvents the collective bargaining process.
- c) Oppose legislation and regulations adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits, and working conditions, including health, safety, and ergonomic standards for the workplace.

- d) Support legislation that reforms the worker's compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently.

X. TRANSPORTATION SECURITY

With the recent increase and severity of terrorists attacks around the world on transit systems, greater emphasis is being placed on transportation security, as a tool in preventing similar attacks.

As the County's bus provider and Metrolink partner, OCTA comprehends the importance of securing our transit network and protecting our customers. Presently, OCTA maintains a partnership with the Orange County Sheriffs Department to provide OCTA Transit Police Services to the bus and train system in Orange County.

Heightened security efforts, an active public safety awareness campaign, and greater surveillance efforts, all require additional financial resources. Consequently, in 2006, OCTA's advocacy position will highlight:

- a) Support state homeland security funding and grant programs to local transportation agencies to alleviate financial burden placed on local entities.



October 14, 2005

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: Urban Area Security Initiative and State Homeland Security Grant Award for a Freeway Security Camera Pilot Project

Overview

The Orange County Sheriff's Department, the City of Santa Ana and Anaheim Police Departments awarded the Orange County Transportation Authority \$250,000 in Urban Area Security Initiative and State Homeland Security Grant funds. The funds are to be used for a pilot project that will install digital security video cameras at critical freeway bridge structures. Staff will be returning to the Board with an update in December 2005.

Recommendations

- A. Authorize the Chief Executive Officer to execute the following Cooperative Agreements to accept \$250,000 in total grant awards as follows; C-5-2496 with the Orange County Sheriff's Department for \$50,000, C-5-2494 with the City of Santa Ana for \$100,000, and C-5-2495 with the City of Anaheim for \$100,000.
- B. Authorize the release of Invitations for Bid 5-2756 for installation of the Freeway Security Cameras.

Background

For fiscal year (FY) 2004, the United States Department of Homeland Security (DHS) allocated more than \$725 million in Urban Area Security Initiative (UASI) grants to 50 urban areas across the nation. The goal of the UASI grant program is to assist large urban areas in their ability to prevent, respond to, and recover from acts of terrorism. The DHS also allocated approximately \$2.2 billion nationwide through the FY 2004 State Homeland Security Grant (SHSG) program, which includes the protection of critical infrastructures as one of its objectives.

As the designated lead agencies for these grant programs in Orange County, the Orange County Sheriff's Department, the City of Santa Ana, and Anaheim Police Departments were awarded over \$25 million in FY 2004 UASI and SHSG funds. In turn, these agencies have awarded a portion of their grant funds to OCTA for enhancing transportation security.

Discussion

On January 17, 2005, the Orange County Transportation Authority (OCTA) submitted a proposal to the Orange County Sheriff's Department, Santa Ana Police Department and Anaheim Police Department requesting up to \$250,000 in UASI and SHSP grant funds. The funds would be used to deploy new digital security video detection cameras at freeway bridge structures identified as critical to the safety and security of the Orange County community and its freeway system. The site selection was based on thorough analysis conducted by the California Department of Transportation (Caltrans) with input from the California Highway Patrol (CHP), Federal Bureau of Investigation (FBI), and OCTA. The sites were considered critical based on several factors, including the volume of traffic, the importance of the freeways as exit routes should a major evacuation be ordered, the economic value the structures provide to the region, and the cost and time to rebuild the structures should they be critically damaged.

Although there are currently 141 closed-circuit cameras along Orange County's freeways, their purpose is to manage traffic. The proposed system evaluates the content of video images to detect unattended vehicles, abandoned packages or suspicious objects near or under the freeway structures. Similar systems are currently in use at seaports and airports. The cameras will be connected to an existing fiber optics network and provide an immediate warning to CHP officers located at the Caltrans District 12 Traffic Management Center (TMC). Once completed, the system would be owned and operated by Caltrans TMC and would not require additional staffing. The pilot project will be evaluated over a three-year period by Caltrans and CHP to determine the effectiveness of the system and its ability to enhance the safety and protection of the Orange County community and its transportation system.

With grant award notification received May 2005, coordination efforts with Caltrans and CHP has continued to refine the project, and with the granting agencies on developing the required cooperative agreements and grant processes. The development of plans, specifications and estimates (PS&E) was also initiated during this interim period to advance the project and ensure successful integration with the existing infrastructure. The results of this effort will form the basis for Invitation for Bid (IFB) 5-2756 for the purchase and installation of the camera system.

The advance work completed thus far has also highlighted the possibility that additional funds may be needed to complete the project. Staff is currently working with the granting agencies to determine whether additional grant funds can be made available if the original Caltrans cost estimates are exceeded.

Staff will be returning to the Board in December 2005 with updated project costs based on the results of the IFB process and a recommendation for contract award. Since the project is not identified in OCTA's Fiscal Year 2005-06 Budget, staff will also request approval to amend the OCTA budget to accommodate grant proceeds. The UASI and SHSGP grant programs do not require a local match. The project is targeted for completion in March 2006.

Summary

The Orange County Sheriffs Department, Santa Ana Police Department and Anaheim Police Department awarded OCTA \$250,000 in UASI and SHSG funds to establish a Freeway Security Camera Pilot Project that will install digital security video detection equipment to protect critical freeway structures in Orange County. Staff is requesting authorization to enter into grant agreements and to release an Invitation for Bids needed to move the project forward. Staff will be returning to the Board with a project update in December 2005.

Attachment

None.

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October 14, 2005

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: Fullerton Transportation Center Security Improvement

Overview

During fiscal year 2004, the Orange County Transportation Authority applied for \$1.2 million in Federal Transit Administration Bus Discretionary funds to be earmarked for surveillance and monitoring equipment at transit centers. The Orange County Transportation Authority was awarded \$315,000, for this purpose, which requires a 20 percent local match providing a total of \$395,000, for system security upgrades.

Recommendation

Staff requests approval to utilize the awarded Federal Transit Award funds and local match to design and install a comprehensive closed circuit television security system at the Fullerton Transportation Center. The anticipated design would become a prototype for other Metrolink stations and Orange County Transportation Authority owned transit centers.

Background

During the past two years, the Orange County Transportation Authority (OCTA) and Metrolink have had several security-related risk and vulnerability assessments conducted by the Office on Domestic Preparedness (ODP), Federal Transit Administration (FTA) and American Public Transportation Association (APTA). These studies have had similar findings and identify the Metrolink stations as a risk and threat vulnerability. Each analysis includes a recommendation to install a security surveillance system at all Orange County Metrolink stations. Estimates for closed circuit television (CCTV) surveillance camera installation, monitoring, and fiber-optic infrastructure for all 10 stations have an estimated total cost of approximately \$3.5 million.

Discussion

In order to ensure full utilization of the existing FTA earmark, staff recommends that these funds be directed at the Fullerton Transportation Center (FTC) in the City of Fullerton. The limited funding would ensure a comprehensive security camera system at this one location. It is the goal of OCTA to have complete integration of all 10 stations as funds become available. The FTC is a multi-modal facility including Metrolink commuter trains, Amtrak trains, and OCTA buses. It is also one of Orange County's busiest regional transportation centers having over one million passenger boardings per year.

OCTA will utilize the services of a security consultant firm to recommend the design and monitoring options of a comprehensive CCTV camera system. Once these recommendations are received, they will be presented to the Security Working Group.

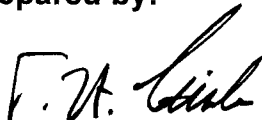
Summary

OCTA staff will work closely with the consultant firm to design an overall system security CCTV network, which is consistent with the ODP, FTA, and APTA risk and threat assessments. Staff will also ensure that the network can be expanded to include other Orange County Metrolink stations.

Attachment

None.

Prepared by:



Thomas Little
Department Manager, Security
714 560-5918

Approved by:



Richard J. Bacigalupo
Deputy Chief Executive Officer
714 560-5901



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

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

Regional Planning and Highways Committee

October 3, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to execute a cooperative agreement with the California Department of Transportation for the Project Report/Environmental Document phase of the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane project between the Eastern Toll Road (State Route 241) and the Chino Hills Expressway (State Route 71).
- B. Authorize the use of \$225,000 of State Transportation Improvement Program funds for the Santa Ana Freeway (Interstate 5) at Culver Drive project.
- C. Authorize staff to process necessary State Transportation Improvement Program and Regional Transportation Improvement Program amendments as required by the above actions.
- D. Direct staff to return with recommendations to address chokepoint cost issues as part of 2006 State Transportation Improvement Program process.



October 3, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Chokepoint Program Status Report

Overview

The Orange County Transportation Authority and California Department of Transportation are jointly developing concepts to alleviate localized freeway congestion areas known as chokepoints. The objective of the freeway Chokepoint Program is to develop projects that can be brought forward in the near-term as funding becomes available. Staff is requesting authorization to program State Transportation Improvement Program funds, and execute an agreement in support of the Chokepoint Program.

Recommendations

- A. Authorize the Chief Executive Officer to execute a cooperative agreement with the California Department of Transportation for the Project Report/Environmental Document phase of the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane project between the Eastern Toll Road (State Route 241) and the Chino Hills Expressway (State Route 71).
- B. Authorize the use of \$225,000 of State Transportation Improvement Program funds for the Santa Ana Freeway (Interstate 5) at Culver Drive project.
- C. Authorize staff to process necessary State Transportation Improvement Program and Regional Transportation Improvement Program amendments as required by the above actions.
- D. Direct staff to return with recommendations to address chokepoint cost issues as part of 2006 State Transportation Improvement Program process.

Background

Chokepoints are freeway locations where congestion occurs due to unusually heavy weaving or merging movements, such as backup at a freeway off-ramp that affects through traffic. The Orange County Transportation Authority (OCTA) has embarked on a program to identify such problem areas and develop solutions in conjunction with the California Department of Transportation (Caltrans). The goal of the program is to get projects ready for funding, so solutions can be quickly implemented as funding opportunities come about. Getting a project ready is a two-step process. Initially, various concepts are analyzed for feasibility and effectiveness; this is referred to as the Project Study Report (PSR) phase. This is followed by the Project Report/Environmental Document (PR/ED) phase, where the preferred approach is refined and cleared environmentally.

Discussion

OCTA is the lead agency on preparing the technical work on some of the projects and Caltrans is doing the technical work on most of the projects (in coordination with OCTA). Since the last report to the Board of Directors (Board) in March 2005, there has been progress on several projects. The attached status report provides detailed information on the progress of each project under the Chokepoint Program (Attachment A). The report is organized by the following freeway corridors.

- Santa Ana/San Diego (Interstate 5)
- Interchange of Santa Ana Freeway (Interstate 5) and Costa Mesa Freeway (State Route 55)
- Costa Mesa Freeway (State Route 55)
- Orange Freeway (State Route 57)
- Riverside Freeway (State Route 91)
- San Diego Freeway (Interstate 405)

A map depicting the location of key chokepoint project areas is included for reference (Attachment B).

Since the last Chokepoint Program update, four projects have made notable progress.

I-5 at Culver Drive

The PR/ED phase is complete, and staff is currently in the process of procuring Plans, Specifications and Estimates (PS&E) services for the next phase of this project. The PR/ED identified a cost increase in the construction phase of this

project. Staff recommends the use of \$225,000 in additional State Transportation Improvement Program (STIP) funds for this project.

Interstate 5 (I-5) at Oso Parkway

The PR/ED phase is complete, and staff is currently in the process of procuring PS&E services for the next phase of this project. The PR/ED identified a cost increase in the construction phase of this project. Staff is currently working with Caltrans to finalize the revised cost estimate and will return to the Board with a revised cost estimate in November of 2005 as part of the 2006 STIP development cycle.

I-5 at Avenida Pico

The PS&E phase for the I-5 at Avenida Pico project has been completed. A request for a STIP-funding allocation for the construction phase is planned for December 2005. The project has experienced a cost increase due to modifications to construction staging, changes to structural sections, additional retaining walls, unidentified sign structures, drainage issues, landscape work, and material cost increases. Staff will return with a cost update and recommendation as part of the 2006 STIP development process.

State Route 91 (SR-91)

The PR/ED phase of the Eastbound Auxiliary Lane project between the Eastern Toll Road (State Route 241) and the Chino Hills Expressway (State Route 71) began in April 2004 and is scheduled for completion in February 2007. OCTA is the project lead and Caltrans is providing quality assurance of all project report activities. Caltrans is also the lead agency under the California Environmental Quality Act (CEQA). A cooperative agreement between Caltrans and OCTA has been prepared (Attachment C). Staff is seeking board approval to execute this agreement.

As part of the 2006 STIP development cycle, staff will return to the Board in November of 2005 with recommendations for updating cost and schedules for all STIP-funded chokepoint projects as appropriate.

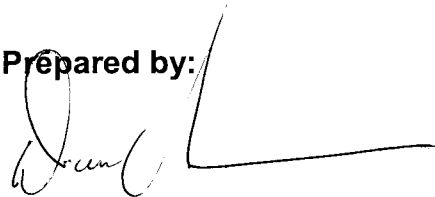
Summary

OCTA and Caltrans continue to work together to develop a slate of ready-for-funding projects, which can ease congestion at key freeway chokepoint locations throughout Orange County. A progress report on the status of these projects is presented for review. Staff will return with an update in six months.

Attachments

- A. Chokepoint Program Status Report September 2005
- B. Orange County Freeway Chokepoint Projects Map
- C. Cooperative Agreement No. 12-526

Prepared by:



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Approved by:



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Chokepoint Program Status Report

September 2005

San Diego Freeway/Santa Ana Freeway (Interstate 5)

Location	Description	Const. Cost	Phase	Target Date
Interstate 5 (I-5) southbound (SB) off-ramp at Culver Drive (OCTA)	Widen SB off-ramp to two lanes	\$1,506,000	PS&E	July 2007
I-5 SB at Oso Parkway (OCTA)	Widen SB off-ramp to two lanes and construct SB auxiliary lane	\$13,930,000	PS&E	October 2006
I-5 SB at Camino Capistrano (OCTA)	Widen SB off-ramp, widen Camino Capistrano and construct SB auxiliary lane	\$7,041,000	PR/ED	July 2006
I-5 SB at Avenida Pico (Caltrans)	Widen SB off-ramp	\$3,270,000	Construction	FY 2005-06 Start

There are currently three chokepoint projects being developed along the I-5 Freeway that are managed by the Orange County Transportation Authority (OCTA). Work on the SB I-5 Culver Drive Project Report/Environmental Document (PR/ED) began in December 2003 and was completed two months ahead of schedule in December 2004. Due to the State budget crisis, funding for the PS&E phase of this project was shifted from fiscal year (FY) 2004-05 to FY 2005-06 by the California Transportation Commission. OCTA staff is currently in the process of procuring PS&E services for the next phase of this project. The PR/ED identified a cost increase in the design and construction phase of this project. Staff recommends the use of \$225,000 in additional STIP funds for this project.

In addition, the City of Irvine and California Department of Transportation (Caltrans) are moving ahead with other improvements within the vicinity of this chokepoint project.

The limits of the City's improvements extend from the southbound I-5 ramp terminus to the intersection of Culver Drive and Escudero Drive (east of Trabuco Road). Given the overlap of OCTA's project with the City's project, potential cost and time economies may be realized by proceeding with City's project and chokepoint project with the same schedule. As a result of cooperative efforts with the City of Irvine, it was agreed that discussions would be held on how the two projects could possibly be combined during the PS&E or construction phases to minimize disruption to the public. A decision has not yet been made on the combining of the two projects.

Work is continuing on the PR/ED for the I-5 at Camino Capistrano project to add a SB I-5 auxiliary lane and widen the SB off-ramp and Camino Capistrano. Staff is currently working on a request from the City of San Juan Capistrano to incorporate a

raised sidewalk on the west side of Camino Capistrano. In order to accommodate the sidewalk and bike lane within the constrained right-of-way, it is recommended to have a shared sidewalk and bike lane. The proposed sidewalk was coordinated with the Orange County Bicycle Coalition, and their concerns regarding the shared bike/pedestrian lane are being evaluated. The completion of the PR/ED was ahead of schedule, but the recently completed Natural Environmental Study (NES) recommended conducting additional biological surveys. The subject surveys for five potentially sensitive species are required to obtain environmental approval. A special status species survey protocol is required for the Least Bell's Vireo, the southwestern Willow Flycatcher and the Arroyo Toad. Focused surveys are required for the Southwestern Pond Turtle and the Two-Striped Garter Snake. These surveys are completed and the findings will be incorporated into the final PR/ED scheduled to be completed by June 2006.

The PR/ED for the SB I-5 at Oso Parkway project has been completed, and an updated cost estimate has been developed. Staff is in the process of procuring PS&E services including another update to the cost estimate. Staff recommends that the additional construction funding be programmed during the 2006 State Transportation Improvement Program (STIP) development cycle. In June 2004, the OCTA Board authorized additional technical work for preparation of a topographic survey and traffic noise impact study to complete the environmental process. The noise study completed in October 2004, recommended soundwalls east of the I-5, along the property lines from Mission Viejo High School in the north to the golf course in the south. In order to incorporate the findings of this noise study into the final Project Report, additional work was needed to complete the environmental document and submit it to Caltrans for final review. Staff secured OCTA Board of Directors approval to amend the agreement between OCTA and the consultant to proceed with the necessary work to complete the project. The additional environmental/noise analysis extended the completion schedule of the PR/ED by six months, from December 2004 to June 2005. The noise analysis was performed in accordance with the procedures outlined in the California Department of Transportation (Caltrans) Traffic Noise Analysis Protocol for this type of project. According to the noise analysis, the construction of soundwalls would not be reasonable under the Caltrans protocol. Given this result, OCTA and Caltrans have completed the PR/ED. OCTA staff has offered to support the City of Mission Viejo in identifying potential local or state funds for the desired soundwall.

The PS&E for the SB I-5 at Avenida Pico project is being developed by Caltrans and has been completed. The project has experienced a cost increase due to modifications to construction staging, changes to structural sections, additional retaining walls to facilitate future I-5 improvements, unidentified sign structures, drainage issues, landscape work, and material cost increases. All outstanding utility impacts have been resolved. The project will be ready to list in October 2005. The current schedule calls for a request of STIP-funding allocation in December 2005. The construction phase is programmed and scheduled for FY 2005-06. Staff will return with a cost update and recommendation as part of the 2006 STIP development process.

Riverside Freeway (State Route 91)

Location	Description	Project Cost Est.	Status
SR-91 eastbound (EB) from State Route 241 (SR-241) to State Route 71 (SR-71) (OCTA)	Add EB auxiliary lane and improving SR-71 connector ramps	\$32.3 M to \$52.9 M	PR/ED in Progress Scheduled Completion February 2007
SR-91 westbound (WB) from the Costa Mesa Freeway (State Route 55) to Tustin Avenue (OCTA)	Extend WB auxiliary lane, ramp improvement	\$17.2 M to \$42.9 M	Seeking funds for future phases
SR-91 WB from SR-57 to I-5 (OCTA)	Extend WB auxiliary lane	\$9 M to \$13.4 M	Seeking funds for future phases
SR-91 EB/WB from SR-241 to Imperial Highway: EB from State Route 55 (SR-55) to Lakeview Avenue (OCTA)	Adding mixed flow lanes/ auxiliary lane	\$37 M	Seeking funds for future phases

The elimination of the toll road non-compete agreement has allowed four chokepoint Project Study Reports (PSRs) to be completed for improvements along SR-91. The PSR to improve the EB SR-91 between the SR-241 to SR-71 has been approved by Caltrans. The PSR proposes to add an EB auxiliary lane, as well as, widen all existing EB lanes and shoulders to standard widths. In April 2004, the Board authorized the use of 91 Express Lanes' toll revenues to fund the PR/ED phase of the project. The PR/ED phase began in April 2004 and is scheduled for completion in February 2007.

Three additional PSRs for improvement concept along the SR-91 have been completed and are now ready for environmental clearance. The proposed improvements will enhance traffic operations and relieve peak hour congestion. Staff will explore opportunities to fund the next stages of project development, pending the findings of the SR-91 Major Investment Study (MIS) expected to be completed in December 2005.

Santa Ana Freeway (Interstate 5)/Costa Mesa Freeway (State Route 55) Interchange

Location	Description	Phase	Target Date
I-5/SR-55 Interchange (OCTA)	Improve weave and merging through interchange improvements	PSR/PDS	September 2005

Work on the PSR for the I-5/SR-55 interchange is underway to identify potential improvements for the interchange area between the Fourth Street off-ramp to the north and Newport Boulevard to the south on the I-5, and on SR-55 from Fourth Street to the north and Edinger Avenue to the south. The planning effort is intended to surface reasonable and feasible improvements that will become part of an overall strategy to improve the Orange County freeway system.

Coordination with Caltrans technical staff, and the cities of Tustin and Santa Ana have resulted in selection of three alternatives with minimum environmental impacts to the greatest extent feasible. The project schedule was extended three months to address local concerns regarding some of the options under consideration. The preparation of a traffic study for each alternative is complete. The draft PSR has been submitted to Caltrans functional units for their review and comments. The final PSR/PDS is expected to be submitted to Caltrans for final approval in October 2005.

Costa Mesa Freeway (State Route 55)

Caltrans recently initiated two PSRs to enhance operations and ease congestion along both directions of SR-55. The PSR work underway explores the addition of an auxiliary lane in each direction between Dyer Road and Edinger Avenue. One PSR is being developed for the NB auxiliary lane and the other covering the SB auxiliary lane. The SB PSR has been completed, and the NB PSR is scheduled to be completed in September 2005.

Orange Freeway (State Route 57)

Location	Description	Phase	Status
State Route 57 (SR-57) NB Orangethorpe to Lambert Road (OCTA)	Adding NB through lane	PR/ED	Work on PR/ED began in August 2005
SR-57 NB Katella Avenue to Lincoln Avenue (OCTA)	Add auxiliary lane and fully standard median	PSR/PDS	PSR completed June 2003

The PSR for two chokepoint projects along SR-57 are complete. The proposed widening of the NB SR-57 from Orangethorpe Avenue to Lambert Road is being advanced to the PR/ED stage. The project proposes to add a NB mixed-flow lane, widen medians and shoulders to standard widths, as well as widen the NB off-ramps at Imperial Highway, Lambert Road, and adding northbound auxiliary lane in advance of the off-ramps. The project kickoff meeting occurred on August 3, 2005. A project completion schedule is currently being developed.

San Diego Freeway (Interstate 405)

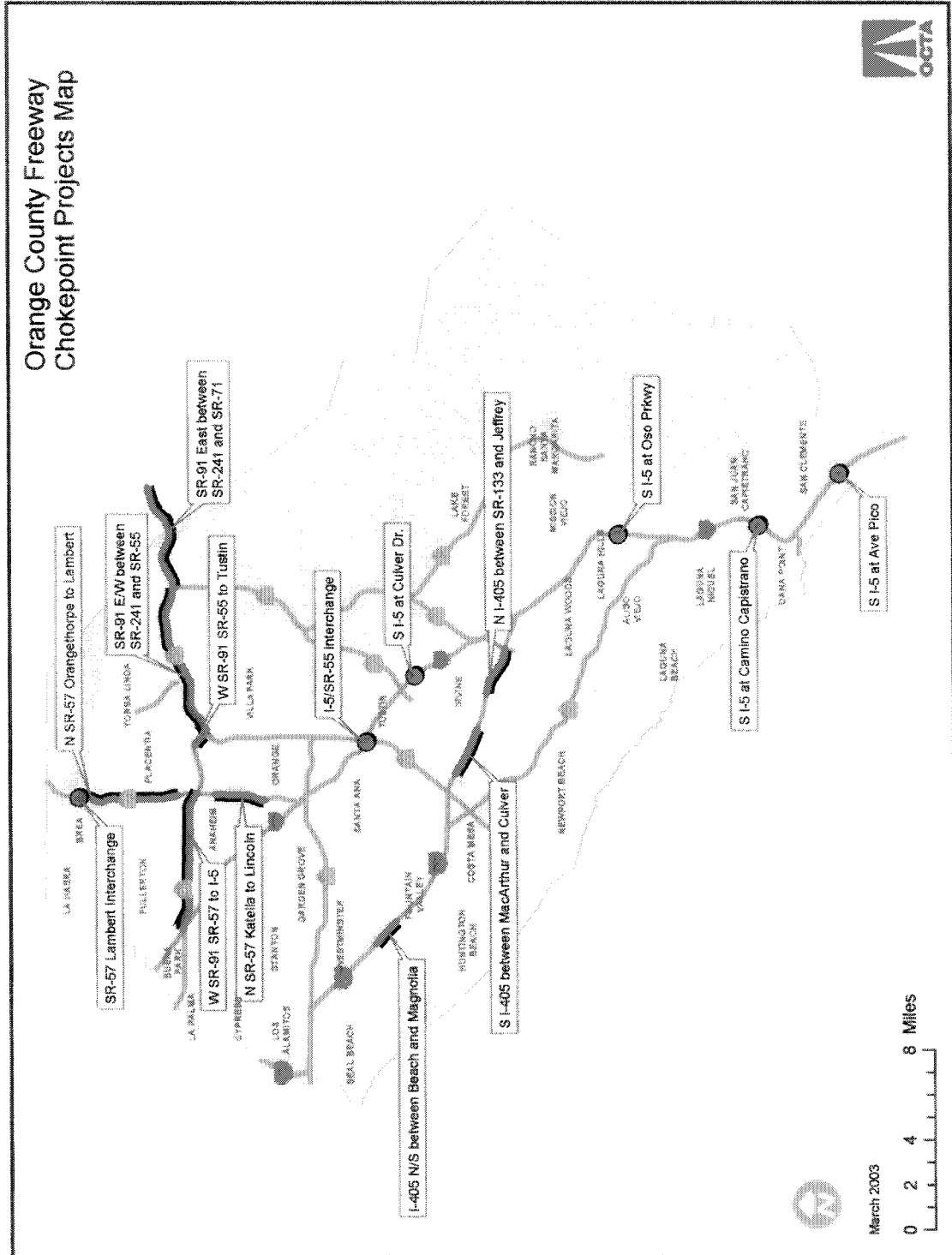
Caltrans has completed the PR/ED for auxiliary lanes along both directions of Interstate 405 (I-405) between Magnolia Avenue and Beach Boulevard. The final design of the project began in October 2004. Fiscal year 2005-06 and FY 2006-07 STIP funds have been programmed for the design and construction of the project. The total project cost including engineering, right-of-way, and construction is \$14.5 million. The PS&E phase started in October 2004 and the construction is scheduled for FY 2006-07. The analysis of the ultimate improvement to the I-405 will be addressed as part of the I-405 MIS, which is currently underway, and scheduled for completion in September 2005.

Caltrans Chokepoint Projects

In addition to the chokepoint projects noted above, the following table highlights some of the chokepoint projects being lead by Caltrans.

Location	Improvement Concept	Status
I-5 NB/SB at La Paz Road	Reconstruct interchange to increase storage capacity of ramps	City of Laguna Hills is working on plans for interim improvements. PSR needs to be rescoped. No target date set.
I-5 NB/SB at Avery Parkway	Reconstruct under crossing/local street widening	PSR in progress
I-5 SB at Jamboree Road	Add auxiliary lane before off-ramp and widen off-ramp to two lanes	PSR circulated for signature
I-5 NB at Jamboree Road	Widen access from Jamboree Road to NB on-ramp	PSR circulated for signature
I-5 El Toro interchange	Add SB off ramp, new SB on-ramp at Laguna Hills Mall	No progress on PSR. No target date set for completion.
I-405 NB Irvine Center Dr. to Laguna Canyon Road.	Add second truck bypass lane from I-5 NB to I-405 NB	PR/ED completed Oct 2004 - Construction programmed for 2006 SHOPP
SR-57 NB Lambert-Tonner Cyn.	Truck climbing lane	PSR complete – Shelf-ready Seeking federal demo funds for future phases
SR-57 NB Lambert interchange	New NB on-ramp	PSR complete – Shelf-ready; City and Caltrans to discuss funding & next steps (T21 \$0.9M is insufficient)
I-405 SB Irvine Center Drive	Add 2nd auxiliary lane - SR-133 to Irvine Center	PSR complete – Shelf-ready Proposed for 2008 SHOPP
I-405 NB SR-133 to Jeffrey	Auxiliary Lane	PS&E Complete - Project currently on hold.
I-405 NB Jeffrey to Culver	Auxiliary Lane	PSR complete
I-5 / SR-74 Interchange	Reconstruct interchange	PSR complete

ORANGE COUNTY FREEWAY CHOKEPOINT PROJECTS MAP



12-Ora-91-KP 25.629/32.034
8-Riv-91-KP 0.000/4.682
Between State Route 241 and
State Route 71
District 12 EA OG0400
District 8 EA OE8000
District Agreement No. 12-526

COOPERATIVE AGREEMENT

THIS AGREEMENT, ENTERED INTO EFFECTIVE ON _____, 2005, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as STATE, and

ORANGE COUNTY TRANSPORTATION AUTHORITY, a public corporation, referred to herein as AUTHORITY.

RECITALS

1. STATE and AUTHORITY, pursuant to Streets and Highways Code section 130, are authorized to enter into a Cooperative Agreement for improvements to State highways within Orange and Riverside Counties.
2. AUTHORITY desires State highway improvements consisting of adding one eastbound lane on Route 91 between SR-241 and SR-71 referred to herein as "PROJECT", and is willing to fund one hundred percent (100%) of all costs of the preparation of the Project Report (PR) and Environmental Document (ED), except that costs of STATE's quality assurance of environmental activities will be borne by STATE.
3. This Agreement will define the California Environmental Quality Act (CEQA) lead agency, CEQA responsible agency, and the roles and responsibilities of the CEQA lead agency and CEQA responsible agency regarding environmental documents, studies and reports and compliance with CEQA.
4. STATE's funds will not be used to finance any of the capital and support costs for PROJECT.
5. This Agreement supersedes any prior Memorandum of Understanding (MOU) relating to PROJECT.
6. Development of plans, specification and estimates (P&SE) and construction of PROJECT will be the subject of a separate future Agreement.
7. The parties hereto intend to define herein the terms and conditions under which PROJECT is to be developed and financed.

SECTION I

AUTHORITY AGREES:

1. To fund one hundred percent (100%) of all PR and ED costs.
2. To prepare, at no cost to STATE, the PR and ED for PROJECT, including all necessary environmental documentation and to submit each to STATE for STATE's review and concurrence at appropriate stages of development. The PR shall be signed by a Civil Engineer registered in the State of California.
3. To permit STATE to monitor and participate in the selection of personnel who will prepare the PR and ED, conduct environmental studies and obtain approval for PROJECT. AUTHORITY agrees to consider any request by STATE to discontinue the services of any personnel considered by STATE to be unqualified on the basis of credentials, professional expertise, failure to perform in accordance with scope of work and/or other pertinent criteria.

4. To make written application to STATE for necessary encroachment permits authorizing entry onto STATE's right of way to perform surveying and other investigative activities required for preparation of the PR and ED.
5. To identify and locate all high and low risk underground facilities within the PROJECT area and to protect or otherwise provide for such facilities, all in accordance with STATE's "Manual on High and Low Risk Underground Facilities Within Highway Rights of Way". AUTHORITY hereby acknowledges receipt of STATE's "Manual on High and Low Risk Underground Facilities Within Highway Rights of Way".
6. Personnel who perform the PR and ED shall be made available to STATE, at no cost to STATE, through completion of construction of PROJECT to discuss issues, which may arise during construction. AUTHORITY will make available its personnel or consultants to do all necessary corrections and to furnish the corrected product to STATE if, during the course of PROJECT, errors or omissions are discovered in any document, study or report which AUTHORITY provided pursuant to this Agreement, within a reasonable time as specified by STATE.
7. To obtain, at AUTHORITY's expense, all necessary permits and/or agreements from appropriate regulatory agencies. All mitigation, monitoring, and/or remedial action required by said permits shall constitute part of the cost of PROJECT.
8. To be responsible, at AUTHORITY's expense, for an Initial Site Assessment (ISA) of potential hazardous waste sites within and outside of the existing State highway right of way that would impact PROJECT. If AUTHORITY encounters hazardous material or contamination within the existing State highway right of way during said investigation, AUTHORITY shall immediately notify STATE and responsible control agencies of such discovery.

SECTION II

STATE AGREES:

1. To provide, at no cost to AUTHORITY, quality assurance activities of all PR and environmental work on PROJECT done by AUTHORITY and to provide prompt reviews and approvals, as appropriate, of submittals by AUTHORITY, and to cooperate in timely processing of PROJECT.
2. To issue, at no cost to AUTHORITY upon proper application by AUTHORITY, an encroachment permit to AUTHORITY authorizing entry onto STATE's right of way to perform survey and other investigative activities required for preparation of the PR and ED. If AUTHORITY uses consultants rather than its own staff to perform required work, the consultants will also be required to obtain an encroachment permit. The permit will be issued at no cost upon proper application by the consultants.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the State Budget Act authority, the appropriation of resources by the Legislature to STATE and the allocation of resources by the California Transportation Commission (CTC).
2. To not use STATE funds for any PROJECT capital and support costs in preparing PR and ED.
3. All PROJECT environmental work is to be performed by AUTHORITY. Should AUTHORITY request that STATE perform any portion of PROJECT environmental work, AUTHORITY shall first agree to reimburse STATE for such work pursuant to an amendment to this Agreement and/or a separate executed agreement.
4. The parties hereto will carry out PROJECT in accordance with the Scope of Work, attached and made a part of this Agreement, which outlines the specific responsibilities of the parties hereto. The attached Scope of Work may in the future be modified in writing to reflect changes in the responsibilities of the respective parties. Such modifications shall be concurred with by AUTHORITY's Chief Executive Officer or other official designated by AUTHORITY and STATE's District Director for District 12 and become a part of this Agreement after execution by the respective officials of the parties.
5. The Project Study Report (PSR) for PROJECT approved on May 17, 2004, by this reference, shall become part of this Agreement.
6. The preparation of environmental documents for PROJECT shall be performed in accordance with STATE standards and practices current as of the date of execution of this Agreement. Any exceptions to applicable design standards shall be approved by STATE via the processes outlined in STATE's Highway Design Manual and appropriate memorandums and design bulletins published by STATE. In the event that STATE proposes and/or requires a change in design standards, implementation of new or revised design standards shall be done in accordance with STATE's memorandum "Effective Date for Implementing Revisions to Design Standards", dated February 8, 1991. STATE shall consult with AUTHORITY in a timely manner regarding effect of proposed and/or required changes on PROJECT.
7. For the purpose of this Agreement, any hazardous material or contamination found within the area of PROJECT shall be classified in two categories, HM-1 and HM-2. Hazardous material or contamination of an HM-1 category shall be defined as that level or type of contamination which State or Federal regulatory control agencies having jurisdiction have determined must be cleaned up by reason of its mere discovery, regardless of whether it is disturbed by PROJECT or not. Hazardous material or contamination of an HM-2 category shall be defined as that level or type of contamination which said regulatory control agencies would have allowed to remain in place if undisturbed or otherwise protected in place should PROJECT not proceed.
8. STATE shall perform, or cause to be performed, all required cleanup of any hazardous material or contamination of an HM-1 category found within the existing State Highway right of way. AUTHORITY shall perform, or cause to be performed, all required cleanup of any hazardous material or contamination of an HM-1 category found within the local road right of way. Whether AUTHORITY decides to proceed with PROJECT or not, STATE shall sign the HM-1 manifest and pay all costs for required cleanup within the existing State Highway right of way and AUTHORITY shall sign the HM-1 manifest and pay all costs for required cleanup within the local road right of way. If STATE

determines, in its sole judgment, that costs for cleanup within the existing State Highway right of way and/or within the local road right of way are increased as a result of AUTHORITY's decision to proceed with PROJECT, these additional costs identified by STATE shall be deemed a part of the costs of PROJECT and AUTHORITY shall pay these costs. While STATE will exert every reasonable effort to fund the remedy or remedial action for which STATE is responsible, in the event STATE is unable to provide funding, AUTHORITY will have the option to either delay further construction of PROJECT until STATE is able to provide funding or AUTHORITY may proceed with the remedy or remedial action as a PROJECT expense without any subsequent reimbursement by STATE.

9. The remedy or remedial action with respect to any hazardous material or contamination of a HM-2 category found within and outside the existing State highway right of way during investigative studies shall be addressed by AUTHORITY in the PR and ED for PROJECT as a PROJECT expense.
10. If hazardous material or contamination of either HM-1 or HM-2 category is found on new right of way to be acquired by AUTHORITY for PROJECT, AUTHORITY, as between AUTHORITY and STATE only, shall perform, or cause to be performed, all required cleanup and/or protection at AUTHORITY's expense and shall guarantee STATE that said new right of way is clean prior to transfer of title to STATE in accordance with Article 8 of Section I of this Agreement. The generator of the hazardous material or, if none can be identified or found, the present property owner, whether a private entity or a local public agency, or AUTHORITY, as a last resort, shall sign the manifest.
11. Locations subject to HM-1 or HM-2 remedy or remedial action and/or protection include utility relocation work required for PROJECT. Costs for remedy and remedial action and/or protection shall include, but not be limited to, the identification, treatment, protection, removal, packaging, transportation, storage, and disposal of such material.
12. The party performing the hazardous material cleanup shall be responsible for the development of the necessary cleanup plans and designs. Cleanups proposed by AUTHORITY on the State Highway right of way shall be pre-approved by State and shall be performed in accordance with STATE's standards and practices and those standards mandated by the Federal and State regulatory agencies.
13. STATE will be the ~~CEQA~~ lead agency and AUTHORITY will be a CEQA responsible agency. AUTHORITY will perform all necessary investigative studies and prepare all required environmental technical reports in order to document and support the CEQA Categorical Exclusion (CE) determination. AUTHORITY will submit to STATE, for STATE's review, comment, and approval of the investigative studies, the environmental technical reports and CEQA CE determination. If, during preliminary engineering, preparation of the PS&E, or PROJECT construction, new information is obtained which requires the preparation higher CEQA ED, this Agreement will be amended to include completion of these additional tasks by AUTHORITY
14. All administrative draft reports, studies, materials, and documentation, including, but not limited to, all PR and ED administrative draft reports and administrative final reports, relied upon, produced, created or utilized by AUTHORITY as STATE's agent, will be held in confidence. AUTHORITY agrees that said material will not be distributed, released or shared with any other organization, person or group other than STATE, and AUTHORITY employee and its agents without prior written approval by STATE authorizing said release or distribution except as required or authorized by statutory authority.
15. Separate Cooperative Agreements will be required to cover responsibilities and funding for the PROJECT PS&E and construction phases.

District Agreement No. 12-526

16. Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or affect the legal liability of either party to the Agreement by imposing any standard of care with respect to the maintenance of State highways different from the standard of care imposed by law.
17. Neither STATE nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement. It is understood and agreed that, pursuant to Government Code section 895.4, AUTHORITY shall fully defend, indemnify and save harmless STATE and all its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined in Government Code section 810.8) occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement.
18. Neither AUTHORITY nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this Agreement. It is understood and agreed that, pursuant to Government Code section 895.4, STATE shall fully defend, indemnify and save harmless AUTHORITY and all its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined in Government Code section 810.8) occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this Agreement.
19. This Agreement may be terminated or provisions contained herein may be altered, changed, or amended by mutual consent of the parties hereto.
20. Except as otherwise provided in Article (19) above, this Agreement shall terminate upon completion and acceptance of the PR and ED approval for PROJECT or on December 31, 2007, whichever is earlier in time.

District Agreement No. 12-526

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

COUNTIES of ORANGE and RIVERSIDE

WILL KEMPTON
Director of Transportation

By: _____
Arthur T. Leahy
Chief Executive Officer

By: _____
District Director, District 12

By _____
District Director, District 8

Approved as to form and procedure:

Approved as to form:

Attorney
Department of Transportation

Kennard R. Smart
General Counsel

Certified as to funds:

Approved: _____ Date: _____

District 12 Budget Manager

Kia Mortazavi,
Director, Strategic Planning

District 8 Budget Manager

Certified as to procedure:

Accounting Administrator

Fiscal Officer

SCOPE OF WORK

This Scope of Work outlines the specific areas of responsibility for various project development activities for the proposed addition of one eastbound auxiliary lane on Route 91 between SR-241 and SR-71.

1. AUTHORITY and STATE concur that the proposal is a Category 4A(A01) as defined in STATE's Project Development Procedures Manual.
2. STATE will review, monitor, and approve all project development reports, studies, and plans, and provide all necessary implementation activities up to, completion of Project Report and Environmental Document.
3. The existing freeway agreement need not be revised.
4. All phases of the project, from inception through construction, whether done by AUTHORITY or STATE, will be developed in accordance with all policies, procedures, practices, and standards that STATE would normally follow and are detailed in STATE's Highway Design Manual and Project Development Procedures Manual.

ATTACHMENT 1
PLANNING PHASE ACTIVITIES

PROJECT ACTIVITY	<u>RESPONSIBILITY</u>	
	STATE	LOCAL AGENCY
1. ENVIRONMENTAL ANALYSIS & DOCUMENT PREPARATION		
Establish Project Development Team (PDT)		X
Approve PDT		X
Project Category Determination		X
Prepare Preliminary Environmental Assessment		X
Identify Preliminary Alternatives and Costs		X
Prepare and Submit Environmental Studies and Reports		X
Review and Approve Environmental Studies and Reports	X	
Prepare and Submit Draft Environmental Document (DED)		X
Review DED in District	X	
2. PROJECT GEOMETRICS DEVELOPMENT		
Prepare Existing Traffic Analysis		X
Prepare Future Traffic Volumes for Alternatives		X
Prepare Project Geometrics and Profiles		X
Prepare Layouts and Estimates for Alternatives		X
Prepare Operational Analysis for Alternatives		X
Review and Approve Project Geometrics and Operational Analysis	X	
3. PROJECT APPROVAL		
Lead Agency for Environment Compliance Certifies its ED in Accordance with Procedures	X	
Prepare Draft Project Report (DPR)		X
Finalize and Submit Project Report with Certified ED for Approval		X
Approve Project Report	X	

ATTACHMENT 3
DEFINITIONS

Basic Design Features - A general description of the facility:

- Eastbound SR-91 is designed as a 65[AO2] mph facility.
- Eastbound SR-91 has four through lanes and two toll HOV lanes, known as the Route 91 Express Lanes, which are owned and operated by AUTHORITY throughout the PROJECT limits. The eastbound toll lanes end at the County line, where the number one lane becomes an HOV lane, while the number two lane becomes the number one general purpose lane. This happens via a 600m transition within Riverside County and as a result, the number five general purpose lane is dropped through the SR-91/SR-71 interchange. Within the PROJECT, there are interchanges at SR-241, Green River Drive and SR-71. There is an overcrossing for the Coal Canyon Wildlife Corridor and the West Prado Overhead structure over the Burlington Northern Santa Fe railroad facility.
- The width of the two HOV lanes is 3.3m. The general purpose lanes vary from 3.3m to 3.6m.
- Soundwalls, transportation system management plans, HOV lanes, bridge widening and ramp metering will be required design features of the PROJECT.
- Mandatory and Advisory Design Standards - See Index 82.3 of State's Highway Design Manual for the definition and listing of these items.



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

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

Regional Planning and Highways Committee

October 3, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-1146 between the Orange County Transportation Authority and APA Engineering Inc., in an amount not to exceed \$160,000, and extend the term of the contract through June 30, 2006, for support in developing, managing, and monitoring projects within the Freeway Chokepoint Program.



October 3, 2005

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Amendment to Agreement for Chokepoint Program Project Management Services

Overview

On February 14, 2005, the Board of Directors approved an agreement with APA Engineering, Inc., in the amount of \$145,000, to provide project management services to support the Strategic Planning Division in developing, managing, and monitoring projects within the Freeway Chokepoint Program. APA Engineering, Inc. was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-1146 between the Orange County Transportation Authority and APA Engineering Inc., in an amount not to exceed \$160,000, and extend the term of the contract through June 30, 2006, for support in developing, managing, and monitoring projects within the Freeway Chokepoint Program.

Background

The Orange County Transportation Authority (OCTA) Ten-Year Strategic Plan includes an initiative to eliminate bottlenecks along the County's freeway system. Presently, there are over 40 improvement projects within the OCTA Freeway Chokepoint Program that are in various stages of development by either the California Department of Transportation (Caltrans) or OCTA. These projects offer cost-effective, near-term mobility improvements aimed at maximizing the efficiency and operation of the Orange County freeway system. The goal of the program is to develop shelf-ready project concepts that are ready for design and construction and can be brought forward as limited state funds or other funding opportunities become available.

In support of this goal, the project management support services assist staff in developing, managing, and monitoring projects within the OCTA Freeway Chokepoint Program. This work includes:

- Active daily management of technical consultant teams, which includes monitoring project progress and resolving key issues.
- Conduct quality assurance and quality control for all on-going projects to ensure compliance with OCTA and Caltrans standards, as well as various state and federal guidelines.
- Review environmental documents in accordance with the regulations of the California Environmental Quality Act, National Environmental Protection Act, and Federal Highway Administration.
- Evaluate the feasibility and effectiveness of project alternatives, accuracy of cost estimates, as well as the potential benefits and impacts to the local and regional transportation system, community, and environment.

Discussion

This procurement was originally handled in accordance with the OCTA's procedures for professional and technical services. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement due to the large number of active Project Study Reports (PSR's) and Project Report/Environmental Documents (PR/ED's) underway. In addition, the section manager responsible for Project Development at OCTA was promoted to a position on the Garden Grove Freeway (State Route 22) Design/Build project. This has required more extensive use of APA Engineering, Inc. services than originally planned to advance projects on the Riverside Freeway (State Route 91) and the Orange Freeway (State Route 57).

The original agreement awarded on February 14, 2005, was in the amount of \$145,000 with a termination of March 30, 2006. Amendment No. 1 in the amount of \$160,000, will increase the total agreement amount to \$305,000, and extend the term through June 30, 2006 (Attachment A).

Fiscal Impact

The additional work described in Amendment No. 1 to Agreement C-4-1146 was approved in OCTA's Fiscal Year 2005-06 Budget, Strategic Planning

Division, Account 1537-7519-A4500-AU6, and is funded through the Orange County Unified Transportation Trust Fund.

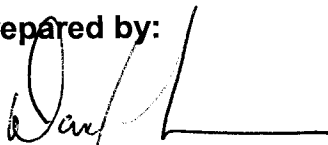
Summary

Based on the material provided, staff recommends approval of Amendment No. 1, in the amount of \$160,000, to Agreement C-4-1146 with APA Engineering, Inc.

Attachment

- A. APA Engineering, Inc., Agreement C-4-1146 Fact Sheet

Prepared by:



Darrell E. Johnson
Department Manager, Programming,
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(714) 560-5343

Approved by:



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

ATTACHMENT A

APA Engineering, Inc. Agreement C-4-1146 Fact Sheet

1. February 14, 2005, Agreement C-4-1146, \$145,000, approved by Board of Directors.
 - Chokepoint Program Project Management Services for developing, managing, and monitoring projects within the program.
2. October 3, 2005, Amendment No. 1 to Agreement C-4-1146, \$160,000, pending approval by Board of Directors.
 - Amend contract and extend term for additional project support.

Total committed to APA Engineering, Inc., Agreement C-4-1146: \$305,000.



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Request a Public Hearing for the 2005 Orange County Congestion Management Program

Regional Planning and Highways Committee

October 3, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Schedule a public hearing on the 2005 Orange County Congestion Management Program for the November 14, 2005, Board of Directors meeting.
- B. Direct staff to return with the final 2005 Orange County Congestion Management Program for the public hearing on November 14, 2005.



October 3, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, ^{ML} Chief Executive Officer
Subject: Request a Public Hearing for the 2005 Orange County Congestion Management Program

Overview

The Orange County Transportation Authority is responsible for monitoring and reporting on Orange County's Congestion Management System every two years. The Congestion Management Program report has been updated for 2005 in accordance with State of California law, and a draft is being circulated for review by local agencies and the Technical Advisory Committee. A public hearing on this program will be conducted prior to Board approval.

Recommendations

- A. Schedule a public hearing on the 2005 Orange County Congestion Management Program for the November 14, 2005, Board of Directors meeting.
- B. Direct staff to return with the final 2005 Orange County Congestion Management Program for the public hearing on November 14, 2005.

Background

With the passage of Proposition 111 in June of 1990, to continue to receive gas tax funds, urbanized areas in the State must designate a Congestion Management Agency (CMA) and adopt a Congestion Management Program (CMP). As Orange County's designated CMA, the Orange County Transportation Authority (OCTA) is responsible for developing, monitoring, and biennially updating Orange County's CMP. The goals of the CMP are to improve or maintain acceptable levels of traffic and provide a mechanism for coordinating land use and transportation decisions.

The Orange County CMP is a composite of local agency submittals developed through cooperative efforts between OCTA, local jurisdictions, and public agencies. Over the past year, these entities have been working together to develop CMP data, such as traffic level of service and capital improvement programs, in accordance with State guidelines.

Once submitted to OCTA, local data were compiled and integrated with information on multi-modal performance measures and regional capital improvement programs. This information was then incorporated into a comprehensive document known as the Draft 2005 Orange County CMP (Attachment A). Following a local agency review by the OCTA Technical Advisory Committee (TAC) and upon OCTA Board of Directors (Board) approval at a noticed public hearing, the document will be forwarded to the Southern California Association of Governments (SCAG) to determine consistency with the Regional Transportation Plan. Once SCAG issues a finding of consistency, local agencies will be eligible to receive Proposition 111 gas tax funds.

Discussion

Local Jurisdiction Compliance

The Draft 2005 Orange County CMP focused on the core areas outlined in the CMP legislation, which are discussed in detail in Attachment B and are listed below:

- Land Use Coordination
- Transportation Demand Management
- Multi-modal Performance Measures
- Transportation Modeling and Planning
- Level of Service Standards
- Level of Service Deficiency Plans
- Capital Improvement Programs
- Monitoring and Conformance

To assist Orange County cities, OCTA funds and administers the data collection effort necessary for this monitoring report. The data along with other CMP provisions are reviewed by the local agencies. Based on this information, OCTA's preliminary finding is that all jurisdictions are in compliance with requirements in each of the above-stated areas. The CMP report must also include data on the freeways. This information is being prepared by California Department of Transportation (Caltrans) and will be included as part of the final report.

Next Steps

The Draft 2005 Orange County CMP is currently being circulated to local jurisdictions, various agencies, and the TAC for review. Review comments will be incorporated into the final CMP document for approval by the Board at a noticed public hearing on November 14, 2005. Once approved, the final 2005 CMP will be submitted to SCAG for a finding of consistency with regional transportation plans. Once SCAG determines consistency, local agencies will be eligible to continue to receive Proposition 111 gas tax funds.

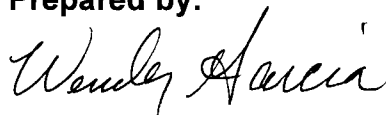
Summary

A Draft 2005 Orange County CMP has been prepared in accordance with the statutory requirements of Proposition 111 and developed through cooperative efforts involving local jurisdictions and public agencies. OCTA staff is circulating the Draft 2005 Orange County CMP report for review and will return with a final report for adoption at a public hearing requested at the November 14, 2005, Board meeting.

Attachments

- A. Draft 2005 Orange County Congestion Management Program
- B. Draft 2005 Congestion Management Program Fact Sheet

Prepared by:



Wendy Garcia
Transportation Analyst
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Approved by:



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

DRAFT 2005

ORANGE COUNTY

CONGESTION MANAGEMENT PROGRAM

SEPTEMBER 2005

IS A BOUND REPORT AND ON FILE IN THE

CLERK OF THE BOARD'S OFFICE

**Draft 2005 Congestion Management Program
Fact Sheet**

Overview

OCTA monitors the implementation of all elements of the Congestion Management Program (CMP) and biennially determines whether local jurisdictions are in conformance with its requirements. As specified by legislation, the Orange County CMP focuses on several core areas. To assist Orange County cities, OCTA funds and administers the data collection effort necessary for this monitoring report. The findings on each of these topics, reflected in the Draft 2005 Orange County CMP, are outlined below. Based on this information, OCTA's preliminary finding is that all jurisdictions are in compliance with each of the above stated areas.

Land Use Coordination

Legislation requires a CMP that analyzes the impacts of local land use decisions on regional transportation systems. Each local jurisdiction in Orange County selected the CMP Traffic Impact Analysis (TIA) process to analyze development project submittals. Local jurisdictions were provided a choice of either using the process outlined in the CMP TIA guidelines or using their existing traffic/environmental analysis processes, as long as consistency is maintained with the CMP TIA guidelines. All jurisdictions in Orange County were found in compliance with the CMP land use coordination requirement.

Transportation Demand Management

Transportation Demand Management (TDM) programs are designed to reduce the need or demand for trips, especially during congested commute hours. TDM strategies are geared toward increasing vehicle occupancy, promoting the use of alternative modes, reducing the number of work and non-work trips, and shortening overall trip lengths. Compliance with the TDM requirement for the 2005 CMP was measured against implementation of TDM ordinances by local jurisdictions. This information was provided by the CMP checklists, developed for the CMP-monitoring component. All local jurisdictions in Orange County indicated they had applied the TDM ordinance to development projects that meet the thresholds specified in the ordinance.

Multi-Modal Performance Measures

Bus and rail transit is an essential component of Orange County's transportation system and is considered an important tool in reducing overall traffic congestion. One goal of the CMP is to establish transit service performance measures to ensure that bus and rail service meets certain service levels and is coordinated within and between counties. As the transit provider for Orange County, OCTA continually monitors the frequency and routing of its transit services. Changes implemented to make transit service more responsive to customer needs have resulted in increased ridership, and the current

transit expansion program is designed to bring all transit services up to adopted standards.

Transportation Modeling and Planning

CMP legislation requires consistency between regional, sub-regional, and sub-area transportation models. In 1993, OCTA and the Southern California Association of Governments established an approach to ensure modeling consistency. The modeling consistency requirement applies in all situations where a CMP-required traffic impact analysis is performed using traffic modeling, including instances in which a local agency model is employed. The lead agency for a proposed project is responsible for the reconciliation requirement through the traffic impact analysis process. The OCTA Board approved this modeling consistency requirement in February 1994. All jurisdictions in Orange County have complied with the transportation modeling and planning requirement for the 2005 CMP.

Level of Service Standards

Legislation requires traffic Level of Service (LOS) standards be established for a system of highways and roadways designated by the CMP agency. Level of Service is a mechanism developed to rate the quality of operation of a transportation system. It is calculated by comparing travel demand to system capacity and graded from A to F based on increasing levels of congestion. As required by CMP legislation, the Orange County LOS standard cannot exceed LOS E or the base year (1992) Level of Service (if the base year exceeded LOS E). The Level of Service for intersections on the CMP Highway System is determined by OCTA in consultation with the local jurisdictions. All local jurisdictions were found in compliance with the LOS requirement for the 2005 CMP.

Level of Service Deficiency Plans

If individual segments or intersections on the CMP Highway System do not meet the established LOS standard, local jurisdictions must develop and adopt deficiency plans which identify the cause of congestion and specify an action plan to implement improvements to mitigate the deficiency. No deficiency plans are required for the 2005 CMP.

Capital Improvement Program

Legislation requires the development of a seven-year Capital Improvement Program (CIP), which includes projects that help maintain or improve traffic conditions on the CMP Highway System and adjacent facilities. In addition to traditional capital projects, such as street improvements, the CMP CIP may also include projects that provide transit and air quality benefits. Each CMP CIP must be consistent with statewide standards in order for projects to adequately compete for state funding. In preparing their seven-year CIP, all Orange County jurisdictions have met the CIP requirements of the CMP legislation.

Monitoring and Conformance

Legislation requires the Congestion Management Agency to monitor the implementation of all elements of the CMP and biennially determine whether local jurisdictions are in conformance with its requirements. To fulfill the monitoring requirements of the CMP, OCTA developed a set of monitoring checklists to guide local jurisdictions through the CMP conformity process. The checklists have been updated to reflect changes for the 2005 CMP. All jurisdictions have completed these checklists and have included them with their 2005 CMP submittals to OCTA.



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Supplemental Funding Allocation for the Arterial Highway Rehabilitation Program

Regional Planning and Highways Committee

September 19, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Approve the recommended supplemental Arterial Highway Rehabilitation Program project priority list nominated for the 2004 Combined Transportation Funding Program.
- B. Amend the Regional Transportation Improvement Plan to include relevant projects.
- C. Authorize Chief Executive Officer to execute amendments to local agency master funding agreements as necessary with each of the affected agencies.



September 19, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Supplemental Funding Allocation for the Arterial Highway Rehabilitation Program

Overview

Orange County Transportation Authority staff is recommending the allocation of \$6.5 million in federal funds for 24 Arterial Highway Rehabilitation Program projects. This allocation will augment the Board action of June 27, 2005, that allocated \$208.4 million in Measure M and federal Regional Surface Transportation Program funds for local streets and roads.

Recommendations

- A. Approve the recommended supplemental Arterial Highway Rehabilitation Program project priority list nominated for the 2004 Combined Transportation Funding Program.
- B. Amend the Regional Transportation Improvement Plan to include relevant projects.
- C. Authorize the Chief Executive Officer to execute amendments to local agency master funding agreements as necessary with each of the affected agencies.

Background

As part of the 2004 Call for Projects process, the Board of Directors (Board) approved 331 Arterial Highway Rehabilitation Program (AHRP) applications totaling \$80.3 million on June 27, 2005. The AHRP provides funds from the federal Regional Surface Transportation Program (RSTP) on a competitive basis for the rehabilitation of arterial highways with pavement conditions that range between very poor and fair. The Technical Advisory Committee (TAC) withheld recommendation on an additional 44 AHRP applications totaling

\$12.7 million to allow agencies additional time to submit geotechnical materials reports to determine if the proposed treatments are justified.

Discussion

Of the 44 applications under review, Orange County Transportation Authority (OCTA) received supporting materials reports for 32 applications. Of these 32 applications, two were deemed ineligible and 30 applications had materials reports that substantiated the need for rehabilitation. Of these 30 applications, 24 were recommended for funding by the TAC.

The funding recommendations are based on the materials report findings, the amount of available funding remaining in the AHRP program from federal RSTP funds (\$6.5 million), and the score-based rank of the application. Approval of staff's recommendation will provide AHRP funding to an additional 24 projects totaling \$6.5 million.

OCTA staff will work with the Southern California Association of Governments to include all regionally significant projects in the Regional Transportation Improvement Plan. Each local agency must have a current cooperative agreement with OCTA in order to receive funds. The projects approved by the Board will be incorporated into amended cooperative agreements with the affected agencies.

These projects will continue to be monitored through the semi-annual review process. Reports on project adjustments are brought to the Board for review and approval twice each year.

Summary

Proposed funding allocations for projects in the AHRP have been developed by OCTA staff and the TAC. Funding for an additional 24 projects totaling \$6.5 million is proposed.

Attachment

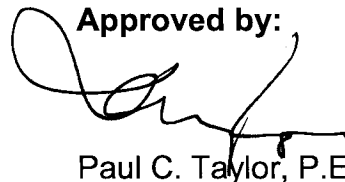
- A. Arterial Highway Rehabilitation Program (AHRP) Recommended Supplemental Funding Allocations Approved by the Technical Advisory Committee on August 24, 2005.

Prepared by:



Steve Montano
Section Manager
Local Programs
(714) 560-5579

Approved by:



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

**Arterial Highway Rehabilitation Program (AHRP) Recommended Supplemental Funding Allocations
Approved by the Technical Advisory Committee on August 24, 2005**

Agency	Application Title	Phase	FY05/06	FY06/07	Grand Total
Dana Point	Doheny Park Road Rehabilitation	Construction		400,000	400,000
Garden Grove	Brookhurst Street (Garden Grove to Lampson)	Construction		400,000	400,000
Garden Grove	Brookhurst Street (WESTMINSTER to TRASK)	Construction		400,000	400,000
Garden Grove	Chapman (DALE to MAGNOLIA)	Construction		331,534	331,534
Garden Grove	Chapman Avenue (WEST to HARBOR)	Construction		400,000	400,000
Garden Grove	Garden Grove Boulevard (EUCLID to NEWHOPE)	Construction	354,700		354,700
Garden Grove	Garden Grove Boulevard (NEWHOPE to HARBOR)	Construction		400,000	400,000
Garden Grove	West Street (CHAPMAN to ORANGEWOOD)	Construction		263,750	263,750
Garden Grove	West Street (LAMPSON to CHAPMAN)	Construction	180,000		180,000
Irvine	Bake Pk Pavement Rehab (I-5 to Rockfield)	Construction		178,251	178,251
Irvine	Culver Dr Pavement Rehab (Alton to Barranca)	Construction		308,352	308,352
Irvine	Culver Dr Pavement Rehab (I-405 to Main)	Construction		400,000	400,000
Laguna Woods	El Toro Rd Rehab from Avenida Sevilla to PDV	Construction		142,293	142,293
Laguna Woods	El Toro Rd Rehab from Avenida Sevilla to PDV	Engineering	16,185		16,185
Newport Beach	Superior Avenue Rehabilitation	Construction		400,000	400,000
Orange	Meats Ave: Cambridge to Nordic	Construction		159,748	159,748
Santa Ana	17th Street - 250' e/o English to College	Construction		178,916	178,916
Santa Ana	17th Street - 250' e/o English to College	Engineering	20,350		20,350
Santa Ana	17th Street - Fairview to 250' e/o English	Construction		213,353	213,353
Santa Ana	17th Street - Fairview to 250' e/o English	Engineering	24,267		24,267
Santa Ana	1st Street - Euclid to West City Limit	Construction		216,835	216,835
Santa Ana	1st Street - Euclid to West City Limit	Engineering	24,663		24,663
Santa Ana	Civic Center - Freeman to Lowell	Construction	68,666		68,666
Santa Ana	Civic Center - Lowell to Flower	Construction	115,313		115,313
Santa Ana	Civic Center - Shelton to Freeman	Construction	154,378		154,378
Santa Ana	Edinger Avenue - Grand to Ritchey	Construction	294,123		294,123
Santa Ana	Edinger Avenue - Grand to Ritchey	Engineering	35,294		35,294
Santa Ana	Main Street - MacArthur to Sunflower	Construction		165,666	165,666
Santa Ana	Main Street - MacArthur to Sunflower	Engineering	18,843		18,843
Santa Ana	Tustin Avenue - 17th to Santa Clara	Construction		227,471	227,471
Santa Ana	Tustin Avenue - 17th to Santa Clara	Engineering	25,874		25,874
Grand Total			1,332,656	5,186,169	6,518,825

BOARD COMMITTEE TRANSMITTAL



October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Selection of Project Management Consultant Services for Rapid Transit Projects

This item will be considered by the Transit Planning and Operations Committee on October 13, 2005. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

Please call me if you have any comments or questions concerning this correspondence. I can be reached at (714) 560-5676.



October 13, 2005

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, ^{ATL} Chief Executive Officer
Subject: Selection of Project Management Consultant Services for Rapid Transit Projects

Overview

As part of the preparation for the eventual development of rapid transit projects, proposals were solicited in accordance with the Orange County Transportation Authority's procurement policies and procedures for the retention of consultants to perform project management consultant services. These procedures are in accordance with both federal and state legal requirements.

Recommendations

- A. Authorize staff to request a cost proposal from Carter & Burgess, Inc. and negotiate an agreement for their services.
- B. Authorize the Chief Executive Officer to execute the final Agreement C-5-2585 with Carter & Burgess, Inc., for an initial two-year term with a value not to exceed \$5,000,000, and two, two-year options, all subject to annual budget approval.

Background

On June 27, 2005, the Board of Directors (Board) authorized the release of a Request for Proposals for project management consultant (PMC) services for rapid transit projects to supplement the two full-time staff positions in developing the selected projects. The PMC will function as extension of staff by providing specialized expertise as required to effectively oversee and manage the individual projects. The PMC will assist staff in the oversight, management, and completion of all work associated with the development of the rapid transit projects from planning through construction. The PMC's work effort will be in the following six general categories:

-
- Project management
 - Technical oversight and support
 - Planning
 - Contract management
 - Project controls
 - Administrative support

Discussion

This procurement was handled in accordance with the Orange County Transportation Authority's (Authority's) procedures for architectural and engineering requirements which conform to both federal and state law. Proposals are evaluated on the basis of qualifications only and are ranked in accordance with the qualifications of the firm and the technical proposal. The highest ranked firm is requested to submit a cost proposal and the final agreement is negotiated. Should negotiations fail with the highest ranked firm, a cost proposal will be solicited from the second ranked firm in accordance with the procurement policies previously adopted by the Board.

The agreement will be time and expense with a not-to-exceed value and a maximum term of six years, comprised of a two-year initial term and two, two-year options to extend beyond the initial two-year term.

The project was advertised on July 11, 2005, in Engineering News Record and on July 14, 2005, and July 18, 2005, in the Orange County Register. The notice for this project was posted on CAMMNet with electronic notices sent to 1,402 firms on July 11, 2005. A pre-proposal meeting was held on July 19, 2005, and was attended by 60 firms. Two addendums were issued to respond to administrative issues.

On August 10, 2005, five proposals were received. An evaluation committee consisting of staff from Planning Development and Commuter Services, Bus Operations, Finance and Administration, met to review the proposed work plans and firm's qualifications. The proposals were evaluated and scored based on qualifications of the firm, staffing, project organization, and work plan. This project carries a 9 percent Disadvantaged Business Enterprise program goal. All qualified firms indicated in their proposals that they would meet or exceed this goal.

The evaluation committee reviewed all proposals and found three of the firms qualified for the work. The evaluation committee interviewed each of the qualified firms. Based upon the proposal evaluation and interviews, the three qualified firms in order of their ranking are as follows:

Firm and Location

Carter & Burgess, Inc.
Santa Ana, California

STV Incorporated
Irvine, California

IBI Group
Irvine, California

The evaluation committee unanimously recommends the selection of Carter & Burgess, Inc. to provide PMC services for rapid transit projects.

Fiscal Impact

This project was not originally included in the Authority's Fiscal Year 2005-06 Budget. However, on June 27, 2005, the Board approved an amendment of the fiscal year 2005-06 budget to include \$750,000, to provide sufficient funds to cover the costs of these PMC services during this fiscal year. Funds totaling \$750,000 have been transferred into Account No. 0030-7519, Transit Systems Development, and is funded through Local Transportation Funds.

Summary

The evaluation committee met and reviewed this item. Based on the material provided, the committee recommends the selection of Carter & Burgess, Inc. as the most qualified firm for PMC services for rapid transit projects. Staff is directed to request a cost proposal from Carter & Burgess, Inc. and to negotiate and execute an agreement for their services within the budget for this project of \$5,000,000, for the initial two-year term.

Attachment

None.

Prepared by:



Jose de Jesus Martinez, P.E.
Project Manager
(714) 560-5755

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject Update on Federal Transportation Enhancement Activities Projects and Funding

Regional Planning and Highways Committee

October 3, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Approve the timely implementation plan for currently-programmed federal Transportation Enhancement Activities.
- B. Approve the use of Transportation Enhancement Activities funding for two previously-reviewed projects: City of Westminster, Westminster Boulevard Median Landscaping and City of Fountain Valley, Ellis Avenue Sidewalk Installation; and increase funding to an existing project, City of Huntington Beach, Beach Boulevard Landscaping.
- C. Authorize staff to amend the Regional Transportation Improvement Program and the State Transportation Improvement Program as necessary to facilitate the above actions.
- D. Direct staff to initiate the process for a new Transportation Enhancement Activities call for projects in the Spring of 2006.



October 3, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Update on Federal Transportation Enhancement Activities Projects and Funding

Overview

The Orange County Transportation Authority awards federal Transportation Enhancement Activities grants for transportation related projects that enhance the environs of transportation facilities in Orange County. A report on the progress of currently programmed federal Transportation Enhancement Activities projects is presented for review and approval.

Recommendations

- A. Approve the timely implementation plan for currently-programmed federal Transportation Enhancement Activities.
- B. Approve the use of Transportation Enhancement Activities funding for two previously-reviewed projects: City of Westminster, Westminster Boulevard Median Landscaping and City of Fountain Valley, Ellis Avenue Sidewalk Installation; and increase funding to an existing project, City of Huntington Beach, Beach Boulevard Landscaping.
- C. Authorize staff to amend the Regional Transportation Improvement Program and the State Transportation Improvement Program as necessary to facilitate the above actions.
- D. Direct staff to initiate the process for a new Transportation Enhancement Activities call for projects in the Spring of 2006.

Background

Since 1998, the Orange County Transportation Authority (OCTA) Board of Directors (Board) has awarded over \$32.9 million in federal Transportation Enhancement Activities (TEA) program funds for 58 projects. These funds

were apportioned to local agencies through a competitive call for projects process. In June 2004, the Board approved an updated timely implementation plan for currently approved TEA projects and issued a new call for projects. That call for projects yielded fifteen new projects which were approved by the Board and added to the implementation plan.

Discussion

TEA funds are federal funds administered by the State and programmed by OCTA. As such, these funds are subject to the timely-use rules established by the state. State Transportation Improvement Program (STIP) guidelines state that once a project enters the programmed year, it cannot be reprogrammed to a later year. Extensions are possible under extenuating and justifiably unforeseen circumstances at the sole discretion of the California Transportation Commission (CTC). Should these rules not be followed, funding may be lost to the region permanently. Based on CTC guidelines, staff has implemented a no-delay rule. Projects requesting delays will move to the bottom of the funding list and receive funds if any become available during only the programmed year.

Staff has received notice of cancellation or delay for six of the currently-programmed projects for fiscal year (FY) 2005-06. The total funding value of these projects is \$1.2 million. In order to satisfy the timely-use requirements of the STIP and protect the funding, staff believes it prudent to program other projects to use the \$1.2 million. Staff further recommends that the replacement projects be programmed from the priority list of projects previously approved by the Board as part of the 2004 call for projects. The 2004 action included a commitment to select additional projects from this list should more funding become available. These projects would include the next two highest-scoring projects in line from each of the two funding categories: bicycle/pedestrian and landscaping projects. These two projects are the City of Fountain Valley, Ellis Avenue Sidewalk Installation and the City of Westminster, Westminster Boulevard Median Landscaping (Magnolia Avenue to Bushard Street).

In addition to these two projects, staff is also recommending that additional funding be added to one previously approved project. This additional funding would be programmed to the City of Huntington Beach, Beach Boulevard Landscaping project, in the amount of \$250,000. The additional funds on this project will provide funding for previously unfunded aesthetic enhancements to this project. These three projects all currently meet OCTA's local match requirement and are ready to proceed. An updated timely implementation plan

including these three projects, as well as those requesting delay or cancellation, is included as Attachment A.

Staff has reviewed projects planned for FY 2006-07 and anticipates additional TEA funding as a result of the recently passed Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users. The amount of additional funding will be identified and adopted when the CTC adopts the 2006 STIP fund estimate which includes apportionment of TEA funds to regional transportation planning agencies. Staff believes that a supplemental call for projects to use the new funds and to augment the existing FY 2006-07 list is prudent. In addition, this call will provide an opportunity for the projects that are seeking a delay to resubmit their projects for reconsideration.

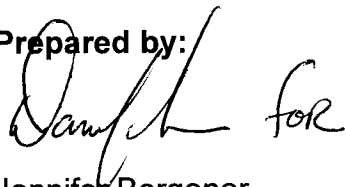
Summary

OCTA is responsible for programming the regional portion of the TEA Program. In order to satisfy timely-use requirements for the TEA funds, staff is proposing to program two additional projects and add funding to one currently approved project.

Attachment

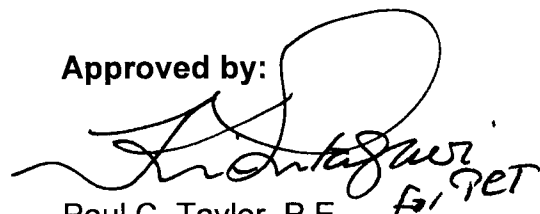
- A. Transportation Enhancement Activities Program Status Report

Prepared by:



Jennifer Bergener
Sr. Transportation Analyst
Capital Programs
(714) 560-5462

Approved by:



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

Transportation Enhancement Activities Program Status Report

City/Lead Agency	Project/Description	Phase	PRIOR	2005/06	2006/07	Project Update
Mission Viejo	Crown Valley Pky Landscaping & Scenic Enhancement	C	\$ 500,000	\$ -	\$ -	OBLIGATED - CONTRACT AWARDED
San Juan Capistrano	Vereda Bikeway Gap Closure	C	\$ 1,078,912	\$ -	\$ -	OBLIGATED
Costa Mesa	Fairview Park Multi-Use Trail	C	\$ 208,000	\$ -	\$ -	OBLIGATED
Orange	Tustin Branch Rail Trail	C	\$ -	\$ 1,754,000	\$ -	
San Clemente	Multi-Use Beach Trail	C	\$ 3,937,500	\$ -	\$ -	OBLIGATED
Seal Beach	Seal Beach Regional Trail (Seg 3)	C	\$ 110,890	\$ -	\$ -	OBLIGATED
Buena Park	Manchester Boulevard Median Landscaping	C	\$ -	\$ 422,895	\$ -	ALLOCATION RECEIVED
County of Orange	San Juan Creek Bikeway	D/C	\$ 18,000	\$ -	\$ -	OBLIGATED
Irvine	Sand Canyon/I-405 Interchange Landscaping	D/C	\$ -	\$ -	\$ -	CANCELED - \$7000
Irvine	ITC Bike Lockers	C	\$ 17,760	\$ -	\$ -	COMPLETE
La Habra	UP Rail Line Bikeway	C	\$ -	\$ 369,071	\$ -	
Laguna Beach	South Laguna Gateway/Streetscape Improvments	D/C	\$ 36,672	\$ -	\$ -	ENV UNDERWAY
Laguna Niguel	Camino Capistrano Landscape/Monument Sign	C	\$ -	\$ 500,000	\$ -	ENV UNDERWAY
Laguna Woods	El Toro Road Multi Modal Trail	C	\$ 96,639	\$ -	\$ -	AWARDED
Orange	Santiago Creek Trail - Bicycle Bridge	C	\$ -	\$ 375,000	\$ -	OBLIGATED
Rancho Santa Margarita	Landscape Medians on Plano Trabuco Rd	C	\$ 426,700	\$ -	\$ -	AWARDED
Rancho Santa Margarita	Robinson's Ranch Road Sidewalk	C	\$ -	\$ -	\$ -	CANCELED - \$131,962
Santa Ana	Flower Street Bike Trail	D/C	\$ 33,750	\$ -	\$ -	OBLIGATED
Westminster	Westminster Boulevard (Edwards - Goldenwest)	C	\$ 435,000	\$ -	\$ -	OBLIGATED
Westminster	Westminster Boulevard (Goldenwest to Hoover)	C	\$ 500,000	\$ -	\$ -	OBLIGATED
	Westminster Boulevard (Hoover - Beach)	C	\$ 456,000	\$ -	\$ -	OBLIGATED
Huntington Beach	Beach Blvd Parkway Landscaping	C	\$ 45,000	\$ -	\$ -	OBLIGATED
Brea	South Brea Boulevard Median Enhancements	D/C	\$ -	\$ 500,000	\$ -	ALLOCATION RECEIVED
County of Orange	San Juan Creek Bikeway	D/C	\$ -	\$ 131,625	\$ -	DELAY - LIKELY CANCELATION
Fullerton	Bastanchury Rd. Bike Trail	C	\$ -	\$ -	\$ -	CANCELED - \$162,902
						OBLIGATED (\$285,000) - NEW FUNDING \$250,000
Huntington Beach	Beach Blvd Parkway Landscaping	C	\$ -	\$ 535,000	\$ -	
Fountain Valley	Ellis Sidewalk Installation	C	\$ -	\$ 355,800	\$ -	NEW PROJECT
Westminster	Westminster Boulevard (Magnolia to Bushard)	C	\$ -	\$ 500,000	\$ -	NEW PROJECT
Irvine	Culver Drive Landscaping	C	\$ -	\$ 495,115	\$ -	ALLOCATION RECEIVED
Irvine	Sand Canyon/I-405 Interchange Landscaping	D/C	\$ -	\$ -	\$ -	CANCELED - \$80,823
Irvine	Irvine Culver Drive Bike Trail	C	\$ -	\$ 296,562	\$ -	ALLOCATION RECEIVED
Laguna Beach	South Laguna Gateway/Streetscape Improvments	D/C	\$ -	\$ 281,408	\$ -	
Laguna Woods	Moulton Parkway Landscaping	C	\$ -	\$ 158,220	\$ -	DELAY
Laguna Woods	El Toro Rd Multi Modal Trail	C	\$ 500,000	\$ -	\$ -	OBLIGATED
Laguna Woods	El Toro Rd (Additional Award)	C	\$ 456,000	\$ -	\$ -	OBLIGATED
Santa Ana	Flower Street Bike Trail	D/C	\$ -	\$ 421,875	\$ -	ENV UNDERWAY
Tustin	Tustin Rail Station Bike Lockers	C	\$ -	\$ 22,500	\$ -	
Costa Mesa	Newport Blvd. Streetscape (17th - 19th)	C	\$ -	\$ 500,000	\$ -	DELAY
Fullerton	Lemon Street Landscape	C	\$ -	\$ 500,000	\$ -	
Costa Mesa	Newport Blvd. Frontage Road Landscape	C	\$ -	\$ 500,000	\$ -	
Huntington Beach	Brookhurst St. Frontage Median Landscape	C	\$ -	\$ -	\$ 370,000	

ATTACHMENT A

Transportation Enhancement Activities Program Status Report

City/Lead Agency	Project/Description	Phase	PRIOR	2005/06	2006/07	Project Update
Fullerton	Lemon Street Underpass Landscaping	C	\$ -	\$ 500,000	\$ -	
Aliso Viejo	Pacific Park Drive (Aliso Creek - Aliso Viejo) Landscape	C	\$ -	\$ 364,000	\$ -	
Westminister	Westminster Blvd. Landscape (Newland - Magnolia)	C	\$ -	\$ 500,000	\$ -	OBLIGATED
Westminister	Westminster Blvd. Landscape (Milan - Springdale)	C	\$ -	\$ 500,000	\$ -	OBLIGATED
San Clemente	Lost Winds Beach Trail Access	C	\$ -	\$ 465,563	\$ -	
San Clemente	El Portal Beach Trail Access	C	\$ -	\$ 502,125	\$ -	
San Clemente	Dije Court Beach Trail Access	C	\$ -	\$ 504,375	\$ -	
San Clemente	Mariposa Point Beach Trail Access	C	\$ -	\$ -	\$ 614,887	
Laguna Beach	South Laguna Pedestrian Improvements	C	\$ -	\$ 397,000	\$ -	
Irvine	IBC Sidewalk	C	\$ -	\$ -	\$ 454,961	
Laguna Beach	Coast Highway Pedestrian Improvements	C	\$ -	\$ -	\$ 426,000	
TOTAL			\$ 8,856,823	\$ 12,352,134	\$ 1,865,848	



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: Wendy ^{WK} Knowles, Clerk of the Board
Subject Amendment to Agreement for the 91 Express Lanes Pavement Management Plan Update

Regional Planning and Highways Committee

September 19, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-3-0525 between the Orange County Transportation Authority and BTC Laboratories, Inc., for an amount not to exceed \$80,000, to provide an update to the Pavement Management Report for fiscal year 2005-06.



September 19, 2005

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, ^{ATL/ALG} Chief Executive Officer

Subject: Amendment to Agreement for the 91 Express Lanes Pavement Management Plan Update

Overview

On August 14, 2003, the Orange County Transportation Authority Board of Directors approved an agreement with BTC Laboratories, Inc., in the amount of \$100,000, to produce a comprehensive Pavement Management Report for the 91 Express Lanes. BTC Laboratories, Inc. was retained in accordance with the Orange County Transportation Authority's procurement procedures for architectural/engineering services. The original contract contained provisions for four annual amendments to update the initial report.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-3-0525 between the Orange County Transportation Authority and BTC Laboratories, Inc., for an amount not to exceed \$80,000, to provide an update to the Pavement Management Report for fiscal year 2005-06.

Background

When the California Private Transportation Company (CPTC) originally constructed the 91 Express Lanes, there were no long-term provisions for on-going data collection and observation necessary to evaluate and provide maintenance recommendations for the pavement structural section.

After purchasing the 91 Express lanes from the CPTC, the Orange County Transportation Authority (Authority) determined that it would be prudent to develop a plan for regular assessment of the pavement conditions. Such assessments are intended to assist in the development of a comprehensive preventive maintenance plan for this critical portion of the local transportation infrastructure.

Following a competitive, qualifications-based consultant selection process, on August 14, 2003, BTC Laboratories was awarded a \$100,000 contract to produce a comprehensive Pavement Management Report (PMR).

This initial effort was completed in fiscal year (FY) 2003-04. Work consisted of pavement surface condition observation, core sampling and analysis, friction and roughness testing and deflection testing. This comprehensive data collection provided a solid basis for development of the initial PMR.

In FY 2004-05, the Authority's Board of Directors authorized Amendment No. 1 to the existing contract. This authorization enabled completion of the first annual update of the PMR. Much of the work done on this first update consisted of pavement surface condition observation. While this review indicated some significant deterioration in select areas, the overall pavement still maintained a pavement condition index classification of "very good."

In accordance with the current agreement, staff recommends authorization of Amendment No. 2 for FY 2005-06. This amendment will enable additional surface condition observations and non-destructive testing, including pavement deflection, surface friction and roughness measurements. Testing may also include some coring to allow for further analysis, should any of the other testing indicate particular areas of concern.

Discussion

This procurement was originally handled in accordance with the Authority's procedures for professional services. The original agreement was awarded on a competitive basis. This initial agreement also contained provisions for four annual amendments to update the baseline PMR; therefore, pricing for the annual amendments was established in the original agreement and no new price proposals were requested.

The original agreement was awarded on August 14, 2003, and was previously amended on August 16, 2004 (Attachment A). The total amount of the agreement after approval of Amendment No. 2 will be \$210,000.

Fiscal Impact

The estimated cost for these services is \$80,000. Funds totaling \$60,000 for the FY 2005-06 PMR update were included in the Authority's approved FY 2005-06 Budget for Planning, Development & Commuter Services, Account 0036-7519-B3100-AHC.

The remaining \$20,000 for the work described in Amendment No. 2 to Agreement No. C-3-0525 was not included in the FY 2005-06 budget. Funds have been transferred from Account 0036-7610-B3101-A4R, SR-91 Toll Road, Maintenance Supplies & Repair to Account 0036-7519-B3100-AHC, SR-91 Toll Road, Professional Services.

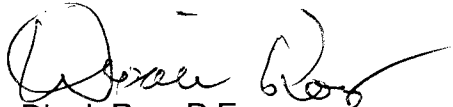
Summary

Staff requests approval of Amendment No. 2 to Agreement C-3-0525 between the Authority and BTC Laboratories, Inc., in an amount not to exceed \$80,000, to update the Pavement Management Report for the 91 Express Lanes for FY 2005-06.

Attachment

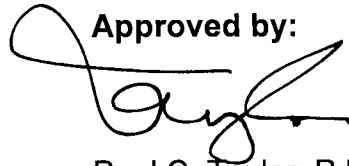
- A. BTC Laboratories, Inc. Agreement C-3-0525 Fact Sheet

Prepared by:



Dipak Roy, P.E.
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(714) 560-5863

Approved by:



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

ATTACHMENT A

BTC Laboratories, Inc. Agreement C-3-0525 Fact Sheet

1. On August 14, 2003, Agreement C-3-0525 for \$ 100,000, was approved by the Board of Directors.
 - Produce a comprehensive Pavement Management Report (PMR) for the 91 Express Lanes.
2. On August 23, 2004, Amendment No. 1 to Agreement C-3-0525, in the amount of \$30,000, was approved by the Board of Directors.
 - Annual update of the PMR for Fiscal Year 2004-05.
3. September 30, 2005, Amendment No. 2 to Agreement C-3-0525, in the amount of \$80,000 -- Pending approval by Board of Directors.
 - Annual update of the PMR for Fiscal Year 2005-06.

Total committed to BTC Laboratories, Inc., Agreement C-3-0525: \$210,000.



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Cooperative Agreement with the Cities of Costa Mesa and Santa Ana to Perform Complete Landscaping

Regional Planning and Highways Committee

October 3, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-5-2592 between the Orange County Transportation Authority and the Cities of Costa Mesa and Santa Ana, in an amount not to exceed \$1,343,000, for design and installation of full landscaping at the San Diego Freeway (Interstate 405)/Bristol Street and the Costa Mesa Freeway (State Route 55)/MacArthur Boulevard interchanges.



October 3, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Cooperative Agreement with the Cities of Costa Mesa and Santa Ana to Perform Complete Landscaping

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Cities of Costa Mesa and Santa Ana to establish roles, responsibilities, and process to design and install full landscaping at the San Diego Freeway (Interstate 405)/Bristol Street and the Costa Mesa Freeway (State Route 55)/MacArthur Boulevard interchanges.

Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-5-2592 between the Orange County Transportation Authority and the Cities of Costa Mesa and Santa Ana, in an amount not to exceed \$1,343,000, for design and installation of full landscaping at the San Diego Freeway (Interstate 405)/Bristol Street and the Costa Mesa Freeway (State Route 55)/MacArthur Boulevard interchanges.

Background

The Measure M Expenditure Plan includes the San Diego Freeway (Interstate 405)/Costa Mesa Freeway (State Route 55) Transitway Project in the transit portion of the plan. The above project originally provided for interim stage landscaping, which is installation of minimal landscaping at the Interstate 405 (I-405)/Bristol Street interchange and protection of sparse landscaping at the State Route 55 (SR-55)/MacArthur Boulevard interchange. Heavy use of the area for construction staging made it difficult to maintain the existing landscaping during the four-year construction period. Consequently, the conditions at these two interchanges deteriorated to a point not originally anticipated. The Cities of Costa Mesa and Santa Ana (Cities) have requested that full landscaping be provided. It was agreed that the Orange County Transportation Authority (Authority) would fund the project and the Cities would

be responsible for implementation of all elements of work including but not limited to final design, construction, and installation of the landscaping plan.

Discussion

The Authority has committed to working with the impacted communities to restore the landscaping in the area damaged by the construction project. The full landscaping work being requested has already been conceptually designed.

On June 27, 2005, the Authority's Board of Directors (Board) authorized staff to negotiate a cooperative agreement with the Cities for the design and installation of full landscaping at the interchanges of I-405/Bristol Street and SR-55/MacArthur Boulevard. The Board also approved the use of Measure M funds in a not to exceed amount of \$1,343,000.

The Authority staff and staff from the Cities have agreed to execute a cooperative agreement, in a not to exceed amount of \$1,343,000, for implementation of the landscaping project, pending approval by the Board and the respective city councils. According to the proposed agreement, the Cities will manage the project and fund any additional costs over the \$1,343,000, or reduce the scope to remain within the project budget.

The allocation of the \$1,343,000 is split between the Cities as follows:

City of Costa Mesa	\$537,200	(40 percent)
City of Santa Ana	\$805,800	(60 percent)

This is based on the conceptual design cost estimate provided by the California Department of Transportation. Fund transfers shall be made through the cooperative agreement between the Authority and the Cities. Cities shall be held accountable for project costs and are to provide the Authority detailed monthly expenditure reports pertaining to the full landscaping project for the entire project duration.

Fiscal Impact

This project was partially approved in the Authority's Fiscal Year 2005-06 Budget. Design was included in Construction & Engineering, Account 0010-7519/T7160, and is funded through the Local Transportation Authority (LTA). Funding required for construction and construction management has been transferred from Account 0010-9084/F1610,

LTA, Construction, to Account 0010-9084/T7160, LTA, Construction, and to Account 0010-9085/T7160, LTA, Construction Management.

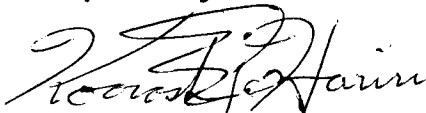
Summary

Staff requests Board approval to authorize the Chief Executive Officer to execute Cooperative Agreement C-5-2592 with the Cities of Costa Mesa and Santa Ana, in the amount of \$1,343,000, for the design and installation of full landscaping at the interchanges of I-405/Bristol Street and SR-55/MacArthur Boulevard.

Attachment

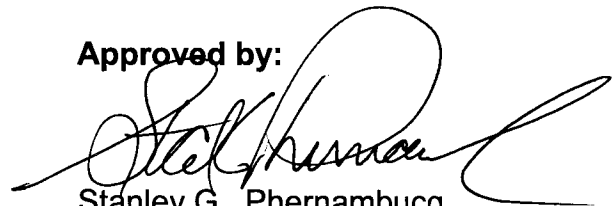
None.

Prepared by:



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(714) 560-5436

Approved by:



Stanley G. Phernambucq
Executive Director,
Construction & Engineering
(714) 560-5440



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles^{WK}, Clerk of the Board
Subject Purchase Order for Excess Liability Insurance Policy

Finance and Administration Committee

September 28, 2005

Present: Directors Wilson, Campbell, Correa, Ritschel, Silva and Cavecche
Absent: Director Duvall

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to issue Purchase Order 05-72955, in the amount not to exceed \$300,000, for the purchase of \$5 million in primary excess liability insurance.
- B. Authorize the Chief Executive Officer to issue Purchase Order 05-72956, in the amount not to exceed \$150,000, for the purchase of \$5 million in secondary excess liability insurance.



September 28, 2005

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Purchase Order for Excess Liability Insurance Policy

Overview

The Orange County Transportation Authority has an excess liability insurance policy with Clarendon National Insurance Company (a subsidiary of the American International Group) and ARCH Insurance Group. These policies are scheduled to expire on October 31, 2005.

Recommendations

- A. Authorize the Chief Executive Officer to issue Purchase Order 05-72955, in the amount not to exceed \$300,000, for the purchase of \$5 million in primary excess liability insurance.
- B. Authorize the Chief Executive Officer to issue Purchase Order 05-72956, in the amount not to exceed \$150,000, for the purchase of \$5 million in secondary excess liability insurance.

Background

The Orange County Transportation Authority (OCTA) is self-insured for liability claims. OCTA however, purchases excess liability insurance to provide financial protection against potential high exposure liability losses. OCTA currently has a primary excess liability policy with Clarendon National Insurance Company. This policy provides coverage of \$5 million in excess of OCTA's self-insured retention (SIR). In addition, OCTA has secondary excess liability insurance through ARCH Insurance Group. This policy provides an additional \$5 million in coverage to OCTA beyond the Clarendon policy. Purchasing both policies provides OCTA with \$10 million of liability insurance in excess of OCTA's \$5 million SIR.

OCTA has purchased insurance at reasonable rates in recent years due to a favorable loss history and a competitive liability insurance market, however, there have been a number of large liability cases in the past year. OCTA as well as other public transit organizations are experiencing a less favorable insurance market due to fewer insurance companies willing to write transportation risks. Therefore, OCTA may encounter higher premium quotes for this renewal.

Discussion

OCTA currently has a primary excess liability policy with Clarendon National Insurance Company for a premium of \$262,000, as well as secondary excess liability insurance through ARCH Insurance Group for a premium of \$122,000. These policies are scheduled to expire on October 31, 2005.

OCTA's Broker of Record, Marsh Risk and Insurance Services (Marsh) is surveying the market to competitively obtain the lowest possible quotes. Marsh does not receive any contingent or other commissions on this coverage.

Fiscal Impact

Funds in the amount of \$300,000, are available in the fiscal year 2005-06 budget and \$150,000, will be requested in the fiscal year 2006-07 budget.

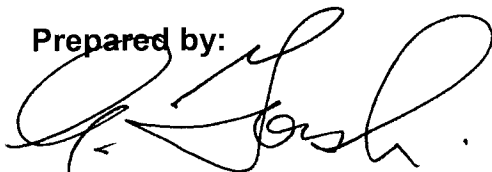
Summary

Marsh Risk and Insurance Services, Broker of Record under Agreement C-4-0275 for Marketing, Placement, and Administration of Property and Liability, will obtain competitive quotes from the insurance market and award to the insurance firm providing best pricing and excess liability coverage to OCTA. Staff recommends the approval of purchase orders with Marsh Risk and Insurance Services to compete and purchase primary and secondary excess liability insurance with a not-to-exceed amount of \$450,000, for a coverage period of November 1, 2005, through October 31, 2006.

Attachment

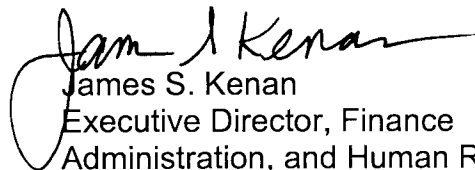
None.

Prepared by:



Al Gorski
Manager
Risk Management
(714) 560- 5817

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Claims Administration for Self-Insured Workers' Compensation Program

Finance and Administration Committee

September 28, 2005

Present: Directors Wilson, Campbell, Correa, Ritschel, Silva and Cavecche
Absent: Director Duvall

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-2590 between the Orange County Transportation Authority and Tristar Risk Management, in an amount not to exceed \$1,156,526, for claims administration services for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program for the period of November 1, 2005, through October 31, 2008.



September 28, 2005

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Claims Administration for Self-Insured Workers' Compensation Program

Overview

The Orange County Transportation Authority presently has an agreement with Hazelrigg Risk Management Services, Inc., to provide claims administration services for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program. This agreement expires October 31, 2005.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-2590 between the Orange County Transportation Authority and Tristar Risk Management, in an amount not to exceed \$1,156,526, for claims administration services for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program for the period of November 1, 2005, through October 31, 2008.

Background

The State of California requires each employer to secure the payment of workers' compensation as provided in Section 3700 of the Labor Code. An employer may be insured through an insurance company or be permissibly self-insured. Orange County Transportation Authority (OCTA) has received approval from the Director of the Industrial Relations Department to self-insure, guaranteeing benefit payments. OCTA purchases excess insurance coverage for claims exceeding \$1 million, the current self-insured retention level. The Board of Directors approved a policy for excess insurance coverage with ACE American Insurance Company at its September 12, 2005, meeting.

The claims administration of OCTA's Self-Insured Workers' Compensation Program is performed by an outside contractor. On July 14, 2005, OCTA issued a Request for Proposals for the claims administration services for OCTA's Self-Insured Workers' Compensation Program.

Discussion

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

The project was advertised on July 15, 2005, and July 18, 2005, in a newspaper of general circulation. An electronic notification of Request for Proposals was e-mailed on July 14, 2005, to 469 consultants who were registered in CAMMNET under the following commodity codes: Human Resource Services, Human Resources Consulting, Insurance - Administration, Insurance - Brokers & Agents, Insurance - Claims Adjusters, Insurance - Claims Auditors and Insurance - Services. A pre-proposal meeting was held on July 21, 2005.

On August 5, 2005, six proposals were received by the submission deadline. An evaluation committee composed of staff from Contracts Administration and Materials Management Department, Risk Management Department, Benefits Department, Financial Planning and Analysis Department, and an outside evaluator, the Director of Risk Management at Remedy, was established to review all offers submitted. The offers were evaluated on the basis of qualifications of firm, proposed staffing, work plan, cost and price. Additionally, the three top-ranked firms were invited for an interview on August 19, 2005. The interviews were evaluated on the basis of clarity of presentation, knowledge and understanding of project requirements, ability to answer questions presented by OCTA, and commitment and enthusiasm for the project. The evaluation committee had concerns as to the quality of the work product that Intercare Insurance Services would provide because of the errors in their proposal and the proposed staff not being state certified. The committee decided that Hazelrigg Risk Management Services was not as aggressive as Tristar Risk Management and was the most expensive. The evaluation committee found that Tristar Risk Management had the highest quality proposal, was very qualified, and had a superior staffing plan compared to the other proposals submitted. Although Tristar was not the lowest cost submittal (Attachment A), the committee determined that they were the most suitable firm to perform this service for OCTA. Based on their findings, the evaluation committee recommends the following firm to the Finance and Administration Committee for consideration of an award:

Firm and Location

Tristar Risk Management
Santa Ana, California

Fiscal Impact

This project was approved in OCTA's Fiscal Year 2005-06 Budget, Finance, Administration and Human Resources Division, Risk Management Department, Internal Service Fund Account 0041.

Summary

Based on the material provided, staff recommends award of Agreement C-5-2590 to Tristar Risk Management, in an amount not to exceed \$1,156,526, for claim administration services for the Orange County Transportation Authority's Self-Insured Workers' Compensation Program for the period November 1, 2005, through October 31, 2008.

Attachment

- A. Workers' Compensation Third Party Claims Administration.

Prepared by:



Debbie Christensen
Section Manager
Human Resources
(714) 560-5811

Approved by:



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

WORKERS' COMPENSATION THIRD PARTY CLAIMS ADMINISTRATION

	Hazelrigg Risk Management Services	Intercare Insurance Services	Tristar Risk Management
<u>Initial Term</u>			
Year 1	\$400,500	\$315,717	\$377,750
Year 2	\$420,500	\$328,346	\$382,691
Year 3	\$441,500	\$341,480	\$396,085
Initial Term Total	\$1,262,500	\$985,543	\$1,156,526
Option Term 1	\$462,000	\$355,139	\$409,948
Option Term 2	\$485,000	\$369,344	\$424,297
	Additional Charges apply if number of new claims exceeds 350 in any year	No limit on number of claims	Includes one-time start-up data conversion fee. No limit on number of claims



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: Wendy ^{WK} Knowles, Clerk of the Board
Subject Claims Administration Services for the Self-Funded Medical and Dental Plans

Finance and Administration Committee

September 28, 2005

Present: Directors Wilson, Campbell, Correa, Ritschel, Silva and Cavecche
Absent: Director Duvall

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-2-0867 with Foundation Administrative Services, Inc., in an amount not to exceed \$80,000, to provide claims administration services for the Orange County Transportation Authority's self-funded medical and dental plans.



September 28, 2005

To: Finance and Administration Committee
From: Arthur T. Leahy, ^{AL} Chief Executive Officer
Subject: Claims Administration Services for the Self-Funded Medical and Dental Plans

Overview

The Orange County Transportation Authority has an agreement with Foundation Administrative Services, Inc., formerly doing business as Riverside County Foundation for Medical Care to provide claims administration services for the Orange County Transportation Authority's self-funded medical and dental plans. This agreement expires November 30, 2005.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-2-0867 with Foundation Administrative Services, Inc., in an amount not to exceed \$80,000, to provide claims administration services for the Orange County Transportation Authority's self-funded medical and dental plans.

Background

The Orange County Transportation Authority (OCTA) has self-funded medical and dental plans that provide benefits for administrative employees, Board Members, and employees represented by the Transportation Communications Union. The claims administration of OCTA's self-funded medical and dental plans is performed by an outside contractor.

On November 15, 2002, the Board of Directors (Board) approved Agreement C-2-0867 with Riverside County Foundation for Medical Care, now doing business as Foundation Administrative Services, Inc., (FASI) for an initial two year period, from December 1, 2002, through November 30, 2004, to provide claims administration services for OCTA's two self-funded medical and dental plans. Additionally, three option terms of one year each, were

approved. The agreement provides the rates for the initial term, for each option term and for run out claims if the plans should be discontinued.

The Board approved Amendment No. 1 to Agreement C-2-0867 on October 15, 2004, for the period December 1, 2004, through November 30, 2005. On July 1, 2005, the medical and dental plans were set up as separate plans from which employees could select. Amendment No. 2 to Agreement C-2-0867 was approved on July 1, 2005, to divide the composite monthly rate into two rates, one for medical and one for dental claim processing, and to change Riverside County Foundation for Medical Care's name to Foundation Administrative Services, Inc.

Discussion

OCTA issued a Request for Proposals on August 19, 2002. Proposals were received by the submission deadline of September 19, 2002, from Cambridge Integrated Services Group, Inc. (Cambridge) and FASI.

This procurement was handled in accordance with OCTA's procedures for professional and technical services. Two third party administrators, Cambridge and FASI, submitted timely proposals that were considered by the established evaluation committee. The two proposals were evaluated on the following criteria: 1) Qualifications of the Firm 2) Staffing and Project Organization 3) Work Plan 4) Price 5) Completeness of Response. Based on the submitted proposals and interviews, the evaluation committee ranked FASI higher than Cambridge.

The agreement provides the following fixed rates for each year of the agreement, and are per employee per month enrolled in the self-funded medical and dental plans:

Initial Term Year 1	Initial Term Year 2	First Option Term (Current)	Second Option Term (Proposed)	Third Option Term
\$15.00	\$15.75	\$14.18 Medical \$2.80 Dental	\$15.31 Medical \$3.02 Dental	\$16.53 Medical \$3.26 Dental

Additionally, the agreement provides a rate of \$42.46 per hour, on a time-and-expense basis, to process run out claims. OCTA may have fully insured medical and dental plans in place effective January 1, 2006, thereby discontinuing the self-funded plans. For the period of December 1, 2005, through December 31, 2005, OCTA would be charged the

second option term rates of \$15.31 for medical claims and \$3.02 for dental claims. The rate of \$42.46 per hour will be applied during the period when FASI processes claims incurred through December 31, 2005, but received after that date for the self-funded medical and dental plans. The plan document for these plans provides 12 months in which to file a claim for payment. The second option term of the agreement is for the period December 1, 2005, through November 30, 2006. Staff recommends extending the termination of the agreement to June 30, 2007, to allow sufficient time to process all claims incurred through December 31, 2005.

FASI has provided excellent service for the last three years. FASI staff have been available to meet with individual employees or groups to discuss claims issues and procedures. They have been very responsive to problems and maintained good communication. Staff recommends exercising the second option term for the period December 1, 2005, through November 30, 2006, plus an extension to June 30, 2007, with FASI in an amount not to exceed \$80,000.

Fiscal Impact

For fiscal year 2005-06, funds of \$35,000, are available in the departmental operating budget, account 0042-Health Internal Service Fund – Administrative. Funds in the amount of \$45,000, will be requested for fiscal year 2006-07.

Summary

Staff recommends approval of Amendment No. 3 to Agreement C-2-0867 with Foundation Administrative Services, Inc., to provide claims administration services for Orange County Transportation Authority's self-funded medical and dental plans for the period December 1, 2005, through June 30, 2007, in an amount not to exceed \$80,000.

Attachment

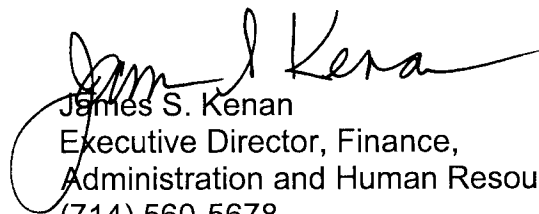
- A. Fact Sheet Foundation Administrative Services, Inc.,
Agreement C-2-0867.

Prepared by:



Debbie Christensen
Section Manager
Human Resources
(714) 560-5811

Approved by:



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

**Fact Sheet
Foundation Administrative Services, Inc.
Agreement C-2-0867**

1. November 15, 2002, Agreement C-2-0867, \$166,100, approved by Board of Directors.
 - To provide claims administration services for OCTA's two self-funded medical and dental plans.
2. October 15, 2004, Amendment No. 1 to Agreement C-2-0867, \$105,000, approved by Board of Directors.
 - To exercise Option 1 in agreement to continue to provide claims administration services for OCTA's two self-funded medical and dental plans.
3. July 1, 2005, Amendment No. 2 to Agreement C-2-0867, \$0, approved by purchasing agent.
 - To provide per employee per month rates for each medical and dental plan and to change the name from Riverside County Foundation for Medical Care.
4. October 14, 2005, Amendment No. 3 to Agreement C-2-0867, \$80,000 pending approval by Board of Directors.
 - To exercise Option 2 in agreement to continue to provide claims administration services for OCTA's self-funded medical and dental plans and to extend the termination date of the agreement.

Total committed to Foundation Administrative Services, Inc., Agreement C-2-0867 for the amount of \$351,100.



Item 24.

BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Limited Term Positions

Executive Committee

October 3, 2005

Present: Vice Chairman Brown, Directors Cavecche, Norby, Pringle, Ritschel, Wilson, and Winterbottom
Absent: Chairman Campbell, Director Silva

Committee Vote

The item was passed by all Committee Members present.

Committee Recommendation

Eliminate the Limited Term classification from the Orange County Transportation Authority budget and from all applicable job postings.



October 3, 2005

To: Executive Committee
From: Arthur T. Leahy, Chief Executive Officer *ATL/les*
Subject: Limited Term Positions

Overview

Since fiscal year 2002-03, the Orange County Transportation Authority has distinctly identified project-specific staff positions as Limited Term in both the budget documents and job postings. This designation has made these positions difficult to fill and may be redundant to some of the provisions articulated in the Personnel and Salary Resolution.

Recommendation

Eliminate the Limited Term classification from the Orange County Transportation Authority budget and from all applicable job postings.

Background

As part of the Orange County Transportation Authority (Authority) Fiscal Year 2002-03 Budget development process, the Board of Directors directed staff to include a distinct designation for budgeted positions that were specifically dedicated to individual projects as a means to insure that these positions were eliminated from the budget at the completion of such projects. It was also the Board's desire to have this designation be visible in published budget documents and in job postings. In response to this direction, staff developed the "Limited Term" designation for positions that were dedicated to such projects as the Garden Grove Freeway (State Route 22) Design-Build Project, the CenterLine and other capital programs. These positions have an "LT" after the position title in the budget document and are posted as Limited Term in the job description during recruitments.

Discussion

There have been 28 positions that have been given the Limited Term designation since the concept was developed. Seven of these positions have been eliminated from the budget. Six were dedicated to the CenterLine Light Rail Project and one was dedicated to the construction of the Santa Ana Bus Base. One position, Assistant Warranty Coordinator, had the designation dropped as part of the fiscal year 2004-05 budget development process and 20 positions still have the designation today. These positions support the State Route 22 project, the Santa Ana Freeway (Interstate 5) Far North Project, the implementation of the new payroll system, the State Transportation Improvement Program, Metrolink and the development of Bus Rapid Transit.

The Authority is currently experiencing unprecedented difficulty in recruiting qualified candidates for open positions. One of the reasons cited by potential candidates that deters them from certain positions is the Limited Term designation.

Having the Limited Term designation is duplicative when compared to some of the provisions detailed in the Fiscal Year 2006 Personnel and Salary Resolution. It clearly states that the employment of each Authority employee is at will, the Authority can lay off employees for lack of funds or lack of work, and a position can be eliminated at any time whenever it becomes necessary in the judgment of the Board of Directors.

As has been done in the past, the Financial Planning and Analysis Department will continue to review staffing levels, workloads and available funding to determine appropriate staffing allocations as part of the budget development process. Staffing requirements will continue to be re-evaluated as some projects end and others commence.

Summary

Staff recommends the elimination of the Limited Term classification from the budget document and all job postings to mitigate recruitment challenges. Staff will utilize the budget development process and the Personnel and Salary Resolution to ensure appropriate staffing levels commensurate with Orange County Transportation Authority projects, workloads and available funding.

Attachment

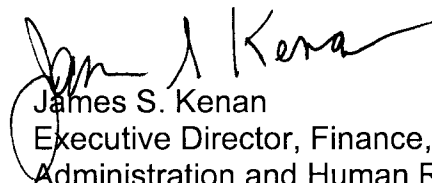
A. Limited Term Positions Fiscal Year 2005-06.

Prepared by:



Andrew J. Oftelie
Department Manager
Financial Planning and Analysis
(714) 560-5649

Approved by:



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

Limited Term Positions Fiscal Year 2005-06

Department	Title	Project Description	Budget
Transit Systems Development	Program Manager	Bus Rapid Transit	1
Public Communication	Community Relations Specialist, SR	Bus Rapid Transit	1
Measure M	Program Manager	I-5 Far North	1
Public Communication	Community Relations Specialist, SR	I-5 Far North	1
Measure M	Program Manager	Measure M	1
Transit Systems Development	Program Manager	Metrolink	1
Accounting	Admin Specialist	Payroll System	1
Compensation	Business Systems Analyst	Payroll System	1
SR-22	Civil Engineer	SR-22	1
SR-22	Civil Engineer	SR-22	1
SR-22	Program Manager	SR-22	1
SR-22	Project Controls Analyst	SR-22	1
CAMM	Procurement Administrator	SR-22	1
Executive Director, External Affairs	Director	SR-22	1
Public Communication	Community Relations Specialist	SR-22	1
Planning & Programming	Transportation Analyst	State Transportation Improvement Program	1
Planning & Programming	Transportation Analyst	State Transportation Improvement Program	1
Planning & Programming	Transportation Analyst	State Transportation Improvement Program	1
Transit Systems Development	Department Manager	Transit Systems Development	1
Transit Systems Development	Office Specialist, SR	Transit Systems Development	1
Total			20



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

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

Regional Planning and Highways Committee

September 19, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0793 between the Orange County Transportation Authority and Darrel Cohoon and Associates, in an amount not to exceed \$100,000, for Motorist Services management support.



September 19, 2005

To: Regional Planning and Highway Committee.
From: Arthur T. Leahy, ^{ATL} Chief Executive Officer
Subject: Amendment to Agreement for Motorist Services Management Support

Overview

On October 25, 2004, the Board of Directors approved an agreement with Darrel Cohoon and Associates, in the amount of \$125,000, to provide Motorist Services management support. Darrel Cohoon and Associates was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0793 between the Orange County Transportation Authority and Darrel Cohoon and Associates, in an amount not to exceed \$100,000, for Motorist Services management support.

Background

The Motorist Services Department is responsible for the operational management of four separate countywide programs including the Service Authority for Freeway Emergencies (SAFE) which includes the Freeway Service Patrol, the Callbox Program, Service Authority for Abandoned Vehicles (SAAV) and the Orange County Taxi Administration Program (OCTAP). Most day-to-day activities are assigned to the manager of Motorist Services solely dedicated to the Motorist Services Program. Consultant support is requested to augment this team.

Discussion

This procurement was originally handled in accordance with the Orange County Transportation Authority's (OCTA) procedures for professional and technical services. The original agreement was awarded on a competitive

basis. For fiscal year (FY) 2005-06, numerous tasks are being implemented that are beyond the normal scope of day-to-day management by OCTA. These include:

- Development of a joint, call-answering process with other SAFE's
- Creation of specific initiatives to improve performance and cost effectiveness of the SAFE's programs
- Initiation of a competitive procurement approach and Scope of Work for a digital call box service upgrade
- Recommend/develop specific initiatives with the statewide #399 Mobile Callbox Program
- Develop interagency relations (notably with California Highway Patrol and California Department of Transportation), legislative analysis and financial matters
- Develop a competitive approach to the reduction of call boxes
- Develop a revision of the OCTAP regulations

To assist with these and other projects, consultant support is being requested.

The original agreement awarded on October 25, 2004, was in the amount of \$125,000. Amendment No. 1, in the amount of \$100,000, will increase the total agreement amount to \$225,000 (Attachment A).

Fiscal Impact

The additional work described in Amendment No. 1 to Agreement C-4-0793 was approved in OCTA's FY 2005-06 Budget, Planning Development and Commuter Services, Motorist Services Department Account 0013-7519-AC320-AQC and 0014-7519-AC300-ACK and is funded through local Department of Motor Vehicles registration fees.

Summary

Based on the material provided, staff recommends approval of Amendment No. 1, in the amount of \$100,000, to Agreement C-4-0793 with Darrel Cohoon and Associates.

Attachment

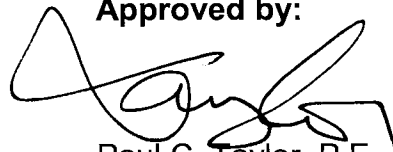
- A. Darrel Cohoon and Associates Agreement C-4-0793 Fact Sheet

Prepared by:



Iain C. Fairweather
Manager of Motorist Services
(714) 560-5858

Approved by:



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

**Darrel Cohoon and Associates
Agreement C-4-0793 Fact Sheet**

1. October 25, 2004, Agreement C-4-0793, \$125,000, approved by the Board of Directors.
 - Numerous tasks to be implemented that are beyond the normal scope of day-to-day management of the operation. These include: Development of a joint call answering process with other Service Authority for Freeway Emergencies (SAFE), creation of specific initiatives to improve performance and cost effectiveness of the SAFE's programs, initiation of a competitive procurement approach and Scope of Work for a maintenance contractor.
2. September 19, 2005, Amendment No. 1 to Agreement C-4-0793, \$100,000, pending approval by Board of Directors.
 - Development of a joint call answering process with other SAFE's, creation of specific initiatives to improve performance and cost effectiveness of the SAFE programs, initiation of a competitive procurement approach and Scope of Work for a maintenance contractor.

Total committed to Darrel Cohoon and Associates, Agreement C-4-0793: \$225,000.



October 14, 2005

To: Members of the Board of Directors
From: ^{AL/EZ} Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Agreement for Bus System Schedule Checking

Overview

On December 11, 2004, the Board of Directors approved an agreement with Southland Communications & Data, Inc., to provide bus system schedule checking services for calendar year 2005. Southland Communications & Data, Inc., was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute the first option year to Agreement C-4-0896 for \$253,238, to fund schedule checking services for calendar year 2006.

Background

The Orange County Transportation Authority (OCTA) has a one-year contract with Southland Communications & Data, Inc., to provide consultant services for the bus system schedule checking program. The contract has two option years. Under terms of the agreement, the contractor observes and documents bus passenger boardings, on-time performance and collects other information used to improve bus operations, scheduling and service planning. Schedule checking tasks include on-board bus schedule checks, street corner checks and National Transit Database (NTD) passenger checks required by the Federal Transit Administration (FTA).

Discussion

This procurement was originally handled in accordance with OCTA's procedures for professional and technical services. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement to exercise the first option year.

The original agreement awarded on December 11, 2004, was in the amount of \$238,639.

Southland Communications & Data, Inc., continues to be responsive to the requirements of this contract. To continue receiving their services, staff recommends approval of the first option year of the contract in the amount of \$253,238. The contract extension will allow for continued monitoring of on-time performance and ridership levels, while furthering efforts for improving bus system efficiency. Finally, the contract extension will enable OCTA to continue to report NTD passenger check data, mandated by the FTA. OCTA anticipates receiving approximately 6700 hours of on-board and street corner schedule check data and 2080 hours of data entry.

Fiscal Impact

Funding for the work described in Amendment No. 1 to Agreement C-4-0896 is available in OCTA's Fiscal Year 2005-06 Budget, Operations Division, Service Planning and Customer Advocacy Department Account 2128-7519-D4106-97S.

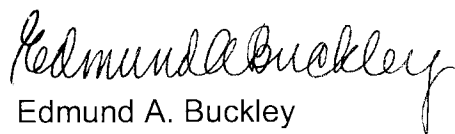
Summary

Based on the material provided, staff recommends to the Transit Planning and Operations Committee approval of Amendment No. 1 for the first option year, in the amount of \$253,238, to Agreement C-4-0896 with Southland Communications & Data, Inc. The total amount of Agreement C-4-0896 with Southland Communications & Data, Inc. is \$491,877 for both the first year of the agreement and the first option year.

Attachment

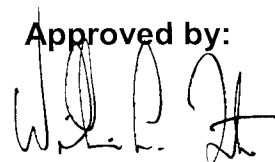
- A. Southland Communications & Data, Inc. Agreement C-4-0896 Fact Sheet

Prepared by:



Edmund A. Buckley
Senior Service Analyst
Service Planning & Customer Advocacy
(714) 560-5945

Approved by:



William L. Foster
General Manager, Operations
(714) 560-5842

ATTACHMENT A

**SOUTHLAND COMMUNICATIONS & DATA, INC.
Agreement C-4-0896 Fact Sheet**

1. December 11, 2004, Agreement C-4-0896, \$238,639, approved by the Board of Directors.
 - To provide consultant services to perform bus system schedule checking.
2. October 14, 2005, Amendment No. 1, pending approval by the Board of Directors.
 - To exercise first option term for a maximum obligation of \$253,238.

Total committed to Southland Communications & Data, Inc., Agreement C-4-0896, \$491,877.



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject Agreement for Americans with Disabilities Act On-Board Performance Monitoring

Transit Planning and Operations Committee

September 8, 2005

Present: Directors Winterbottom, Pulido, Dixon, Duvall, and Green
Absent: Directors Brown and Silva

Committee Vote

This item was passed by all Committee Members present.

Committee Vice Chairman Pulido was not present for this vote.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-2581 between the Orange County Transportation Authority and Transit Access, in an amount not to exceed \$56,000, for a one-year term with four one-year options, to provide Americans with Disabilities Act on-board performance monitoring through October 31, 2006.



September 8, 2005

To: Transit Planning and Operations Committee
From: *RB for ATL*
Arthur T. Leahy, Chief Executive Officer
Subject: Agreement for Americans with Disabilities Act On-Board Performance Monitoring

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2005-06 Budget, the Board approved the Americans with Disabilities Act on-board performance monitoring. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-5-2581 between the Orange County Transportation Authority and Transit Access, in an amount not to exceed \$56,000, for a one-year term with four one-year options, to provide Americans with Disabilities Act on-board performance monitoring through October 31, 2006.

Background

The on-board Americans with Disabilities Act (ADA) monitoring program, also known as Metrowheels, provides regular reporting of ADA compliance on the ACCESS and fixed route services. Regular transit riders who use wheelchairs or have a visual impairment, and utilize the Authority's ACCESS or fixed route services, are recruited and trained by the contractor to provide monitoring of ADA compliance. The contractor summarizes volunteer monitor reports and provides statistical and trend analysis to staff. This information is used to identify areas requiring improvement in the provision of ADA services.

Discussion

This procurement was handled in accordance with the Authority's procedures for professional and technical services. The project was advertised on July 7, 2005,

and July 14, 2005, in a newspaper of general circulation. Request for Proposals were sent by electronic email to 1,363 consultants on July 7, 2005.

On August 10, 2005, four offers were received. An evaluation committee composed of staff from Community Transportation Services, Operations, and Contracts Administration and Materials Management was established to review all offers submitted. The offers were evaluated on the basis of prior experience, technical expertise, staffing, and cost. Based on their findings, the evaluation committee is recommending the following firm for consideration of an award:

Transit Access
Valley Glen, California 91401

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2005-06 Budget, Account 2131-7519-D2128-8MK, and is funded through the Local Transportation Fund.

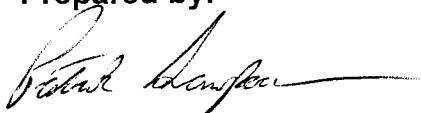
Summary

Staff recommends award of Agreement C-5-2581 to Transit Access, in an amount not to exceed \$56,000, for ADA on-board performance monitoring.

Attachment

- A. Transit Access Agreement C-5-2581 Fact Sheet

Prepared by:



Patrick Sampson
Contract Transportation Analyst
(714) 560-5425

Approved by:



William L. Foster
General Manager, Operations
(714) 560-5842

ATTACHMENT A

Transit Access Agreement C-5-2581 Fact Sheet

1. September 30, 2005, Agreement C-5-2581, \$56,000 (initial term), pending approval by the Board of Directors.
 - Implement program using bus riders to provide on-board monitoring of both ACCESS and contracted fixed route services
 - Program would focus on monitoring accessibility features of service, recruiting riders who are physically or visually disabled individuals
 - Initial term of agreement, November 1, 2005, through October 31, 2006

Total committed to Transit Access, Agreement C-5-2581: \$56,000 (initial term)



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, ^{WK} Clerk of the Board
Subject: Amendment to Agreement for Hazardous Waste Removal and Disposal Services

Transit Planning and Operations Committee

September 8, 2005

Present: Directors Winterbottom, Pulido, Dixon, Duvall, and Green
Absent: Directors Brown and Silva

Committee Vote

This item was passed by all Committee Members present.

Committee Vice Chairman Pulido was not present for this vote.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0825 between the Orange County Transportation Authority and Ecology Control Industries, to exercise the first option year, in an amount not to exceed \$217,350, for hazardous waste removal and disposal services.



September 8, 2005

To: Transit Planning and Operations Committee
From: *B for ATL*
Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Agreement for Hazardous Waste Removal and Disposal Services

Overview

On November 23, 2004, the Board of Directors approved an agreement with Ecology Control Industries to provide hazardous waste removal and disposal services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0825 between the Orange County Transportation Authority and Ecology Control Industries, to exercise the first option year, in an amount not to exceed \$217,350, for hazardous waste removal and disposal services.

Background

The Orange County Transportation Authority (Authority) generates liquid and solid hazardous waste such as sludge, sediment, contaminated soil, oil and fuel filters and antifreeze from its daily operations. As a hazardous waste generator, the Authority must comply with federal, state and local regulations in regards to storage, transportation, treatment and disposal practices. To comply with these regulations and to avoid long-term liability, the Authority requires the services of a registered hazardous waste transporter to analyze, package, transport and dispose of hazardous and non-hazardous waste. Emergency response services for accidental spills are also provided under this agreement.

Agreement C-4-0825 was awarded to Ecology Control Industries to provide hazardous and non-hazardous waste removal and disposal services for a one year period with two one-year options. Ecology Control Industries has performed satisfactorily. The current agreement expires on November 30, 2005.

Discussion

This procurement was originally handled in accordance with the Authority's procedures for procurement of professional and technical services. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement to exercise the first option year.

The original agreement awarded on December 1, 2004, was in the amount of \$161,000. Amendment No. 1 in the amount of \$217,350, will increase the total agreement amount to \$378,350 (Attachment A). The increase in cost is attributable to additional waste generated at the new Santa Ana Base. In order to ensure continued compliance and limit liability, the Authority will continue to provide this service at the Irvine Base and additional services as needed.

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2005-06 Budget. Funds are available in Account 2166-7629-D3107-2W4.

Summary

Staff recommends approval of Amendment No. 1, in the amount of \$217,350, to Agreement C-4-0825 with Ecology Control Industries.

Attachment

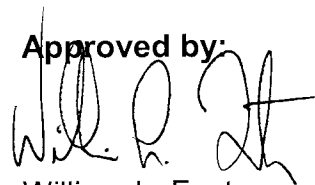
- A. Ecology Control Industries
Agreement C-4-0825 Fact Sheet

Prepared by:



Al Pierce
Manager, Maintenance Department
714-560-5975

Approved by:



William L. Foster
General Manager, Operations
714-560-5842

ATTACHMENT A

**Ecology Control Industries
Agreement C-4-0825 Fact Sheet**

1. November 23, 2004, Agreement C-4-0825, \$161,000, approved by Board of Directors.
 - Hazardous waste removal and disposal services.
2. September 30, 2005, Amendment No. 1 to Agreement C-4-0825, \$217,350, pending approval by Board of Directors.
 - Exercise the first option year.

Total committed to Ecology Control Industries, Agreement C-4-0825: \$378,350.



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: ^{WV} Wendy Knowles, Clerk of the Board
Subject Designation of State Transit Assistance Funds for Fare Stabilization for Seniors and Persons with Disabilities

Finance and Administration Committee

September 28, 2005

Present: Directors Wilson, Campbell, Correa, Ritschel, Silva and Cavecche
Absent: Director Duvall

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Adopt Resolution No. 2005-114 to designate funds, in the amount of \$675,000, in the State Transit Assistance Fund to provide fare assistance for seniors and persons with disabilities.
- B. Authorize the Chief Executive Officer to prepare and submit claims against the State Transit Assistance Fund to the Orange County Auditor-Controller for the Fiscal Year 2005-06 Fare Assistance Program.



September 28, 2005

To: Finance and Administration Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Designation of State Transit Assistance Funds for Fare Stabilization for Seniors and Persons with Disabilities

Overview

The Orange County Transit District is eligible to receive State Transit Assistance Funds for carrying senior citizens and persons with disabilities on public transit service throughout Orange County. In order to receive these funds, these revenues must be designated in the State Transit Assistance Fund

Recommendations

- A. Adopt Resolution No. 2005-114 to designate funds, in the amount of \$675,000, in the State Transit Assistance Fund to provide fare assistance for seniors and persons with disabilities.
- B. Authorize the Chief Executive Officer to prepare and submit claims against the State Transit Assistance Fund to the Orange County Auditor-Controller for the Fiscal Year 2005-06 Fare Assistance Program.

Background

Since 1974 the Orange County Transit District (OCTD) has provided reduced fares for senior citizens riding on the Orange County Transit District's local fixed route service. Beginning in July 1990, the program was expanded to include persons with disabilities. Since March 1987, when federal revenue sharing funds expired, the fare assistance program has been funded by State Transit Assistance Fund (STAF). On March 8, 1999, the Orange County Transportation Authority (OCTA) Board of Directors approved an expansion in the fare subsidy program to use both Measure M funds and STAF funds for fare stabilization for seniors and persons with disabilities riding on all forms of public transit.

Discussion

Under the fare assistance program, the STAF has been providing a fare subsidy for the 30-day pass for senior and disabled persons of \$8.50 toward the pass price of \$18.50, with riders paying \$10.00. On August 25, 2003, the Board of Directors approved the addition of two new passes, one for 7 days and the other for 15 days. The 7-day and 15-day passes for seniors and disabled persons were priced at \$6.00 and \$10.50, respectively, but after the STAF subsidy is applied, senior and disabled riders pay only \$2.50 and \$5.00, respectively.

Fare Type	Price	STAF Subsidy	Rider Cost
Senior & Disabled 7 Day Pass	\$6.00	\$3.50	\$2.50
Senior & Disabled 15 Day Pass	\$10.50	\$5.50	\$5.00
Senior & Disabled 30 Day Pass	\$18.50	\$8.50	\$10.00

Effective January 2, 2005, as approved by the Board of Directors on October 25, 2004, the senior and disabled pass prices and fare subsidies changed as follows: for the 30-day pass, the subsidy remains at \$8.50 but the pass price increases to \$23.50, with the riders paying \$15.00; for the 15-day pass, the subsidy remains at \$5.50, but the pass price increases to \$14.50, with the riders paying \$9.00; for the 7-day pass, the subsidy decreases to \$2.50, the pass price increases to \$7.50, and the riders pay \$5.00.

Fare Type	Price	STAF Subsidy	Rider Cost
Senior & Disabled 7 Day Pass	\$7.50	\$2.50	\$5.00
Senior & Disabled 15 Day Pass	\$14.50	\$5.50	\$9.00
Senior & Disabled 30 Day Pass	\$23.50	\$8.50	\$15.00

Before fare assistance funds may be distributed, OCTA must adopt a resolution allocating these funds. Transportation Development Act (TDA) rules and regulations require OCTA, as the transportation planning agency, to make certain findings before funds may be allocated. These required findings are contained in Section 6754 of the California Code of Regulations (CCR). Before requesting any allocations from the STAF, staff will complete the certification of compliance with the eligibility requirements of Public Utilities Code section 99314.6, the finding of which is contained in the CCR rules.

The OCTD Board of Directors has previously authorized the filing of STAF claims for fiscal year (FY) 2005-06 by adoption of OCTD Resolution No. 2005-02 at the meeting of May 23, 2005.

Summary

Adopt Resolution No. 2005-114 to reserve State Transit Assistance Funds, in the amount of \$675,000, to continue the fare stabilization program for seniors and persons with disabilities who use 30-day, 15-day, and 7-day passes on Orange County Transportation Authority's fixed route service.

Attachment


- A. Resolution of the Board of Directors of the Orange County Transportation Authority, Reserving State Transit Assistance Funds.

Prepared by:



Jerome Diekmann
Senior Financial Analyst
Financial Planning & Analysis
(714) 560-5685

Approved by:



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

**RESOLUTION
OF THE BOARD OF DIRECTORS
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY**

RESERVING STATE TRANSIT ASSISTANCE FUNDS

WHEREAS, the Orange County Transportation Authority is the designated agency for allocating State Transit Assistance Funds pursuant to California Public Utilities Code Section 99314.5; and

WHEREAS, the State Controller has allocated funds to the Orange County Transportation Authority pursuant to California Public Utilities Code Sections 99313 and 99314; and

WHEREAS, the Orange County Transportation Authority is authorized to allocate these funds to the Orange County Transit District; and

WHEREAS, the Orange County Transit District has authorized the filing of a claim to reserve \$675,000 from the State Transit Assistance Fund pursuant to California Code of Regulations, Title 21, Chapter 3, Subchapter 2.5, Article 4, Section 6730(a) for the Fiscal Year 2005-06 Fare Stabilization for Senior Citizens and Persons with Disabilities Program; and

WHEREAS, the Orange County Transit District is an eligible claimant for such funds; and

WHEREAS, the Orange County Transportation Authority has reviewed the claim of the Orange County Transit District for conformity with the applicable laws, rules, and regulations of the Transportation Development Act, as amended.

NOW, THEREFORE, BE IT RESOLVED that the Orange County Transportation Authority makes the following findings in connection with the Orange County Transit District's claim for funds:

1. That the Orange County Transit District's proposed expenditures conform to the Regional Transportation Plan.
2. That the Orange County Transit District's level of passenger fares and charges sufficiently meets the fare revenue requirements of Public Utilities Codes, Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as may be applicable.
3. That the Orange County Transit District makes full use of federal funds available under the Federal Transit Act, as amended.
4. That the sum of the Orange County Transit District's allocations from the State Transit Assistance Fund and from the Local Transportation Fund does not exceed the amount the Orange County Transit District is eligible to receive during Fiscal Year 2005-06.

5. That priority consideration has been given to offsetting unanticipated increases in the cost of fuel, enhancement of existing public transportation services, and high priority countywide public transportation needs.
6. That the Orange County Transit District has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244.
7. That the Orange County Transit District is receiving the maximum allowable amount from the Local Transportation Fund.
8. That the Orange County Transit District has not entered into an agreement on or after June 28, 1979, that would preclude it from employing part-time drivers, or from contracting with common carriers of persons operating under a franchise or license.
9. That the Orange County Transit District has received a certification by the California Highway Patrol verifying that the District is in compliance with Section 1808.1 of the Vehicle Code by participating in the drivers' pull notice system, as required by Public Utilities Code Section 99251.
10. That the Orange County Transit District is in conformance with the eligibility requirements outlined in Public Utilities Code Section 99314.6.

BE IT FURTHER RESOLVED that the Orange County Transportation Authority hereby approves the reserve of State Transit Assistance Funds in the amount of \$675,000, pursuant to California Code of Regulations Section 6730(a), for the Fiscal Year 2005-06 Fare Stabilization for Senior Citizens and Persons with Disabilities Program.

ADOPTED, SIGNED, AND APPROVED this 14th day of October, 2005.

AYES:

NOES:

ABSENT:

ATTEST:

Wendy Knowles
Clerk of the Board

Bill Campbell, Chairman
Orange County Transportation Authority



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject Request for Authorization Designation in the Local Transportation Authority Fund for the Fare Stabilization Program

Finance and Administration Committee

September 28, 2005

Present: Directors Wilson, Campbell, Correa, Ritschel, Silva and Cavecche
Absent: Director Duvall

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

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



September 28, 2005

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

Overview

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

Recommendations

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

Background

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

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

**Request for Authorization Designation in the Local Page 2
Transportation Authority Fund for the Fare Stabilization
Program**

Discussion

On March 8, 1999, the OCTA Board of Directors approved an expansion in the fare subsidy program to increase the use of Measure M funds for seniors and persons with disabilities riding on public transit. This larger fare assistance program required a subsidy of \$1,524,952, in Measure M funds during fiscal year (FY) 2004-05.

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

- Through January 1, 2005, \$0.30 of the ACCESS regular (curb) fare of \$2.00, with riders paying \$1.70; adjusted January 2, 2005, to \$0.25 of the higher ACCESS regular fare of \$2.50, with riders paying \$2.25;
- \$1.00 of the ACCESS premium (door) fare of \$1.80, with riders paying \$0.80; adjusted July 1, 2005, to no subsidy of the ACCESS premium fare of \$2.00, with riders paying \$2.00;
- \$0.75 of the senior and disabled peak cash fare of \$1.00, with riders paying \$0.25; as of January 2, 2005, remaining at \$0.75 of the higher fare of \$1.25, with the riders paying \$0.50;
- \$0.25 of the \$0.50 senior and disabled off-peak fare, adjusted, January 2, 2005, to \$0.10 of the higher fare of \$0.60, with the riders paying \$0.50; and
- Through January 2, 2005, \$0.75 of the senior and disabled day pass of \$1.25, with riders paying \$0.50; adjusted effective January 2, 2005, to \$0.50 of the higher fare of \$1.50, with riders paying \$1.00.

The Measure M fare assistance for ACCESS fares and ACCESS premium service has been in effect since January 1, 1995, and July 1, 1997, respectively. The remaining cash fare and day pass subsidies for fixed route services became effective with the bus fare policy restructuring on July 11, 1999. All fares and fare subsidies were adjusted, effective January 2, 2005. The Measure M fare stabilization was lowered in part to ensure that the fare stabilization funds continue to provide a fare subsidy through the entire Measure M period.

The Board of Directors has previously approved the establishment of cash reserves, in the amount of \$14,000,000, (\$1,000,000, each year), from FY 1991-92 through FY 2004-05 in the Local Transportation Authority Fund, the fund created to account for Measure M revenues and expenditures.

**Request for Authorization Designation in the Local Page 3
Transportation Authority Fund for the Fare Stabilization
Program**

During FY 2004-05 Measure M provided \$265,914, in fare assistance for the ACCESS program and \$1,259,038, for fixed route service. A summary of the Measure M fare stabilization for FY 2004-05 is provided in the following table:

Service	Subsidy
Fixed route – day passes	\$1,005,365
Fixed route – cash fares	253,673
ACCESS – regular	202,671
ACCESS – premium	63,243
Total	\$1,524,952

Measure M fare stabilization subsidies in FY 2004-05 have decreased \$282,798, and 15.64 percent over the previous fiscal year.

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

Summary

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

**Request for Authorization Designation in the Local Page 4
Transportation Authority Fund for the Fare Stabilization
Program**

Attachment

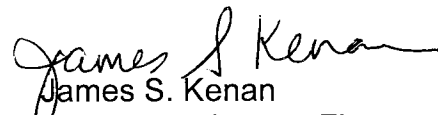
None.

Prepared by:



Jerome Diekmann
Senior Financial Analyst
Financial Planning & Analysis
(714) 560-5685

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Final Recommendation for the San Diego Freeway (Interstate 405) Major Investment Study

Regional Planning and Highways Committee

September 19, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation (Reflects change from staff recommendation)

Approve the Regional Planning and Highways Committee recommendation of the minimal widening alternative (Alternative 4), which was also recommended by the Interstate 405 Policy Working Group/Major Investment Study Committee.



September 19, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, ^{ATL} Chief Executive Officer
Subject: Final Recommendation for the San Diego Freeway
(Interstate 405) Major Investment Study

Overview

In August 2005, the Interstate 405 Policy Working Group/Major Investment Study Committee recommended a widening alternative for the San Diego Freeway (Interstate 405) from Costa Mesa to Seal Beach/Los Alamitos. Transmittal of the recommendation and background on the alternatives are presented for review.

Recommendation

Consider the recommendation of the minimal widening alternative from the Interstate 405 Policy Working Group/Major Investment Study Committee, and forward a Regional Planning and Highways Committee recommendation to the Board of Directors.

Background

In Fall 2003, the Orange County Transportation Authority (OCTA) launched the San Diego Freeway (Interstate 405) Major Investment Study (MIS) in response to the Board of Director's (Board's) direction to develop an improvement plan for Interstate 405 (I-405). The study will produce a corridor transportation strategy addressing the 13.5-mile section of the I-405 corridor from Costa Mesa to Seal Beach/Los Alamitos. The MIS is divided into six distinct phases: 1) project initiation; 2) mobility problem definition and purpose and need statement; 3) conceptual alternatives; 4) reduced set of alternatives; 5) engineering and environmental analysis; and 6) Locally Preferred Strategy. The project is now at the last stage in the process.

The project initiation phase included the formation of advisory committees to provide public input throughout the process. These committees include a

Stakeholder Working Group (SWG) comprised of business/other interests, and a Project Technical Advisory Committee (PTAC) comprised of technical staff, the California Department of Transportation, and the Federal Highway Administration. In January 2005, OCTA Board action created the I-405 MIS Committee. Policy-related meetings held after January 2005 have been combined PWG/MIS Committee meetings.

Also, a public involvement program was established so the public is continually provided with project updates in the form of news releases, public presentations, an information line, open houses, a project website, surveys, etc. The program was designed to actively encourage the public to provide comments at each milestone and submit additional input as alternatives are refined.

A chronology of Board and PWG/MIS Committee actions on the I-405 MIS is included in Attachment A.

Discussion

Following PWG/MIS Committee direction in February and June 2005, staff and the consultant team made revisions to the alternatives and presented the revised alternatives to the PWG/MIS Committee on August 10, 2005 (Attachment B). Staff recommended both minimal (Alternative 4) and moderate widening (Alternative 8b) alternatives to continue forward in a future environmental document.

The minimal widening alternative adds a general purpose lane in each direction between Brookhurst Street and the San Gabriel River Freeway (Interstate 605) and auxiliary lanes, linking an on-ramp to the next off-ramp, in many locations. This alternative generally stays within the existing right-of-way with the exception of two interchange locations.

The moderate widening alternative also adds a general purpose lane in each direction between Brookhurst Street and Interstate 605 (I-605) and auxiliary lanes at many locations. It also provides for one additional carpool in each direction between I-605 and the Costa Mesa Freeway (State Route 55). A bus rapid transit (BRT) service could be operated in the carpool lanes with stations located in the median of the freeway at arterial over and under crossings. The August 2005 staff recommendation acknowledged the right-of-way impacts of the moderate widening alternative (particularly to residential properties in the City of Westminster), and these impacts may be reduced with the introduction

of non-standard lane and freeway shoulder widths in a future environmental document.

After much discussion regarding potential right-of-way impacts, benefits, and costs, a majority of the PWG/MIS Committee recommended the minimal widening alternative as the recommended strategy for the I-405 MIS. Those voting in favor of the minimal widening alternative cited reduced impacts, lower construction costs, higher cost effectiveness, and potential earlier implementation than the moderate widening alternative. Attachment B also includes information related to the design features, costs, and performance of each alternative as presented to the PWG/MIS Committee in August 2005, and Attachment C includes minutes from that meeting.

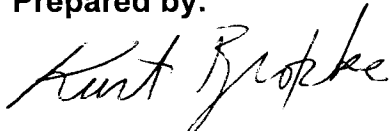
Summary

The I-405 PWG/MIS Committee recommended a minimal widening alternative as the recommended strategy for the I-405 corridor from Costa Mesa to Seal Beach/Los Alamitos. This alternative improves I-405 by one lane in each direction from State Route 55 to I-605 and auxiliary lanes, linking an on-ramp to the next off-ramp, in many locations.

Attachments

- A. I-405 Major Investment Study Policy Direction (to August 10, 2005)
- B. Materials Presented to the PWG/MIS Committee on August 10, 2005
- C. OCTA I-405 Major Investment Study (MIS) Joint Meeting of the OCTA Board Subcommittee and Policy Working Group - Draft Minutes of Meeting, Wednesday August 10, 2005

Prepared by:



Kurt Brotcke
Manager,
Planning and Analysis
(714) 560-5742

Approved by:



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



I-405 Major Investment Study Policy Direction (to August 10, 2005)

January 28, 2004

*Draft purpose and need presented to **Policy Working Group (PWG)**. Committee agreed to move forward.*

March 13, 2004

***OCTA Board of Directors (Board)** approved Purpose and Need Statement. Directed staff to return with conceptual alternatives.*

April 7, 2004

*Initial list of 12 alternatives presented to **PWG**. Committee discussion led to removal of maximum at-grade widening alternative (20 lanes total) and "double-deck freeway" option due to concerns regarding cost, right-of-way impacts, and safety.*

June 14, 2004

***Board** approved 12 conceptual alternatives. Directed staff to return in Fall 2004 with reduced number of alternatives (three build alternatives).*

September 7, 2004

*Three conceptual alternatives presented to **PWG**. Group agreed that staff should move forward with further study of these three alternatives, considering elevated viaducts where possible to help lessen the number of right-of-way takes.*

November 8, 2004

***Board** approved reduced number of alternatives (three build alternatives). Directed staff to conduct engineering and environmental analysis on these alternatives.*

February 22, 2005

***PWG/MIS Committee** asked staff to come back in 30 days outlining process used to get to three conceptual alternatives. Committee also requested that presentations be made to each City Council affected prior to choosing the Locally Preferred Strategy and presenting it to the public and OCTA Board of Directors.*

June 22, 2005

***PWG/MIS Committee** recommended minimal widening alternative and further analysis of moderate widening alternative to reduce right-of-way impacts.*

August 10, 2005

***PWG/MIS Committee** recommended the minimal widening alternative.*

**Materials Presented to the
PWG/MIS Committee on
August 10, 2005**

ATTACHMENT B

**I-405 MIS Alternatives
Recommendation to the PWG**

On June 22, 2005 the Policy Working Group (PWG) considered five alternatives for improving I-405 between SR-73 and I-605 in Orange County. The PWG recommended that Alternative 4 (minimal widening) be advanced to the next step in the process, the preparation of the environmental document. The PWG also asked that changes to Alternative 8 (moderate widening) be examined to determine if right-of-way impacts could be reduced by eliminating the Bus Rapid Transit (BRT) stations or other strategies. Eliminating BRT stations did not significantly reduce right-of-way acquisitions along the corridor based on the consultant's review of the proposed BRT station locations. As a result, the consultant recommends that these be retained for further evaluation in the future environmental document. However, other strategies have been developed that reduce right-of-way impacts associated with Alternative 8. Based on that examination it is recommended that the PWG approve both Alternative 4, a minimal widening alternative, and Alternative 8b, a modified moderate widening alternative. Both alternatives are further described below.

Alternative 4

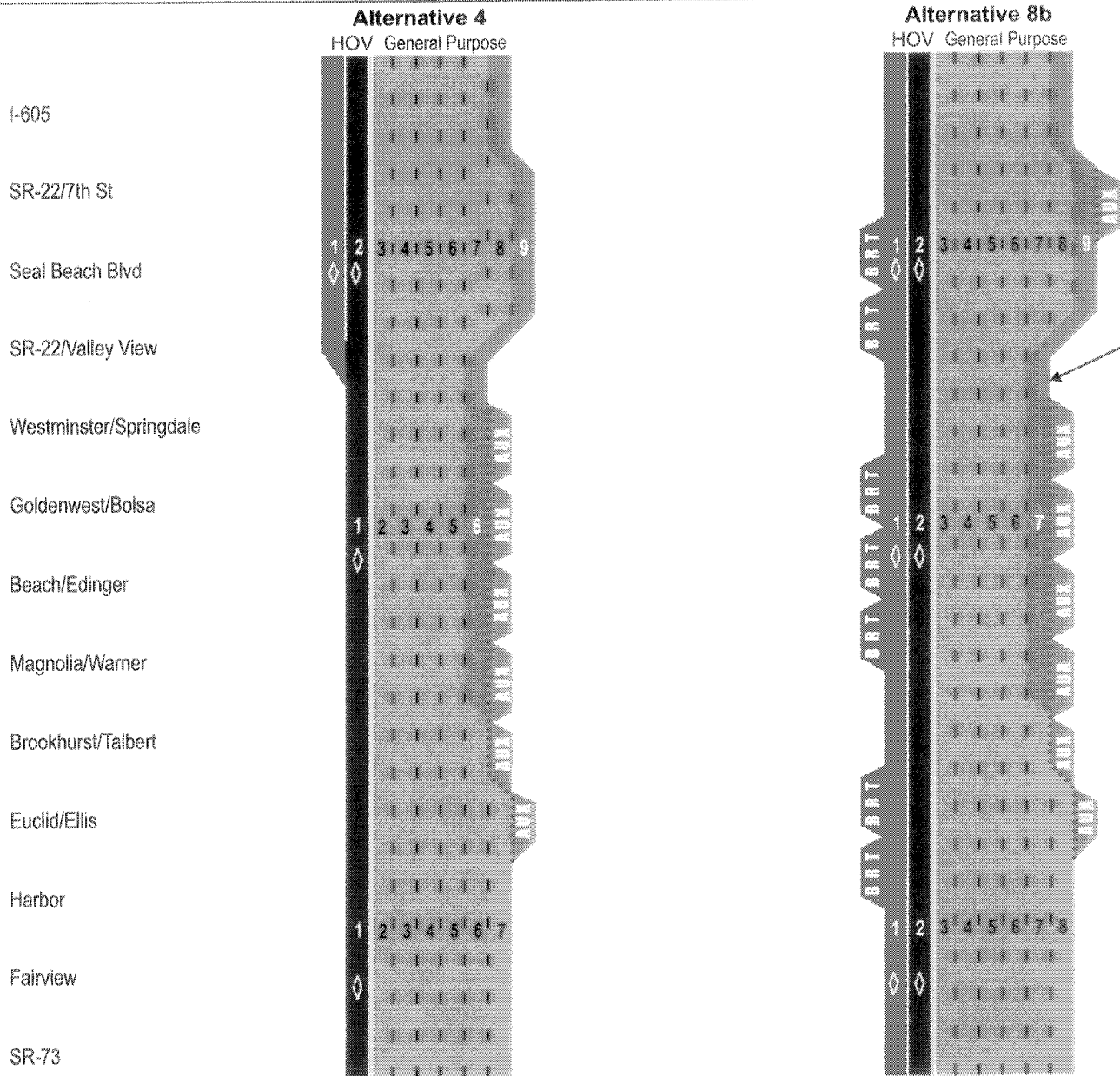
Alternative 4 adds a general purpose lane in each direction between Brookhurst Street and I-605. It adds auxiliary lanes, linking an on-ramp to the next off-ramp, in many locations. Alternative 4 generally stays within the existing right-of-way, but there are some property acquisitions in the vicinity of two interchanges requiring improvement. Those interchanges are at Springdale Street/Westminster Avenue and at Magnolia Street/Warner Avenue.

Alternative 8b

Alternative 8b also adds a general purpose lane in each direction between Brookhurst Street and I-605. It adds auxiliary lanes, linking an on-ramp to the next off-ramp, in many locations. It provides for two HOV lanes (carpool lanes) in each direction between I-605 and SR 55. (North of Valley View Street to I-605 the second HOV lane has already received environmental approval as part of the SR 22 improvements.) A bus-rapid-transit (BRT) service would be operated in the HOV lanes with stations located in the median of the freeway at arterial over and under crossings. Stairs and elevators would link the BRT stations to arterial bus stops.

The narrowest existing right-of-way in the study area is in the City of Westminster between Valley View Street and Springdale Street. Both sides of the freeway are lined with single family housing in that area. In order to reduce residential impacts in that area, there would be no auxiliary lanes between Valley View Street and Springdale Street and the buffer between the HOV lanes and the general purpose lanes would be reduced from 4 feet to 1 foot. This strategy reduces right-of-way impacts by 47 homes in the City of Westminster. The resulting cross section meets federal and state design standards.

Further reductions in property acquisition may be possible with the introduction of non-standard design features. However, the appropriate time to consider non-standard features is in the environmental document, which is the next step in the process to improve I-405. Non-standard design features would be considered at that time as a method to reduce or mitigate unfavorable impacts.



Auxiliary lane removed.
Reduces impacts by
47 single family homes.

Minimal Widening

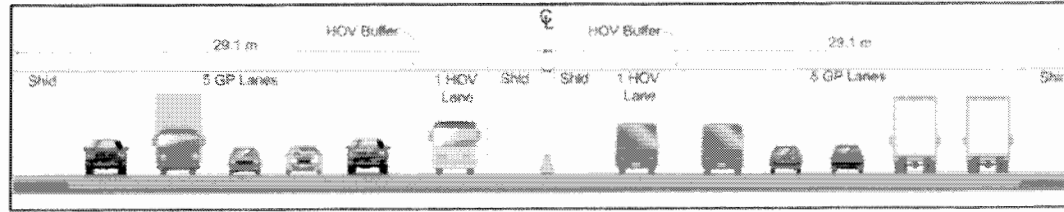
Moderate Widening(b)

LEGEND

- Existing General Purpose Lane
- Existing Carpool Lane
- New Express Lane
- New BRT Station
- New Carpool Lane
- New General Purpose Lane
- New Auxiliary Lane

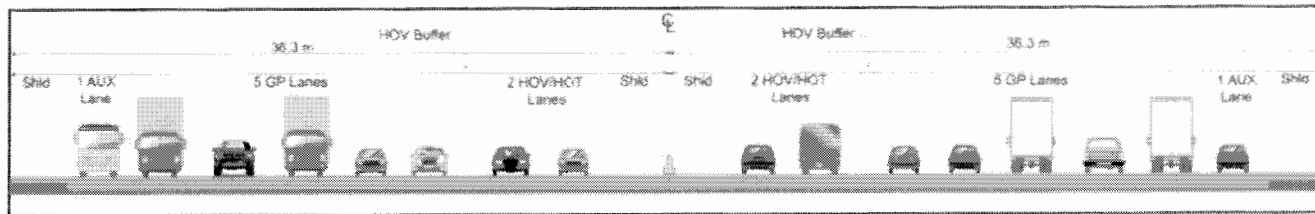
Alternative 4
Minimal Widening

Right-of-Way
 Width = 198 feet



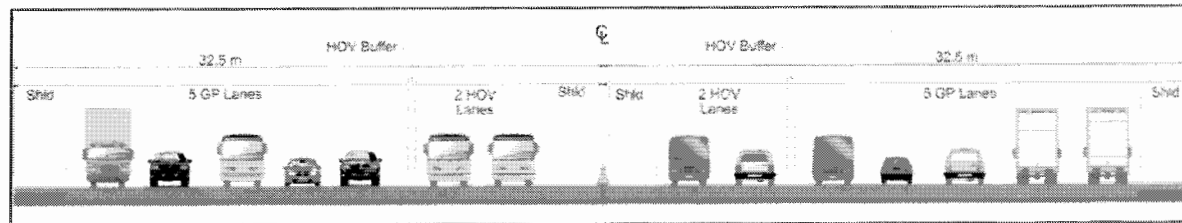
Alternative 8b
Moderate Widening(b)

Springdale - Euclid
 Right-of-Way
 Width = 245 feet



Alternative 8b
Moderate Widening(b)

Valley View - Springdale
 Right-of-Way
 Width = 215 feet



**Single Family Detached Dwelling Unit
and Other Building Property Acquisitions
by Municipality for I-405 MIS Alternatives**

Alternative 4: Minimal Widening	Single Family Dwelling Units	Other Buildings - Footprint Sq Ft
Rossmoor	0	0
Seal Beach	0	0
Westminster	5	0
Huntington Beach	6	0
Fountain Valley	0	48,000
Costa Mesa	0	0
Total	11	48,000

Alternative 8: Moderate Widening	Single Family Dwelling Units	Other Buildings - Footprint Sq Ft
Rossmoor	0	0
Seal Beach	0	0
Westminster	75	57,000
Huntington Beach	10	86,000
Fountain Valley	2	254,000
Costa Mesa	0	38,000
Total	87	435,000

Alternative 8b: Moderate Widening (b)	Single Family Dwelling Units	Other Buildings - Footprint Sq Ft
Rossmoor	0	0
Seal Beach	0	0
Westminster	18	57,000
Huntington Beach	10	86,000
Fountain Valley	2	254,000
Costa Mesa	0	38,000
Total	30	435,000

Alternatives 4, 8, and 8b
Potential Acquisitions of Single Family Detached Homes (by Number)
and Other Buildings (by Square Footage of Building Footprint)
by City and Location along the Freeway Mainline and at Interchanges

Location	Alternative 4 Minimal Widening				Alternative 8 Moderate Widening				Alternative 8b Moderate Widening(b)			
	Homes		Other		Homes		Other		Homes		Other	
	I'chge	Main	I'chge	Main	I'chge	Main	I'chge	Main	I'chge	Main	I'chge	Main
Westminster												
Valley View to Springdale						48		4,000		1		4,000
Springdale/Westminster Interchange	5				11		15,000		11			15,000
Westminster-Edwards						1	17,000			1		17,000
Goldenwest Interchange							20,000					20,000
Magnolia Interchange					15				5			
Subtotal Westminster	5		0		75		57,000		18			57,000
Huntington Beach												
McFadden-Beach							86,000					86,000
Magnolia Interchange	6				10				10			
Subtotal Huntington Beach	6		0		10		86,000		10			86,000
Fountain Valley												
Bushard-Slater							72,000					72,000
Magnolia Interchange			48,000				93,000				93,000	
Brookhurst Interchange					2		47,000		2		47,000	
Euclid Interchange							42,000				42,000	
Subtotal Fountain Valley	0		48,000		2		254,000		2			254,000
Costa Mesa												
Euclid-Harbor							2,000					2,000
Harbor/Hyland Interchange							36,000				36,000	
Subtotal Costa Mesa	0		0		0		38,000		0			38,000
ALTERNATIVE TOTALS	11		48,000		87		435,000		30			435,000

I'chge = Interchange, defined to encompass properties affected by an interchange
Main = Mainline of the freeway, defined as areas between interchanges

**Benefits and Costs of Each Alternative Forecast for Year 2025
Compared to Doing Nothing**

	Minimal Widening - Alternative 4	Moderate Widening - Alternative 8	Moderate Widening(b) - Alternative 8b
Reduction in Annual Person Vehicle Hours of Delay	80 million hrs	150 million hrs	145 million hrs
Reduction in Daily Arterial Vehicle Miles of Travel in the Corridor	81,000	149,000	140,000
Increase in Peak Period Freeway Speeds in MPH (along I-405 between I-605 and SR-73)	5 mph	7 mph	6 mph
Increase in Daily Corridor Transit Trips	2,000	14,000	14,000
Cost	\$0.5 billion	\$1.6 billion	\$1.5 billion
Cost Effectiveness: Annualized Cost per Annual Vehicle Person Hour Saved	\$0.58	\$1.02	\$1.04

Note: Data for the Moderate Widening(b) alternative are sketch planning estimates. All data are subject to change based on further ana

**OCTA
I-405 Major Investment Study (MIS)
Joint Meeting
of the
OCTA Board Subcommittee and Policy Working Group**

**DRAFT Minutes of Meeting
Wednesday August 10, 2005**

**7:30 a.m.
at the Orange County Transportation Authority
600 S. Main Street, Orange, CA
OCTA Board Room**

Members Present

<u>Name</u>	<u>Agency</u>	<u>Phone Number</u>
Jim Silva	OCTA Director	(714) 834-3220
Tom Wilson	OCTA Director	(714) 834-3220
Gil Coerper	Huntington Beach	(714) 536-5553
Lou Correa	OCTA Director	(714) 834-3110
Kermit Marsh	Westminster	(562) 431-3538
Mark Rosen	OCTA Director	
Gary Monahan	OCTA Director	(714) 754-5192
Cathy Green	OCTA Director	(714) 536-5553
Dave Sullivan	Huntington Beach	(714) 536-5553
Larry Crandall	Fountain Valley	(714) 593-4403
Mike Levitt	Seal Beach	(562) 596-1346

I. Welcome/Approval of 6/22/05 Minutes

Director Tom Wilson called the meeting to order noting that Chairman Silva was delayed. He asked for approval of the minutes of the previous meeting. A motion was made and seconded to approve the minutes. Councilmember Marsh objected stating he had not received a copy of the minutes due to a problem with e-mail addresses. A motion was made, seconded, and approved to table approval of the minutes of the June 22, 2005 meeting. Director Wilson directed staff to provide minutes to the City of Westminster's representatives.

II. Recap of Project Status

Director Wilson asked Art Leahy, CEO of OCTA, to provide a recap of the project status. Mr. Leahy asked Kurt Brotcke, OCTA staff, to provide the recap. Mr. Brotcke reviewed the three alternatives presented at the previous meeting and the committee's direction to retain the minimal widening alternative (Alternative 4), to

remove the BRT component from the moderate widening alternative (Alternative 8), and to work with Caltrans and other agencies to reduce right-of-way impacts of the Alternative 8. He indicated that Kevin Haboian of Parsons Transportation Group would be making a presentation covering the results of the further analysis of Alternative 8.

In response to a question from Director Rosen regarding the meeting materials showing an Alternative 8b with BRT stations, Mr. Brotcke indicated that Mr. Haboian would address the topic of removing the BRT from the alternative.

III. Review of Alt. 4 and Revised Alt. 8

Director Wilson turned to Mr. Haboian for the review of Alternative 4 and Revised Alternative 8. Mr. Haboian directed attention to the Lane Schematic (one of the meeting handouts) and described Alternatives 4 and 8b. He noted that the committee asked at its last meeting whether removal of the BRT might reduce right-of-way impacts. Mr. Haboian noted that the reduction of impacts with BRT station removal were slight and not substantial in the area of heaviest impact between Springdale Street and Valley View Street.

Mr. Haboian went on to indicate that a meeting was held with Caltrans and FHWA to brainstorm ways to reduce the impacts in that area. He indicated that the width of the freeway was reduced by eliminating the auxiliary lanes between Springdale Street and Valley View Street and by reducing the buffer between the carpool and general purpose lanes from 4 feet to 1 foot. He directed attention to the Cross Section handout and indicated that, based on the reduced freeway width, the right-of-way impact was reduced by 47 homes along the mainline of the freeway between Springdale Street and Valley View Street.

Mr. Haboian then directed the committee's attention to a handout describing the right-of-way impacts of the alternatives, which he used to summarize the reduction of 47 homes in Westminster under Alternative 8b. He noted that under Alternative 8b the potential acquisitions of single family dwelling units was 28, a reduction from 75 under Alternative 8.

Mr. Haboian went on to note that, at a meeting the previous week with Westminster staff, an opportunity to further reduce impacts in the Magnolia interchange area was identified. More detailed analysis indicated a potential further reduction of 10 single family dwelling units in Alternative 8b reducing the total in Westminster to 18. He provided the committee with updated tables showing these further reductions in right-of-way impacts. In response to a question, Mr. Haboian indicated that the findings of the further reductions had not been formally shared with the City of Westminster prior to the meeting.

Mr. Haboian directed attention to the second updated table showing the right-of-way impacts broken out by mainline and interchange locations. He summarized the impacts of Alternative 8b based on the table.

Chairman Silva asked for questions. Councilmember Marsh noted inconsistencies in the cross sections and lane schematics of Alternative 4, with some showing auxiliary lanes and some not showing auxiliary lanes. Mr. Haboian noted that the original intention for Alternative 4 was to add a general purpose lane north of Brookhurst Street to I-605 and to add auxiliary lanes where they would fit within the existing right-of-way. He noted that auxiliary lanes were possible in a number of locations as shown on the lane schematic. Councilmember Marsh stated that the more prevalent cross section appears to include the auxiliary lanes which are not depicted on the cross section graphic included in the handouts.

Director Monahan observed that the auxiliary lanes in Alternatives 4 and 8b were very similar. Mr. Haboian noted that Alternative 4 did not have auxiliary lanes between Seal Beach Boulevard and 7th Street, but that otherwise they were the same. Director Monahan asked if reductions of right-of-way impacts similar to those in Westminster near the Magnolia interchange would yield any reductions in Huntington Beach. Mr. Haboian indicated that the effort had been focused on the Magnolia interchange.

Director Monahan asked about the cause of the increase in impacts to Huntington Beach homes from Alternative 4 to Alternative 8. Mr. Haboian indicated that Alternative 8 had more lanes than Alternative 4 and that was the source of the increase in impacts. Director Monahan asked whether seven BRT stations were still being considered in the study area. Mr. Haboian indicated that the seven were still included.

Director Monahan asked about the impact of removing the BRT stations on buildings other than single family residences. Mr. Haboian noted that there would be some reductions particularly at the Harbor Boulevard and Euclid Street stations. Director Monahan asked whether the auxiliary lanes were contributing substantially to impacts on other buildings. Mr. Haboian indicated that, since auxiliary lanes are located between interchanges, they would not contribute substantially to right-of-way impacts at interchanges.

Director Correa asked what information had been seen in advance of the meeting by the City of Westminster. Mr. Haboian indicated that the City had seen the materials in the handouts distributed prior to the meeting, but had not seen the handouts distributed at the meeting showing the further reduction of right-of-way impacts in the Magnolia interchange area.

Director Green asked whether the BRT stations were retained because their removal did not appreciably reduce the property acquisitions. Receiving an affirmative response from Mr. Haboian, she asked if the recommendation was that the alternative with the BRT component be retained for consideration in the EIR. Mr. Haboian indicated that was his recommendation.

Director Green enquired if narrowing lanes could be used to reduce the right-of-way impacts in Huntington Beach. Mr. Haboian indicated that at this stage of analysis Caltrans and FHWA are reluctant to accept non-standard features such as narrowed lanes. He noted that auxiliary lanes and the buffer between the carpool and general purpose lanes are not requirements and therefore the changes made in Westminster in Alternative 8b are still standard geometry.

Mr. Haboian also indicated that the appropriate time to consider non-standard features would be in the environmental phase when a determination would be made as to whether the reduction in right-of-way impacts justified non-standard features. He noted that all of the single family residential property acquisitions in Huntington Beach were in interchange areas. In response to a question Mr. Haboian indicated that the same process applied to impacts to non-residential property.

Director Green asked if getting to the issue of non-standard features would necessitate retaining the alternative, undertaking the environmental study, and then considering the non-standard features. Mr. Haboian replied in the affirmative and indicated that there was a tort liability concern for the state when implementing non-standard features. He indicated that the state would have to justify the need for non-standard features to protect itself from potential liability. Approval of non-standard features would be addressed on a case by case basis. Director Green asked if the state would consider the cost of property acquisition in its assessment and Mr. Haboian indicated that the state did consider that factor.

Director Rosen asked where the further reduction in 10 homes in Westminster was located. Mr. Haboian indicated that the homes were along Timothy Lane and that a map showing the location of those homes would be provided to the City of Westminster. Director Rosen asked if two restaurants in Westminster threatened under Alternative 8 would be taken under Alternative 4. Councilmember Marsh stated that there would be no acquisitions of commercial property in Westminster or Huntington Beach under Alternative 4. He also noted that Alternative 8 resulted in acquisitions of commercial property in four cities, while Alternative 4 resulted in such acquisitions only in Fountain Valley at a level substantially reduced from Alternatives 8 and 8b.

Director Rosen asked about the jurisdictions in which the BRT stations were located. Mr. Haboian identified the arterials on which the BRT stations were located. Councilmember Marsh indicated that there were four stations in Westminster. In response to a question, Mr. Haboian indicated that the addition of a second carpool lane to Alternative 4 would substantially increase the right-of-way impacts of that alternative.

Councilmember Marsh asked Mr. Haboian to clarify that, in response to questions from Director Green, he was not suggesting that Alternative 8b was superior to

Alternative 4 nor recommending one alternative over the other. Mr. Haboian acknowledged the accuracy of the clarification.

IV. Public Comment

Director Silva reminded speakers that they would be limited to three minutes and that comments should be directed to the committee chair.

Bob Beck, a resident of Westminster, spoke in support of Alternative 4. He indicated that Alternative 8 was more than 3 times as expensive and that it would drain potential state and OCTA resources such as Measure M revenues. He indicated that because it was more physically constrained it was less likely to encounter legal challenges. He said that adoption of Alternative 4 would be more likely to result in Westminster voters supporting the Measure M extension.

Diana Carey noted that Westminster has had three well attended meetings on the I-405 study. She indicated that no inaccurate information was distributed. She made reference to an article in the July 7 Huntington Beach View regarding a proposal put forth by Director Green and Mayor Crandall. She indicated that citizens in Huntington Beach have many of the same concerns as citizens of Westminster with regard to the I-405. She indicated that she had petitions signed by 1200 people supporting Alternative 4. She indicated that the impacts of Alternative 8 and 8b were unacceptable. She noted that Alternative 8 would have an uncompensated negative affect on property values adjacent to freeway widening. She said the community is opposed to property acquisitions for freeway widening and will fight any alternative that takes homes and businesses.

Terry McCarty, a homeowner and real estate agent in the Westminster/Springdale area, noted that property taken for a project would require fair market compensation. He noted that the project may be ten years in the future but that values in the area have already been affected. He stated that some displaced residents may not be able to find replacement housing within the community. He also noted the potential reduction in Westminster tax base and the lack of compensation for properties devalued by, but not acquired for, the project. He suggested that homeowners will be reluctant to make improvements and that disclosure requirements will depress values. He indicated support for Alternative 4 and that the community would fight other alternatives employing eminent domain.

Li Nguyen (speaking in Vietnamese through an interpreter), a resident of Westminster, received a letter from the City regarding the study. She said that it was very sad that her property, purchased for her by her children, could possibly be taken. She urged the committee to select the narrowest option to preserve her home. She indicated that relocation would be unlikely to provide her with the level of happiness and value she currently enjoys. She noted that she is no longer able to rent, so saving her home is essential.

Don Dame, a resident of Westminster, noted that there are a number of schools, public and private, along the freeway. He indicated that these schools and their students would be negatively impacted by the planned widening. He indicated support for Alternative 4 because it minimizes the impacts. He also noted that a number of parks along the freeway corridor would be impacted and that children using the parks would be exposed to and suffer from increased noise and air pollution.

Allen Roberts, a contractor and resident of Westminster, remarked that the philosophy of OCTA seemed to be too focused on increasing the size of freeways and adding to congestion rather than on providing additional rapid transit. He indicated that he believes that only a multi-county mass transportation effort will be effective in serving the growing population in southern California. He noted that none of the alternatives addressed such an effort.

Crystal Wadsworth, Executive Director of the Westminster Chamber of Commerce, noted that expanding the freeway right-of-way will negatively impact sales tax revenues by displacing businesses and encouraging relocation before project construction. She noted that there is an immediate impact to the value of businesses and to the financing of new improvements, even though project construction may be ten years in the future. This is degrading the quality of the business district in Westminster. She noted the need to relocate an existing sign advertising the Westminster auto dealers and a planned sign for the Westminster Mall. She enumerated many of the potentially impacted businesses and noted that the sales tax impact would be several million dollars. She supports Alternative 4 because it minimizes these impacts.

Marilyn Edgar, a citizen of Westminster, noted that Westminster is an older well-established community. She noted that ongoing growth in the southern part of the county is responsible for the increased demand for transportation and questioned whether such growth should be permitted to continue.

Daryl Nolta, a resident of Westminster, said that he is opposed to eminent domain. He noted that a systems approach to the freeway was needed not the piecemeal approach used. He then indicated support for the comments of the previous speakers and he endorsed Alternative 4. He stated that he is angry that neither he nor Councilmember Marsh were able to fully review information on Alternative 8b prior to the meeting. He questioned the chart of Benefits and Costs included in the meeting handouts. He noted that the small differences in speed shown on the chart were not consistent with the more substantial changes in amount of delay. He noted that Alternative 4 was the most cost effective and he called on the committee to endorse that alternative because of the larger number of property acquisitions of the other alternatives.

V. Action Item: Roundtable Discussion on Potential Recommendations and Next Steps

Director Silva asked staff what action by the committee was desired. Mr. Brotcke reviewed the recommendation included in the meeting handouts. He indicated that the impacts of Alternative 8 had been reduced by making the modifications included in Alternative 8b. He noted that additional modifications such as non-standard features could be considered, but those should be considered in the context of the preparation of an environmental document. He also noted that Alternative 4 is still a good viable alternative. He concluded that the recommendation from the consultant was for the committee to recommend that both alternatives be carried forward to enable a process of due diligence to reduce impacts.

Director Correa noted that quality of life was a major concern of Orange County residents. He indicated that it was difficult to ask one community to shoulder the burden of freeway widening. He noted that the voters defeated airport expansion in southern Orange County favoring quality of life over economic development. Director Correa moved that the committee adopt Alternative 4. The motion was seconded.

Councilmember Marsh asked Director Correa that his motion recommend that Alternative 8b be rejected and that Alternative 4 and the No Build Alternative be carried forward to the environmental process. Councilmember Marsh noted that the I-405 has problems now. He also noted that the cost of Alternative 8b was three times the cost of Alternative 4. He said that it would require more time to raise the money and more time to implement Alternative 8b. He suggested that addressing the problems would occur more rapidly under Alternative 4.

Councilmember Marsh said that with respect to commercial property acquisitions Alternative 8b required nearly half a million square feet while Alternative 4 required less than 50,000. He also noted that Alternative 8b had nearly four times as much residential impact as Alternative 4. He indicated that Alternative 4 was clearly the better choice in terms of right-of-way impacts.

Councilmember Marsh noted that the difference between Alternatives 4 and 8b was in the provision of an additional carpool lane in Alternative 8b. He stated that Alternative 8b provides BRT station locations as a means of protecting the potential for light rail along the freeway. He said that the committee gave instructions at its last meeting to remove the BRT from the alternative and that the alternative should be rejected because it still includes the BRT which is not wanted, not needed, and not helpful.

Councilmember Marsh discussed eminent domain procedures. He indicated that property acquisition costs would be high and the procedure would delay the project. He noted that the fewer properties that are taken, the quicker a project can be built. He suggested that Alternative 4 was the only option that could be

implemented quickly. He stated that it adds 40 percent capacity for half a billion dollars and is one-third the cost of Alternative 8b.

Director Monahan expressed appreciation for the effort involved in identifying right-of-way impact reductions in Alternative 8b. He asked if it was correct that we were not to the point of looking at reduced shoulder widths and other similar features to try to reduce the impacts of Alternative 4. Mr. Haboian said that he was correct. Director Monahan then expressed concern for the impacts to properties not taken but substantially closer to the freeway after implementation. He indicated support for Alternative 4 and the need to minimize the number of properties being brought closer to the freeway.

Director Rosen expressed support for Alternative 4, noting that Alternative 8b impacts the business areas of Westminster and clouds the value of homes whose future is in doubt because of Alternative 8. He then spoke to the need for Orange County to become more self-reliant thus reducing the need for travel into Los Angeles County on I-405. He also noted that BRT may be viable in the corridor but stops should be provided at the discretion of each municipality.

Director Green indicated that Alternative 8b should be retained because it might better address the longer term growth of the county. She suggested that retaining the wider footprint did not require its future use, but eliminating the wider footprint now would preclude its future consideration. She suggested that a vision for the entire county argues for a wider footprint to address county-wide transportation issues.

Director Green said that her mind had been changed to support inclusion of BRT in the corridor after visiting other BRT freeway sites in the region. She encouraged others to join the tour after the meeting to see first hand what a BRT station looks like and how it works. She suggested the need for a greater vision of transportation in the corridor 30 years in the future. She said that Alternative 4 should be retained but that Alternative 8b should also be retained for further study, although it might be rejected later due to its impacts. She said that the increased reduction in hours of delay of Alternative 8b spoke to the value of retaining the alternative.

Director Correa noted that population is expected to continue increasing in the future. He indicated sympathy for the need to reduce travel times but to do it by being creative within a limited right-of-way footprint. He noted that BRT, light rail, and transit need to be part of the mix in the future. He said that the issue to be decided at the meeting was the footprint of the future corridor not how it was to be used. He said that respecting the desires of the communities along the corridor with respect to the freeway footprint was important.

Councilmember Sullivan said that the difficulty with Alternative 4 is that it either rejects major transit improvements in the corridor or would require an elevated

transit facility which is extremely problematic. He indicated that he felt that Alternative 4 did not go far enough to address the problems in the corridor.

Councilmember Crandall indicated some displeasure with the retention of the BRT in Alternative 8b and he had reservations about station locations and access. He said that he doubted that Fountain Valley and Westminster would experience population growth in the coming years. He suggested that the committee's charge was not to make a decision but to provide the OCTA Board with some options for their decision. He indicated that selection by the committee of Alternative 4 would preclude consideration of a wider alternative. He urged that a wider alternative be forwarded to the OCTA Board in addition to Alternative 4 for inclusion in the EIR process.

Director Wilson noted the staff recommendation for retaining both Alternatives 8b and Alternative 4. He made a substitute motion that both alternatives be forwarded to the full OCTA Board for their consideration. The motion was seconded.

Councilmember Coerper indicated that he supported the substitute motion. He asked if additional reductions in residential acquisitions were possible under Alternative 4. He also asked about the need to widen the freeway at all.

Mr. Leahy indicated that the "do-nothing" alternative would be evaluated as the project progresses. He noted that OCTA would take all available steps to maximize the use of whatever footprint the committee and OCTA Board ultimately accept. He also noted that including a carpool lane in the project makes the project eligible for transit funding under Measure M and state and federal programs.

Mr. Levitt noted that he was very sensitive to the acquisition of people's homes. He also questioned whether either Alternative 4 or 8b would have a meaningful impact in 20 years.

Director Green indicated that she liked Alternative 8b because it preserves a transit component for the corridor. She stated that freeway widening would not by itself address the problem, so the wider footprint of Alternative 8b with its transit component should be retained. She said that the transit component could be rejected at a later time, but the option for a transit component should be preserved.

Director Wilson stated that he wanted a vote on carrying forth both Alternatives 4 and 8b to the full OCTA Board. He indicated that the PWG chair should explain both to the full OCTA Board and the differences of opinion on the alternatives among the PWG members, regardless of whether one or both alternatives are recommended. He asked that the chair call the question.

Director Silva asked for a roll call vote on the substitute motion recommending both Alternatives 4 and 8b to the full OCTA Board:
Huntington Beach – Yes

Westminster – No
Director Rosen – No
Director Correa – No
Director Green – Yes
Director Silva – No
Director Wilson – Yes
Director Monahan – No
Fountain Valley – Yes
Seal Beach – No

The substitute motion failed. Director Silva asked for a roll call vote on the original motion recommending Alternative 4 to the full OCTA Board:

Huntington Beach – No
Westminster – Yes
Director Rosen – Yes
Director Correa – Yes
Director Green – No
Director Silva – Yes
Director Wilson – No
Director Monahan/Costa Mesa – Yes
Fountain Valley – No
Seal Beach – Yes
The motion carried.

Mr. Leahy noted that the plan is to take the committee's recommendation to the full OCTA Board in September.

VI. Bus Rapid Transit (BRT) Tour

Mr. Leahy reminded the committee that there was a tour to LA County to see some HOV and BRT facilities.

VII. Next Meeting/Adjournment

Director Silva adjourned the meeting.

BOARD COMMITTEE TRANSMITTAL



October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board *W.K. by RW*
Subject: Bus Rapid Transit Implementation Strategy and Regional Transportation Improvement Program Amendments

This item will be considered by the Transit Planning and Operations Committee on October 13, 2005. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

Please call me if you have any comments or questions concerning this correspondence. I can be reached at (714) 560-5676.



October 13, 2005

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, ^{ATL} Chief Executive Officer
Subject: Bus Rapid Transit Implementation Strategy and Regional Transportation Improvement Program Amendments

Overview

In the absence of a federal funding allocation, the Orange County Transportation Authority cannot complete The CenterLine Light Rail Project by 2010, thus triggering the need to substitute its Transportation Control Measure with projects that can provide equivalent emission reductions in the same timeframe. A package of projects has been identified that satisfies commitments made for rapid transit air quality goals. Immediate actions are necessary to insure that \$60 million of funding committed to The CenterLine Light Rail Project is not lost and can be programmed for other projects. Staff has developed a Bus Rapid Transit Implementation Strategy as the starting point.

Recommendations

- A. Direct staff to cease all efforts towards The CenterLine Light Rail Project and redirect resources to other rapid transit projects.
- B. Approve the recommended Transportation Control Measure package as a substitute for the CenterLine Transportation Control Measure in the Regional Transportation Plan and Regional Transportation Improvement Program that provides equivalent emission reductions within the same timeframe and same geographic area.
- C. Direct staff to submit a formal request to the Southern California Association of Governments that the substitute Transportation Control Measure projects be amended into the Regional Transportation Plan and Regional Transportation Improvement Program as Transportation Control Measures in place of the Centerline Transportation Control Measure.
- D. Request the Southern California Association of Governments Regional Council approval of the Transportation Control Measure substitute projects and Regional Transportation Plan and Regional Transportation

Improvement Program amendments incorporating the Transportation Control Measure substitute projects at their November 2005 meeting.

- E. Approve the Bus Rapid Transit Implementation Strategy, and direct staff to begin its refinement.
- F. Authorize staff to process necessary Regional Transportation Plan, Regional Transportation Improvement Program, and State Transportation Improvement Program amendments as required by the above actions.

Background

Staff continues to refine definition of the rapid transit projects under consideration by the Transit Planning and Operations Committee (Committee). The 9.3-mile CenterLine light rail transit project (CenterLine) cannot be completed by 2010 in the absence of a federal funding allocation. Immediate actions must be undertaken to insure that \$60 million or more in funding committed to the CenterLine is not lost to Orange County. Out of the Orange County Transportation Authority's (Authority) allocation of federal funds for Congestion Mitigation and Air Quality (CMAQ), approximately \$35 million is programmed for CenterLine in fiscal year 2005-2006 in the Regional Transportation Improvement Program (RTIP). If the CMAQ funds are not re-programmed to another project beginning in October 2005, there is a high likelihood of those funds being lost to the Authority. It takes several months to obtain necessary approvals for amendments to the RTIP; if re-programming amendments are not fully approved by February 2006, the funds can be subject to unilateral re-programming to other agencies by the state.

In addition, the State Transportation Improvement Program (STIP) contains \$25 million for CenterLine in fiscal year 2005-2006. The last opportunity to avoid unilateral re-programming of these funds by the state is to seek re-programming to another Authority project by early January 2006. Ten years ago, the state programmed \$120 million in Proposition 116 funds for a rapid transit guideway project serving the City of Irvine. The Authority and Irvine have been asked to meet with state officials in early November 2005 to explain how and when those funds will be used.

Finally, to complete the Long-Range Transportation Plan (LRTP) on the schedule directed by the Board of Directors, projects to be included must be identified and analyzed by December 2005 in order to achieve environmental clearance by next spring. The Authority has made commitments to the federal government for emissions reductions by 2010 that include implementation of the CenterLine, or its equivalent, Transportation Control Measure (TCM) that

meets or exceeds the emission reductions within the same timeframe and geographic area. From among the options, staff has identified a substitute TCM package of projects, including bus rapid transit (BRT), that could be implemented by 2010 and in the aggregate provide emissions reductions equivalent to those attributed to the CenterLine. The substitute TCM package of projects is presented in Attachment A.

The development of BRT projects will involve the BRT assumptions and selected corridors pursuant to the July 28, 2005, Committee direction. Attachment B summarizes the BRT assumptions, as part of the substitute TCM package of projects. At that July 28, 2005, meeting, the Committee directed staff to initiate the development of three BRT projects, including Harbor Boulevard, Westminster/17th Street, and a 28-mile corridor from Brea Mall to the Irvine Transportation Center. The three BRT corridors are achievable by 2010 and aid in satisfying commitments made for rapid transit towards achieving the 2010 air quality conformity.

Discussion

CenterLine Transportation Control Measure Substitution

Several steps are required to obtain approval from the federal government for a package of projects with an emission reduction equivalent to the CenterLine TCM. The process begins with Board approval to recommend a TCM package of projects as a substitute for the CenterLine TCM in the Regional Transportation Plan (RTP) and RTIP that provides equivalent emission reductions within the same timeframe and same geographic area as the CenterLine TCM. Staff will need to submit a formal request to the Southern California Association of Governments (SCAG) to substitute the Board-approved TCM package of projects as an amendment to the RTP and RTIP as TCM's in place of the CenterLine TCM. Finally, it is necessary to request the SCAG Regional Council approval of the TCM replacement projects and the RTP and RTIP amendment incorporating the substitute TCM package of projects. The amendment process is currently anticipated for the November 2005 meeting.

Part of the CenterLine financial plan is tied to its TCM requirements, including two funding sources with monies programmed for the CenterLine: CMAQ and STIP. Without the RTP and RTIP amendments, there is a high likelihood of losing \$60 million in funding, comprised of \$35 million of CMAQ and \$25 million of STIP originally programmed for CenterLine. It is crucial that these funds get re-programmed in conjunction with the request substituting the CenterLine TCM with an equivalent package of projects.

Bus Rapid Transit Implementation Strategy

The development of BRT will require an implementation strategy that generally identifies the steps necessary to implement this service. The strategy, included as Attachment C, identifies the following:

- Assumptions used for developing BRT in Orange County
- Capital, operation and maintenance costs, and their funding sources
- Fleet requirements
- Branding and marketing
- Design process
- Installation and construction process
- Start-up and activation process
- Process for updating

While this strategy provides a road map to achieving an opening of this service, it will require additional information and refinement. A detailed BRT Implementation Plan will be prepared to further address the steps necessary to implement the BRT projects. This plan preparation effort will be supported by extension of staff through the project management consultant (PMC) for rapid transit; the subject of a separate staff report. During the second quarter of 2006, staff will return with a detailed BRT Implementation Plan.

Five-Year Program

A successful CenterLine TCM substitution with projects that can provide an equivalent emission reductions by 2010 provides an opportunity of developing a plan for improving transportation in Orange County. In light of such funding availability, staff has prepared a list of rapid transit components that could be developed in a five-year program. Attachment D provides a summary of a proposed five-year program. The principal criteria for the rapid transit program development include consistency with Measure M, efficiently using our resources, providing transportation benefits, timely implementation, and air quality emissions reductions.

The LRTP transit element has a vision of using the existing Metrolink commuter rail corridor as the backbone of Orange County's transit system, as nearly two-thirds of residents and jobs are within four miles of this core 68-mile long system. The components of the transit element in the LRTP include:

1. Enhancing existing commuter rail right-of-way by providing additional service between the Fullerton and Laguna Niguel/Mission Viejo stations

with trains running every 20 to 30 minutes in both directions every day of the week all day from 5 a.m. to midnight. Included would be improved stations, added parking, shuttle bus services linking stations to surrounding businesses and communities, over or underpasses where major streets intersect the tracks, and safety improvements at all rail crossings.

Additionally, this high-frequency service could be expanded from the Laguna Niguel/Mission Viejo Station in south Orange County to and from Union Station in downtown Los Angeles.

2. Connecting the high-frequency commuter rail service to future high-speed rail lines that would serve areas further away such as the San Francisco Bay Area, Los Angeles, San Diego, and Ontario Airport. Planned technology options include high speed rail and magnetic levitation.
3. Extending the high-frequency commuter rail service allowing cities to develop and propose such extensions that would connect to major destinations or activity centers not on the initial route. These extensions could use buses, trolleys, light rail, monorail, or other systems best suited to the community.
4. Funding could also be provided for cities in Orange County to operate local community transit services and circulators using small buses and trolleys. These community transit services could serve local neighborhoods and commercial centers and would be coordinated with the high-frequency commuter rail service and its extensions.

In context of this transit vision, the work to date on the analysis of rapid transit options can be used as the initial deployment of this vision. The benefits of this approach are that the Authority can seize the momentum created by the many discussions on the rapid transit options, move forward on a consensus plan that serves all residents of the County and remain competitive for federal financial support.

Should the Board decide to proceed with this five-year program, or something similar, staff could be directed to proceed with planning and engineering work for those components not currently included in the substitute TCM replacement package of projects under consideration. Requisite approval from the Citizens Oversight Committee will be pursued and an aggressive outreach program implemented locally and in Washington, DC with our delegation, Federal Transit Administration (FTA) and Federal Highway Administrations (FHWA).

The Authority controls resources sufficient to get started on all of these projects. Ultimately, the pace of progress toward realizing these improvements depends on our success in securing support from Congress, FTA and FHWA. Staff will return at a later meeting with specific actions on the five-year program for the Committee's consideration.

Summary

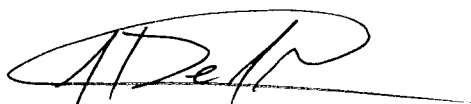
From the projects under consideration, it is evident that a substitute TCM package of projects including BRT could assure air quality conformity by 2010. To achieve this goal, it will be necessary to substitute the CenterLine TCM with projects that can provide equivalent emission reductions in the same timeframe and geographic area. Staff has prepared a BRT Implementation Strategy that outlines how the BRT corridors will be completed. The PMC for rapid transit will support staff in refining this concept to achieve its goal by developing a detailed BRT Implementation Plan.

The Authority is in a position to move forward on a five-year program that contains improvements to all modes, from west to central county, and from north to south county. Federal funding should continue to be sought for our highway and transit projects. Staff will has prepared a separate report with details on the proposed five-year program to implement projects with the funds that are under the control of the Authority.

Attachments

- A. Recommended Substitute Transportation Control Measure Package of Projects
- B. Bus Rapid Transit Assumptions
- C. Bus Rapid Transit Implementation Strategy
- D. Proposed Five-Year Program

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Approved by:



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Executive Director, Planning,
Development and Commuter Services
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Recommended Substitute Transportation Control Measure Package of Projects

OPTIONS		OPENING YEAR	EFFICIENT USE OF RESOURCES		POTENTIAL FUNDING SOURCES		EMISSION BENEFITS
Number	Description		Capital Cost (to 2015, Millions)	O&M Cost (to 2015, Millions)	Capital Costs	O&M Costs	
T4	State Route 91 - Express Lanes, 3+ Free	Completed	N/A	N/A	N/A	N/A	25%
B1	Harbor Blvd. Non-Dedicated (Mixed-Flow) BRT - 19 Miles (Fullerton to Costa Mesa)	2008	\$27.8	\$83	FTA 5309c Bus	CMAQ Local Funds Fare Revenue	Already Counted
B2	Westminster/17th Non-Dedicated (Mixed-Flow) BRT - 22 Miles (Santa Ana to Long Beach)	2009	\$24.3	\$65	FTA 5307 CMAQ Local Funds		Already Counted
B11	28-Mile Non-Dedicated (Mixed-Flow) BRT (Brea Mall to Irvine Transportation Center)	2010	\$36.9	\$66	FTA Section 5309 Small Starts		68%
C1	Irvine Business Center Shuttle	2010	\$12.3	\$20	CMAQ Local	CMAQ Local	1%
R1	Metrolink Service Expansion - Phase 2 (Peak North to South Commute)	2008	\$82.0	\$38	CURE Other Agencies	CURE Other Agencies	Already Counted
R3	Metrolink Service Expansion - Phase 3.1 (Enhanced Inland Empire-Orange County and 91 Lines Service)	2010	\$115.0	\$37	CURE Other Agencies	CURE Other Agencies	7%
Substitute TCM Package of Projects Emission Benefits by 2010							101%

Bus Rapid Transit Assumptions

Pursuant to Transit Planning and Operations Committee direction on July, 28, 2005 regarding the assumptions for the bus rapid transit (BRT) elements to be used in Orange County, these assumptions are summarized below.

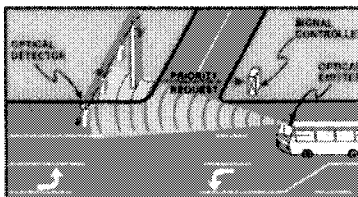
BRT Elements



Non-Dedicated (Mixed Flow) on Arterials



Frequent Service & Real-Time Passenger Information



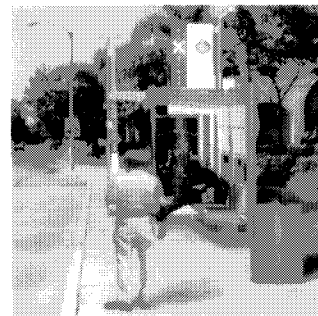
Transit Signal Priority



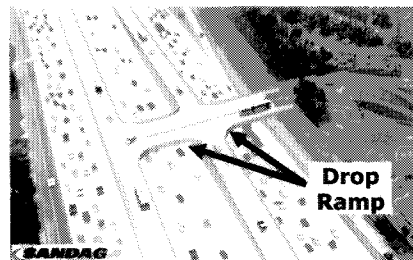
Distinct Bus Identity



System Branding



Customized Shelters



Freeway/HOV Drop Ramps

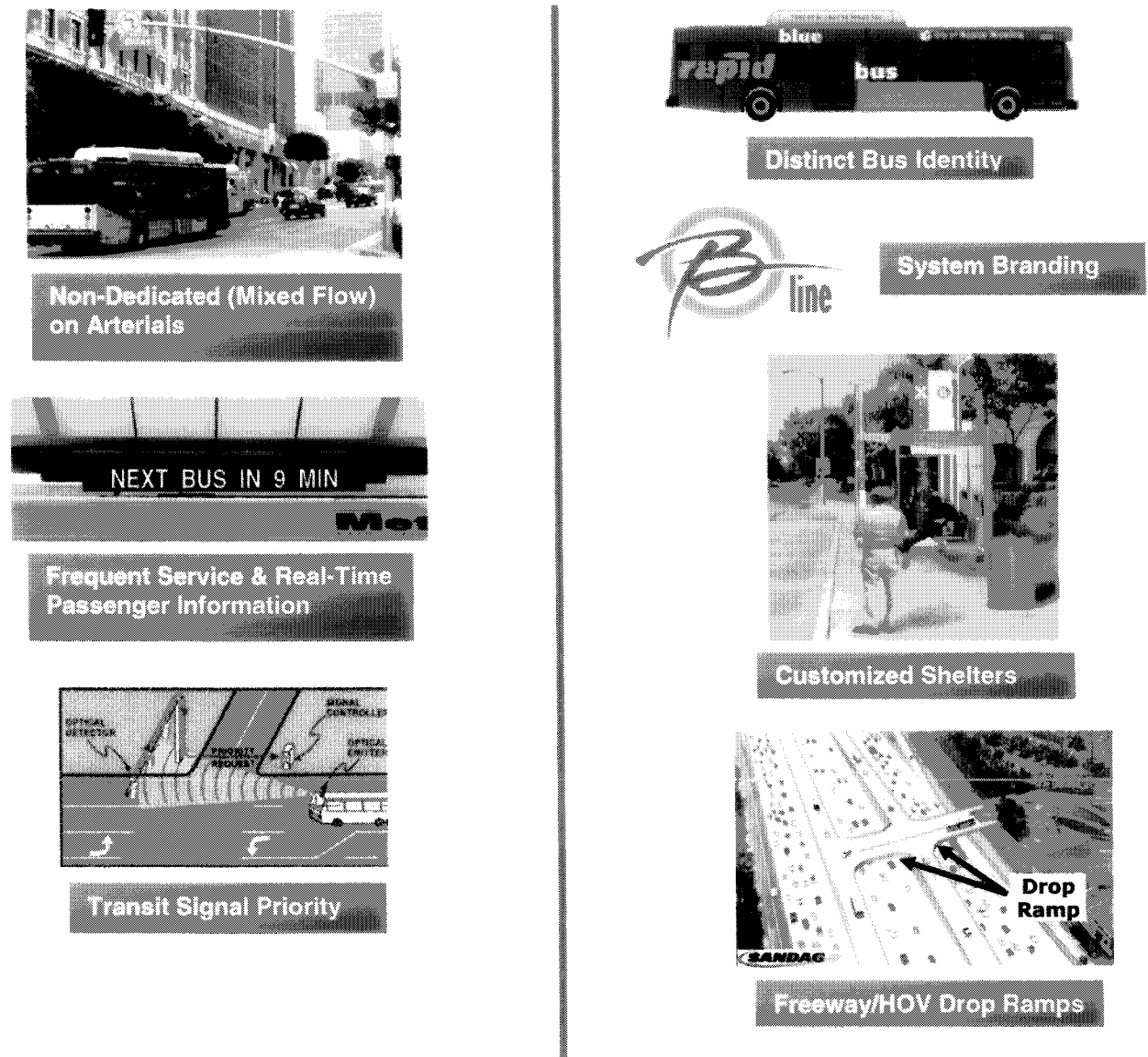
Bus Rapid Transit Implementation Strategy

1. INTRODUCTION AND ASSUMPTIONS

1.1 Introduction

Pursuant to Transit Planning and Operations Committee direction on July 28, 2005 regarding the assumptions for the bus rapid transit (BRT) elements to be used in Orange County, these assumptions are summarized in Figure 1. This BRT Implementation Strategy (strategy) generally describes the steps necessary to implement this service. While this strategy provides a road map to achieving an opening of this service, it will require additional information and refinement. A detailed BRT Implementation Plan will be prepared to further address the steps necessary to implement the BRT projects.

Figure 1
Approved BRT Elements



1.2 Operating Assumptions

The approved phasing scenario includes three BRT routes. The three routes planned to be implemented by the end of 2010 include:

- ❑ Harbor Blvd. Non-Dedicated (Mixed Flow) BRT - B1
 - Fullerton to Costa Mesa
- ❑ Westminster/17th Non-Dedicated (Mixed Flow) BRT - B2
 - Santa Ana to Long Beach
- ❑ 28-Mile Non-Dedicated (Mixed Flow) Brea to Irvine 28 Mile BRT - B11
 - Brea Mall to Irvine Transportation Center

The exhibits section at the end of this report includes a map depicting the BRT corridors to be implemented. As the three BRT routes attract more riders, service could be expanded to include later weekday evening hours and service on weekends. The three services are described in the following sections.

1.2.1 Harbor Blvd. Non-Dedicated (Mixed Flow) BRT - B1

BRT service on Harbor Boulevard will operate north-south between Fullerton and Costa Mesa over a 19-mile route that will link Anaheim, Garden Grove, Santa Ana, and Fountain Valley. Harbor BRT service will provide regional connections to Metrolink, AMTRAK and other OCTA bus services at the Fullerton Transportation Center. In a subsequent phase, service could be extended north to Brea. The exhibit section at the end of this report includes a map of this BRT corridor.

Harbor BRT service will operate weekdays from approximately 5 AM to 8 PM. Service is planned to operate every 10-minutes during the morning and evening commute periods, and every 12-minutes at other times.

1.2.2 Westminster/17th Non-Dedicated (Mixed Flow) BRT - B2

Service on Westminster/17th will operate over a 22-mile east-west route between Santa Ana and Long Beach linking Santa Ana, Garden Grove, Westminster and Seal Beach. The Westminster BRT will be the first truly regional BRT service operated by OCTA by providing direct connections to multi-modal transit services in Los Angeles County at the Long Beach Transit Mall. In addition to extensive bus services operated by several carriers at the Transit Mall, the Westminster BRT will provide high speed direct connections to the Blue Line light rail transit corridor. In addition, the eastern terminal at the Santa Ana Depot provides direct connections to AMTRAK and Metrolink commuter rail service, and other local bus routes operated by OCTA.

The Westminster/17th BRT will operate weekdays from approximately 5 AM to 8 PM. Trips will be operated every 10-minutes during the morning and evening commute periods, and every 20-minutes at other times of the day. The exhibit section at the end of this report includes a map of this BRT corridor.

1.2.3 28-Mile Non-Dedicated (Mixed Flow) Brea to Irvine 28 Mile BRT - B11

The 28-Mile BRT corridor will link Fullerton, Anaheim, Orange, Santa Ana, and Costa Mesa with Brea to the north and Irvine to the south. Five major transportation centers will be served including the Fullerton Transportation Center, the Anaheim Regional Transportation Center (ARTIC), the Depot in Santa Ana, John Wayne Airport and the Irvine Transportation Center.

As with the two preceding services, the initial operating plan for this BRT corridor calls for 10-minute frequencies weekdays during the morning and evening commute periods, and 12-minutes at other times. The service is planned to cover a 15-hour span between 5 AM and 8 PM to start. Exhibit 4 is a map of this BRT corridor.

2. ESTIMATED COSTS AND FUNDING SOURCES

2.1 Phasing

Pursuant to Committee direction on July 28, 2005, the approved BRT corridors will be phased in as summarized in Table 1.

*Table 1
Approved Phasing*

Number	BRT Corridor	Opening Year (calendar yr.)
B1	Harbor Blvd. Non-Dedicated (Mixed Flow)	Late 2008
B2	Westminster/17th Non-Dedicated (Mixed Flow)	Late 2009
B11	28-Mile Non-Dedicated (Mixed Flow)	Late 2010

It is currently assumed that the two freeway/HOV drop ramps to activity centers on the San Diego Freeway (I-405) at Bear Street and Von Karman Avenue (project T2A) will be completed post 2010.

2.2 Costs Estimates

Table 2 summarizes the estimated capital and operation and maintenance (O&M) costs for the three approved BRT corridors.

*Table 2
BRT Estimated Cost by Corridor*

Number	BRT Corridor	Capital Cost (to 2015, Millions)	O&M Cost (to 2015, Millions)
B1	Harbor Blvd. Non-Dedicated (Mixed Flow)	\$27.8	\$83
B2	Westminster/17th Non-Dedicated (Mixed Flow)	\$24.3	\$65
B11	28-Mile Non-Dedicated (Mixed Flow)	\$36.9	\$66

An additional \$160 million is estimated for the two freeway/HOV drop ramps on I-405 at Bear Street and Von Karman Avenue (project T2A).

An initial budget amendment is required for the implementation of the selected BRT corridors for the following items:

- Rapid transit PMC services agreement
- BRT capital costs
- BRT O&M costs
- Agency/program costs

At a later time, budget amendments will be requested for the additional implementation items:

- Design contracts
- Installation/construction contracts

2.2 Funding Sources

Table 3 summarizes by BRT corridor the potential funding sources for capital costs and O&M.

**Table 3
Funding Sources by Corridor**

Number	BRT Corridor	Capital Cost Potential Funding Sources	O&M Potential Funding Sources
B1	Harbor Blvd. Non-Dedicated (Mixed Flow)	FTA 5309c Bus	CMAQ Local Funds Fare Revenue
B2	Westminster/17th Non-Dedicated (Mixed Flow)	FTA 5307 CMAQ Local Funds	
B11	28-Mile Non-Dedicated (Mixed Flow)	FTA Section 5309 Small Starts	

Additionally, the freeway/HOV drop ramps on I-405 at Bear Street and Von Karman Avenue (project T2A) could be funded by any combination of CMAQ, Proposition 116, and Measure M. The funding of these two drop ramps will be determined at a later time.

3. FLEET REQUIREMENTS

OCTA implemented a bus procurement program for 377, low floor, 40 foot, compressed natural gas (CNG) buses for service improvements, fleet replacement and BRT. Buses are to be delivered in one base and two options years of 50 and up to 150 and 177 vehicles respectively. Up to 49 buses in the total procurement are contained within OCTA's Comprehensive Business Plan and have been earmarked for initial fleets on the Harbor Boulevard and Westminster/17th Street BRT corridors. Vehicles to provide service along the 28-mile BRT corridor may be accommodated within OCTA's current procurement schedule. OCTA will be refining vehicle estimates as additional information on BRT requirements is developed in conjunction with the preparation of the BRT Implementation Plan during the first half of 2006.

4. MARKETING AND BRANDING

4.1 Purpose

Based on reviews of BRT systems in other parts of the country, it is known that to differentiate BRT projects from regular bus service, customized branding of BRT service is critical. A comprehensive marketing plan will be developed to effectively brand and market OCTA's new BRT service.

4.2 Marketing Plan

The marketing plan will include objectives, strategies and target audiences, as well as specific branding recommendations. The marketing plan will also include a public education plan. Well in advance of service implementation, the plan, as well as branding recommendations, will be presented to the Board's Government and Legislative Affairs/Public Communications Committee. Although distinctly branding the BRT buses will limit the ability of OCTA to use the same buses on other regular routes, OCTA believes that to successfully attract a broader range of riders to this premium service, branding the buses is necessary.

In addition to the branding of the buses, other key BRT service attributes that are currently anticipated to be included as part of the branding of the BRT system include, but are not limited to:

- Customized bus shelters
- Bus stop surrounding areas
- Map displays

5. DESIGN PHASE

A design consultant will be procured to design the approved BRT elements, such as the customized shelter, transit signal priority, real-time passenger information system, and the freeway/HOV drop ramps on the San Diego Freeway (I-405) at Bear Street and Von Karman Avenue. The design effort will establish the details of how the BRT corridors will look, including station stops and other related BRT elements.

The design will conform to OCTA established design criteria and standards. It is anticipated that an 18-month design period is required for the three non-dedicated (mixed flow). A longer approval and design duration is anticipated for the freeway/HOV drop ramps. The design schedule will be further defined as part of the BRT Implementation Plan development.

6. INSTALLATION / CONSTRUCTION PHASE

Upon completion of the design phase, an installation/construction contractor will be procured to install the BRT elements designed. The installation will include customized shelters, transit signal priority, real-time passenger information system, and the freeway/HOV drop ramps on I-405 at Bear Street and Von Karman Avenue.

The installation/construction process for all BRT corridors and the IBC circulator shuttle is anticipated to take 12 to 18-months. A three and a half to four year construction period is anticipated for the two freeway/HOV drop ramps. Under the design and this construction

schedule, the drop ramps will open post 2010. The installation/construction schedule will be further defined as part of the BRT Implementation Plan development

7. START-UP AND ACTIVATION

BRT start-up and activation is the coordinated process to ensure operational readiness prior to the revenue opening date and normally implement approximately six to nine months before revenue service. Primarily, this period signals the final transition from construction/installation to operations assuming control of and preparing to operate new service. Significant components of this phase include implementing staffing plans, recruitment and hiring of coach operators and mechanics, initiation of training programs and systems assurance testing.

Upon completion of specified training programs, coach operators and mechanics begin testing vehicles, components of the Intelligent Transportation Systems (ITS) and signal systems insuring familiarization and design specification compliance. On board vehicle equipment along with field components of Transit Signal Priority (TSP) will be tested for operational integrity. Operating plans and schedules will be verified during pre-revenue service and system readiness testing or shake down exercises will be conducted with emergency and security services.

8. UPDATES AND BUS RAPID TRANSIT IMPLEMENTATION PLAN

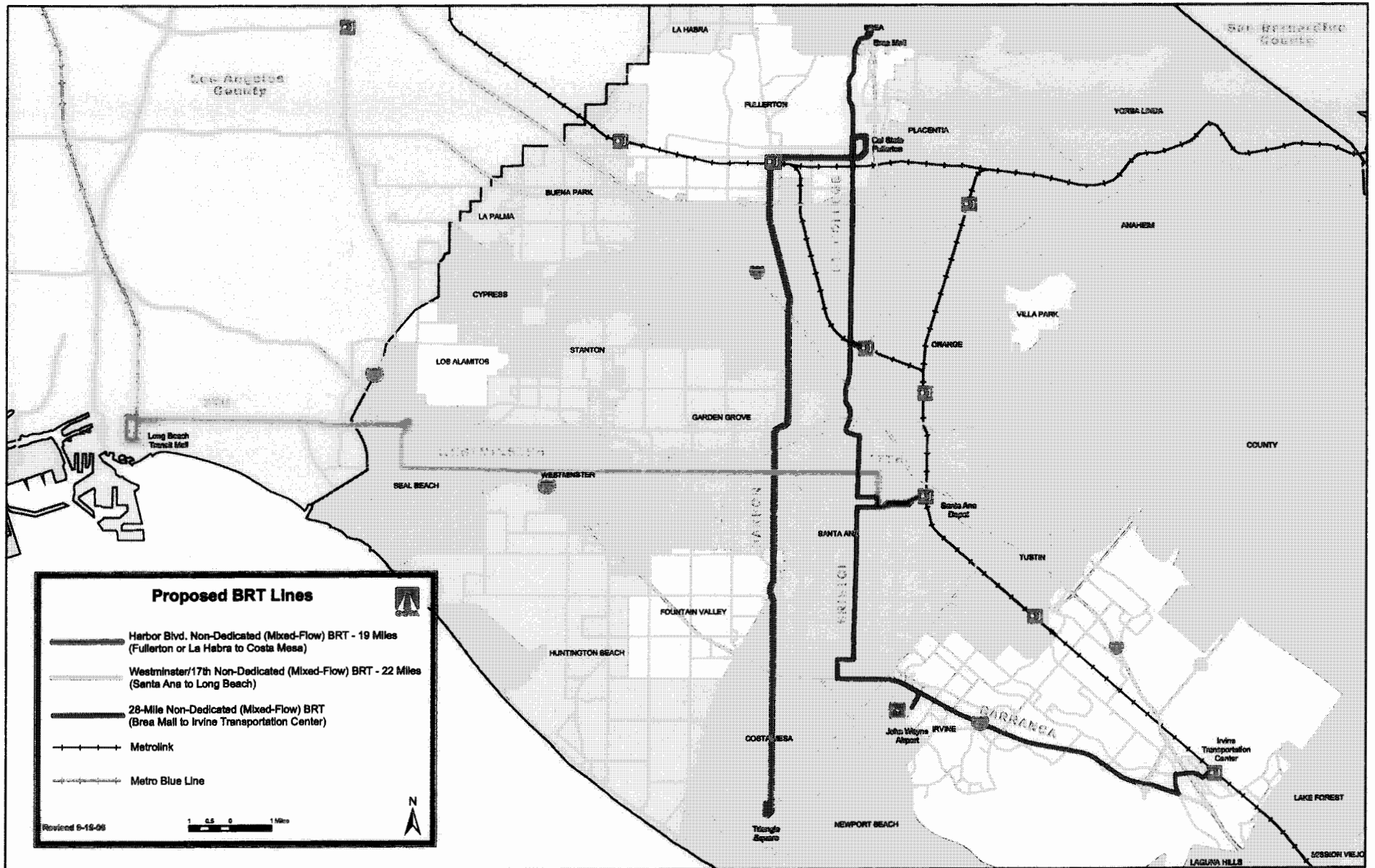
With this implementation strategy as a basis, a detailed BRT Implementation Plan will be prepared to further address the steps necessary to implement the BRT projects. Staff support will come in the form of extension of staff through the rapid transit project management consultant (PMC). The BRT Implementation Plan will at minimum include the following additional information:

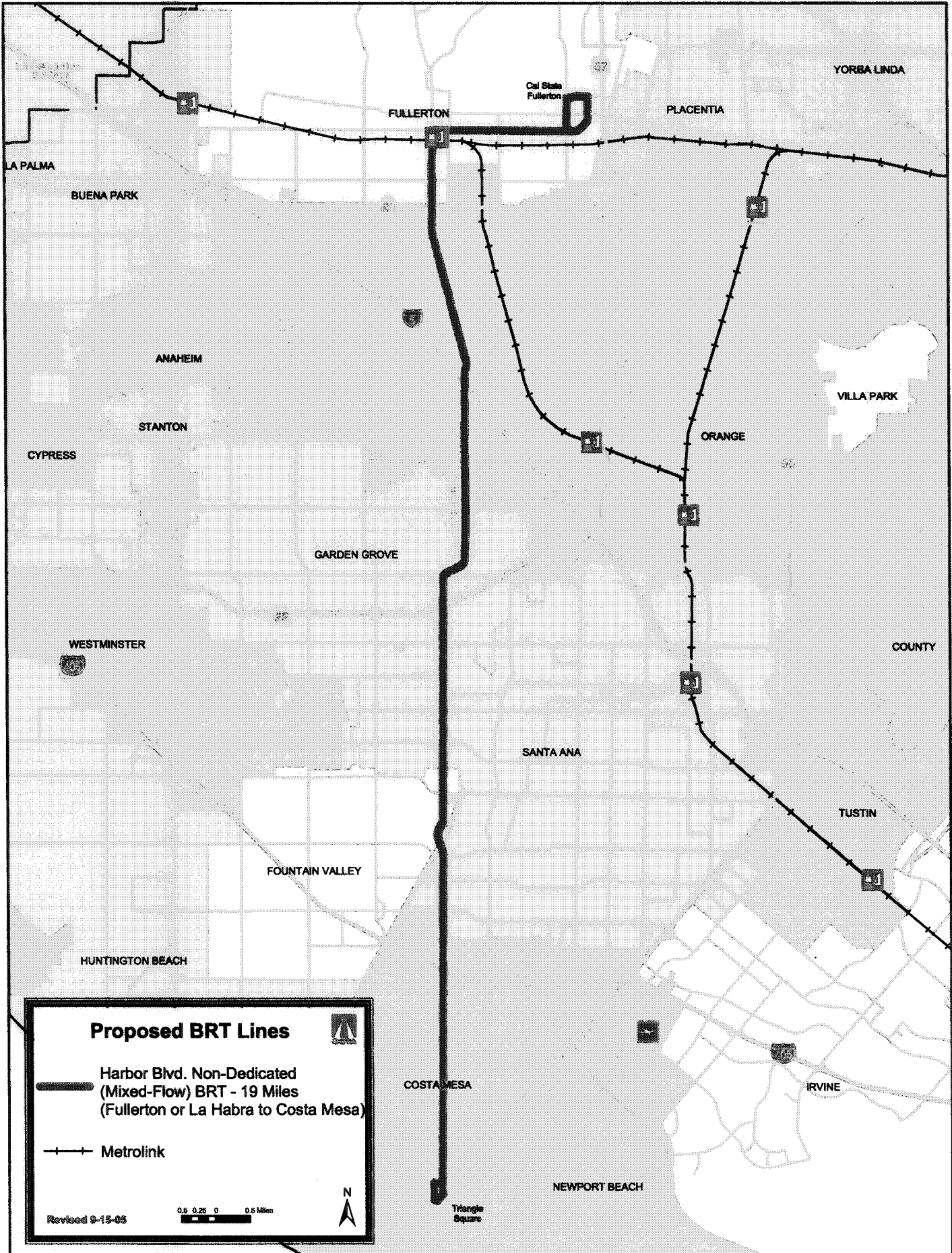
- Project/Program schedule for all anticipated activities
- Detailed capital costs
- Detailed funding plans
- Bus Fleet Management Plan
- City of Irvine IBC circulator cooperative agreement
- Procurement plan
- Marketing/Branding program
- Start-Up & Activation plan

EXHIBIT SECTION

Exhibits included:

- Proposed BRT Lines
- Harbor Blvd. Non-Dedicated (Mixed Flow) BRT - B1
- Westminster/17th Non-Dedicated (Mixed Flow) BRT - B2
- 28-Mile Non-Dedicated (Mixed Flow) BRT - B11





YORBA LINDA

Cal State Fullerton

FULLERTON

PLACENTIA

LA PALMA

BUENA PARK

ANAHEIM

STANTON

CYPRESS

VILLA PARK

ORANGE

GARDEN GROVE

WESTMINSTER

COUNTY

SANTA ANA

TUSTIN

FOUNTAIN VALLEY

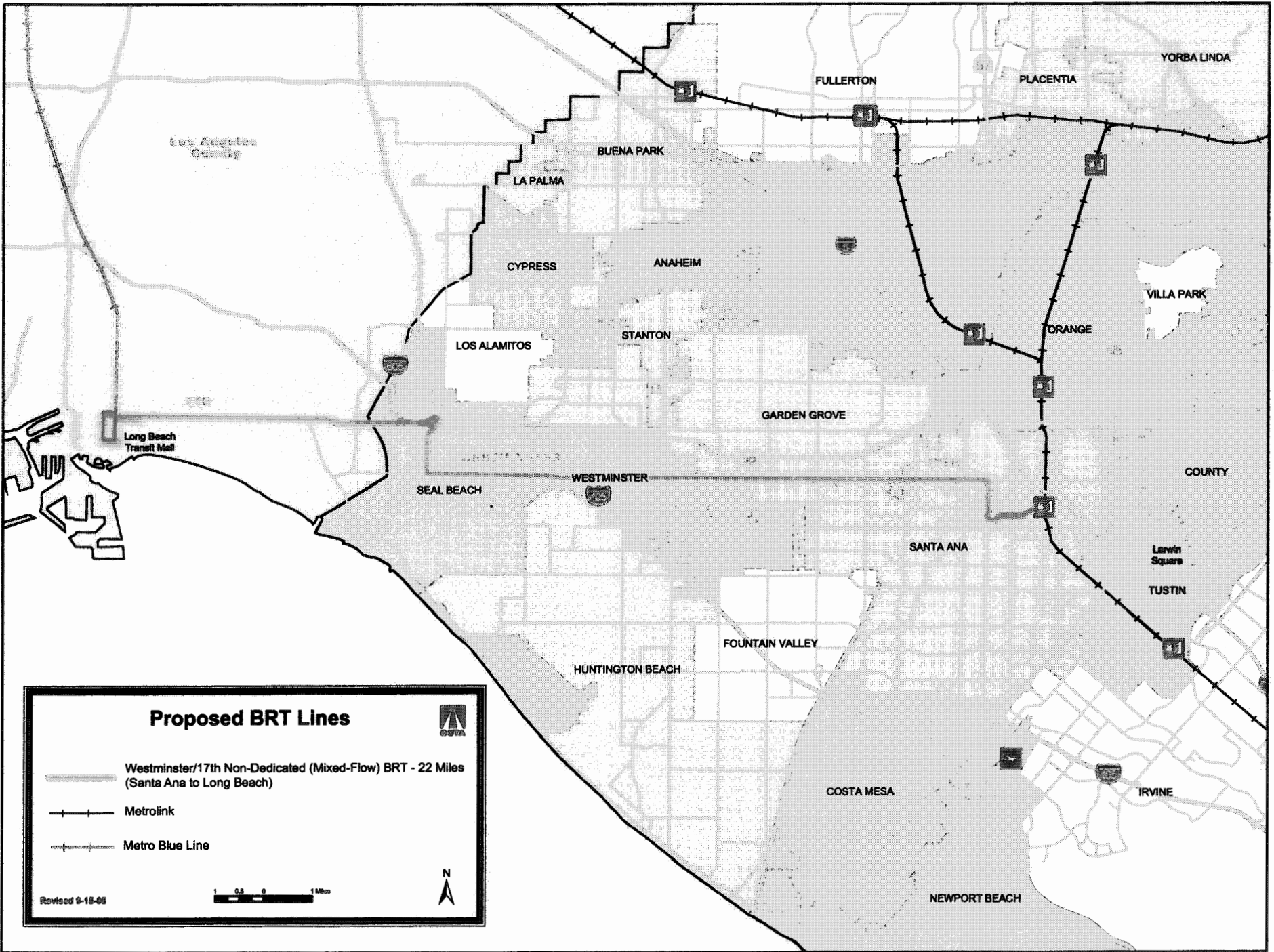
HUNTINGTON BEACH

COSTA MESA

IRVINE

NEWPORT BEACH

Triangle Square



Los Angeles County

FULLERTON

PLACENTIA

YORBA LINDA

BUENA PARK

LA PALMA

CYPRESS

ANAHEIM

VILLA PARK

LOS ALAMITOS

STANTON

ORANGE

GARDEN GROVE

Long Beach Transit Mall

WESTMINSTER

COUNTY

SEAL BEACH

SANTA ANA

Larwin Square

TUSTIN

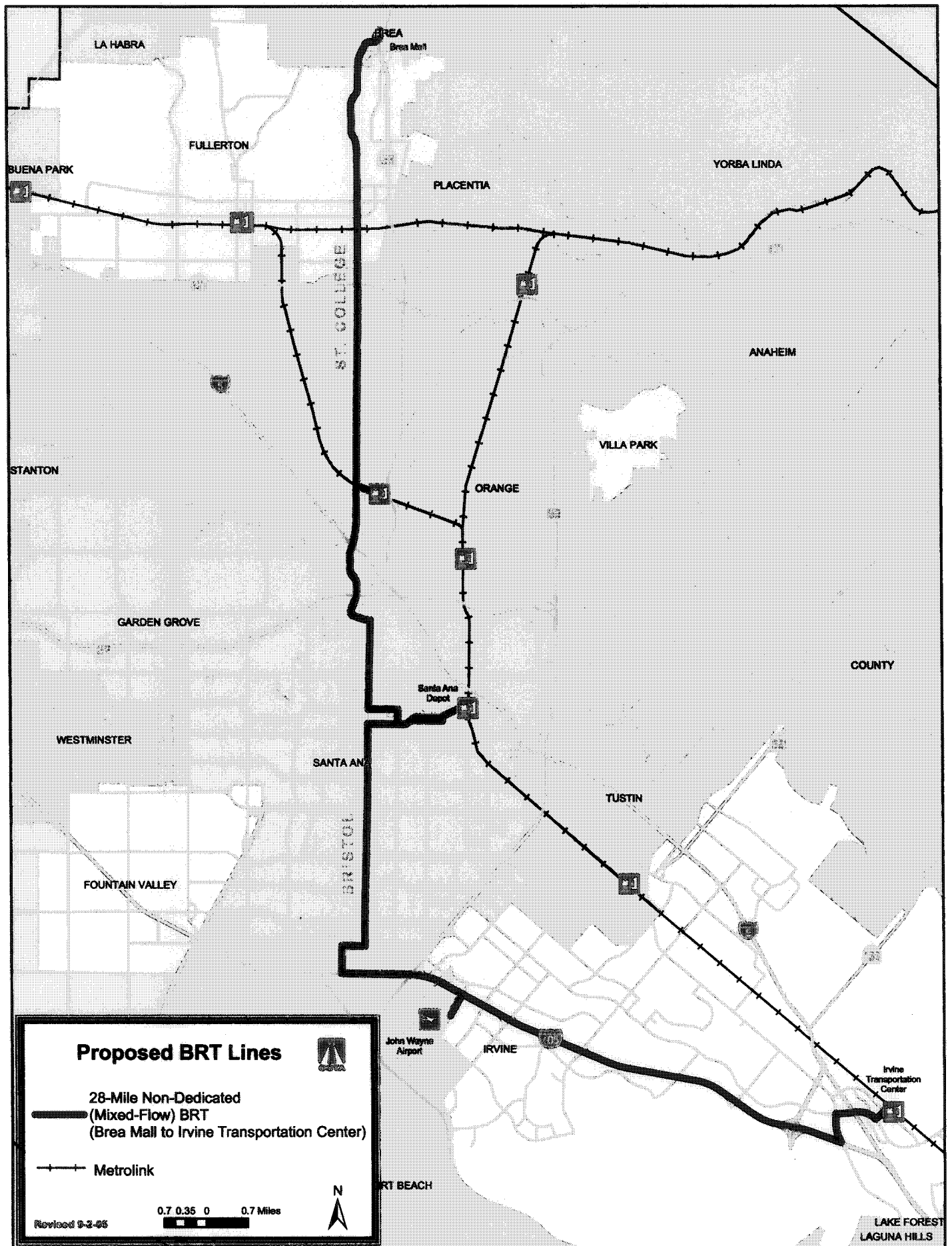
FOUNTAIN VALLEY

HUNTINGTON BEACH

COSTA MESA

IRVINE

NEWPORT BEACH



Proposed Five-Year Program

The components of the proposed five-year program are:

1. **Three BRT projects (options B1, B2, B11, and C1)**, serving Harbor Boulevard, Westminster/17th Street, and a 28-mile corridor from the Brea Mall to the Irvine Transportation Center (ITC) are achievable by 2010 and aid in satisfying commitments made for rapid transit towards achieving air quality conformity by this same year. A sizeable system covering these three BRT corridors would have a capital cost of approximately \$90 million when considering capital costs to 2015, while an estimated \$158 million to year 2025. The additional costs between 2015 and 2025 are to account for bus replacements between these two timeframes. A related project is the Irvine Business Center (IBC) shuttle, which is a bus operation, and for the purposes of this report is considered part of the BRT category. This project would provide local circulator service within the IBC for a capital cost of approximately \$12.3 million

The BRT corridors are not dependent on having dedicated lanes, exclusive lanes, or at-grade or grade-separated transitways. However, capacity restrictions may occur along areas of these major arterials. Capacity increases to major arterials with non-dedicated (mixed flow) BRT operation should be planned. Staff will bring a proposal to the Regional Planning and Highways Committee for consideration, as these capacity enhancement projects would be pursued from highway program funding sources.

2. **Transitway/high occupancy vehicle (HOV) drop ramps to activity center (option T2A)** on the San Diego Freeway (I-405). The 28-mile BRT corridor from the Brea Mall to the Irvine Transportation Center could be enhanced by using the HOV lanes for BRT by constructing two drop ramps to the I-405 at Bear Street and Von Karman Avenue. Allowing BRT to directly serve John Wayne Airport and activity centers in Costa Mesa and Irvine, these two drop ramps are currently estimated at \$160 million.
3. **West and Central Orange County HOV Lane Connectors (option T1)** to complement the ongoing Garden Grove Freeway (State Route 22) mainline improvements could be complemented by constructing HOV lane connectors at the confluence of State Route 22 (SR-22), San Diego Freeway (I-405), and San Gabriel River Freeway (I-605). Furthermore, these HOV lane connectors will result in enhanced congestion relief and improved mobility for the west and central part of the County. These connectors would complete a continuous system of HOV lanes that could also be used to link express buses on five freeways. Rough order-of-magnitude costs for these connectors total approximately \$300 million.
4. **Expand Metrolink service between Laguna Niguel and Fullerton (options R1 and R3)** to provide all-day, evening and weekend service between these two points and effectively providing train service within Orange County every 20 to 30 minutes seven days a week. This level of service within Orange County plus added service

from the Inland Empire are achievable by implementing phases 2 and 3.1 from the Metrolink Service Expansion Plan, with costs estimated at a minimum of \$200 million.

5. **Invest in Gateways to Regional Rail (options G1 and G3)** by interconnecting the Metrolink commuter rail service to future high speed rail lines that would serve areas further away such as the San Francisco Bay Area, Los Angeles, San Diego, and Ontario Airport with planned technology options such as high speed rail and magnetic levitation. The Authority investment in these gateways to regional rail could take several forms. One could be advancing the Anaheim-to-Los Angeles segment on the California High Speed Rail (CHSR) plan by paying for environmental and preliminary engineering work. Another could be advancing both Anaheim-to-Los Angeles and Anaheim-to-Ontario services by jump-starting the Anaheim Regional Transportation Intermodal Center (ARTIC). A total of \$60 million of Authority funding is anticipated for these two investments. Eventually, the work effort on CHSR could be expanded to include the southern Orange County segment from Anaheim to the Irvine Transportation Center.

6. **Study of extensions through partnerships (options L1 and L2; many other options possible)** by extending the reach of the Metrolink commuter rail core by providing funding to cities to study the application of grade-separated and high technology rapid transit systems. The objective of such study is to extend passenger delivery to and from each Metrolink station. Staff proposes a five-step competitive process where cities can propose transit systems to extend the commuter rail core; the proposed steps are:
 - Create competitive transit funding program guidelines.
 - Call for proposals to first plan and then build transit extension projects.
 - Evaluate and award funds to first plan and then build projects.
 - Implement partnerships to complete those rapid transit projects.
 - Transform Metrolink stations into transportation centers.

The initial phase of this element could be a start-up allocation of approximately \$30 million to cities in the Metrolink commuter core for planning of ways to extend the core into their communities. The studies would be coordinated by the Authority to ensure connectivity among city-proposed projects and consideration of the role of the Authority-owned Pacific Electric Right-of-Way.

BOARD COMMITTEE TRANSMITTAL



October 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Five-Year Program Proposal

This item will be considered by the Transit Planning and Operations Committee on October 13, 2005. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

Please call me if you have any comments or questions concerning this correspondence. I can be reached at (714) 560-5676.



October 13, 2005

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Five-Year Program Proposal

Overview

The proposed Long-Range Transportation Plan envisions the existing Metrolink commuter rail corridor as the core of Orange County's transit system connecting it to other regions and extending it to all parts of the County. The initial deployment of this transit vision could be carried out by seizing the momentum created by the many discussions and work to date on rapid transit options. To this end, staff proposes a five-year program to improve public transportation in Orange County.

Recommendation

Approve the proposed five-year program proposal, and direct staff to begin its refinement by returning with a financing plan for each component of the program.

Background

The Orange County Transportation Authority (Authority) is in the process of updating its Long-Range Transportation Plan (LRTP). The LRTP provides the vision for Orange County's overall transportation future. The LRTP transit element envisions using the existing Metrolink commuter rail corridor as the backbone of the County's transit system. Nearly two-thirds of Orange County residents and jobs are within four miles of this core, 68-mile long system. The components of the LRTP transit element include:

1. Enhancing existing commuter rail right-of-way by providing additional service between the Fullerton and Laguna Niguel/Mission Viejo stations with trains running every 20 to 30 minutes in both directions every day of the week, all day from 5 a.m. to midnight. Included would be improved stations, added parking, shuttle bus services linking stations to surrounding businesses and communities, over or underpasses where major streets intersect the tracks, and safety improvements at all rail crossings. Additionally, this high-frequency service could be expanded from the

Laguna Niguel/Mission Viejo Station in south Orange County to and from Union Station in downtown Los Angeles.

2. Connecting the high-frequency commuter rail service to future high-speed rail lines that would serve areas further away such as the San Francisco Bay Area, Los Angeles, San Diego, and Ontario Airport. Planned technology options include high speed rail and magnetic levitation.
3. Extending the reach of high-frequency commuter rail service allowing cities to develop and propose such extensions that would connect to major destinations or activity centers not on the commuter rail route. These extensions could use buses, trolleys, light rail, monorail, or other systems best suited to the proposing cities.
4. Funding could also be provided for cities in Orange County to operate local community transit services and circulators using small buses and trolleys. These community transit services could serve neighborhoods and local commercial centers and would be coordinated with the high-frequency commuter rail service and its extensions.

Discussion

In context of this LRTP transit vision, the work to date on the analysis of rapid transit options can be drawn upon as the prelude to its full implementation. The benefits of this approach are that the Authority can seize the momentum created by the many discussions on rapid transit options, move forward on a consensus plan that serves all residents of Orange County, and remain competitive for federal financial support. The work to date on the analysis of the rapid transit options is summarized in Attachment A. Attachment B maps the components of a proposed five-year program, and detail on the components is provided in the following sections.

Bus Rapid Transit (BRT) Projects (See options B1, B2, B11, and C1 in Attachment A)

Three BRT projects, serving Harbor Boulevard, Westminster/17th Street, and a 28-mile corridor from the Brea Mall to the Irvine Transportation Center (ITC) are achievable by 2010 and aid in satisfying commitments made for rapid transit towards achieving air quality conformity by this same year. A sizeable system covering these three BRT corridors would have a capital cost of approximately \$90 million when considering capital costs to 2015, while an estimated \$158 million to year 2025. The additional costs between 2015 and 2025 are to account for bus replacements between these two timeframes. A related project is the Irvine Business Center (IBC) shuttle, which is a bus operation, and for the purposes of this report is considered part of the BRT category. This project

would provide local circulator service within the IBC for a capital cost of approximately \$12.3 million.

The BRT corridors are not dependent on having dedicated lanes, exclusive lanes, or at-grade or grade-separated transitways. However, capacity restrictions may occur along areas of these major arterials. Capacity increases to major arterials with non-dedicated (mixed flow) BRT operation should be planned. Staff will bring a proposal to the Regional Planning and Highways Committee for consideration, as these capacity enhancement projects would be pursued from highway program funding sources.

**Transitway/High Occupancy Vehicle (HOV) Drop Ramps to Activity Centers
(See option T2A in Attachment A)**

This component includes transitway/high occupancy vehicle (HOV) drop ramps to activity centers on the San Diego Freeway (Interstate 405). The 28-mile BRT corridor from the Brea Mall to the ITC could be enhanced by using the HOV lanes for BRT by constructing two drop ramps to the Interstate 405 (I-405) at Bear Street and Von Karman Avenue. Allowing BRT to directly serve John Wayne Airport and activity centers in Costa Mesa and Irvine, these two drop ramps are currently estimated at \$160 million. Staff is evaluating whether other HOV drop ramps may be delivered by 2010.

West and Central Orange County HOV Lane Connectors (See option T1 in Attachment A)

The ongoing Garden Grove Freeway (State Route 22) mainline improvements could be complemented by constructing HOV-lane connectors at the confluence of State Route 22 (SR-22), I-405, and San Gabriel River Freeway (Interstate 605). Furthermore, these HOV-lane connectors will result in enhanced congestion relief and improved mobility for the west and central part of the County. These connectors would complete a continuous system of HOV lanes that could also be used to link express buses on five freeways. Rough order-of-magnitude costs for these connectors total approximately \$300 million.

Expand Metrolink Service Between Laguna Niguel and Fullerton (See options R1 and R3 in Attachment A)

Metrolink service expansion between Laguna Niguel and Fullerton provides all day, evening, and weekend service between these two points, and effectively providing train service within Orange County every 20 to 30 minutes seven days a week. This level of service within Orange County plus added service from the Inland Empire are achievable by implementing phases 2 and 3.1 from the Metrolink Service Expansion Plan, with costs estimated at a minimum of \$200 million.

Invest in Gateways to Regional Rail (See options G1 and G3 in Attachment A)

There is an opportunity to interconnect the Metrolink commuter rail service to future high speed rail lines that would serve areas further away such as the San Francisco Bay Area, Los Angeles, San Diego, and Ontario Airport with planned technology options such as high speed rail and magnetic levitation. The Authority investment in these gateways to regional rail could take several forms. One could be advancing the Anaheim-to-Los Angeles segment on the California High Speed Rail (CHSR) plan by paying for environmental and preliminary engineering work. Another could be advancing both Anaheim-to-Los Angeles and Anaheim-to-Ontario services by jump-starting the Anaheim Regional Transportation Intermodal Center (ARTIC). A total of approximately \$60 million of Authority funding is anticipated for these two investments. Eventually, the work effort on CHSR could be expanded to include the southern Orange County segment from Anaheim to Irvine.

Study of Extensions Through Partnerships (Represented by options L1 and L2 in Attachment A; many other options are possible)

At the Transit Planning and Operations Committee (Committee) meeting of September 8, 2005, staff provided information on grade-separated and high technology rapid transit systems, such as monorails and people movers. As follow up, staff proposes to begin extending the reach of the Metrolink commuter rail core by providing funding to cities to study the application of grade-separated and high technology rapid transit systems. The objective of such study is to extend passenger delivery to and from each Metrolink station. Staff proposes a five-step competitive process where cities can propose transit systems to extend the commuter rail core; the proposed steps are:

1. Create competitive transit funding program guidelines.
2. Call for proposals to first plan and then build transit extension projects.
3. Evaluate and award funds to first plan and then build projects.
4. Implement partnerships to complete those rapid transit projects.
5. Transform Metrolink stations into transportation centers.

The initial phase of this element could be a start-up allocation of approximately \$30 million to cities in the Metrolink commuter core for planning of ways to extend the core into their communities. The studies would be coordinated by the Authority to ensure connectivity among city-proposed projects and consideration of the role of the Authority-owned Pacific Electric Right-of-Way.

Fiscal Impact

Staff has determined that the Authority can finance the proposed five-year program with funds it controls and minimal federal financial support. Staff will return at a later meeting with a financing plan for each component of the program and additional recommendations to progress implementation.

Summary

The Authority is in a position to move forward on a five-year program that contains improvements to all modes, from west to central county, and from north to south county. Staff has outlined a proposed five-year program to implement projects with the funds that are under the control of the Authority and with minimal federal support although we will be pursuing a variety of federal funding sources. Additional information on possible funding sources for the proposed five-year program components will be provided at a later time.

Attachments

- A. Rapid Transit Options, List of Potential Projects and Evaluation Issues and Considerations
- B. Five-Year Program Proposal

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RAPID TRANSIT OPTIONS

LIST OF POTENTIAL PROJECTS & EVALUATION ISSUES & CONSIDERATIONS

OPTIONS		OPEN BY 2010?	YEAR OPEN	READINESS		EFFICIENT USE OF RESOURCES				POTENTIAL FUNDING			MEASURE M		TRANSPORTATION BENEFITS				REGIONAL ISSUES				
Number	Description			Next Steps	Degree of Difficulty (1-Low to 5-High)	Capital Cost (Millions) & Cost per Mile	Capital Cost Excludes of Vehicles (Millions) & Cost per Mile	O&M Cost (to 2025, Millions) @ Annual Avg.	Capable on Existing Investment	Capital Funding Sources	O&M Funding Sources	Net Cost per Rider	Process for Federal Funding	Contained in Ordinance	Approvals Required	Effect on Future Prospect	Potential to Get People Out of Their Cars (Net New Daily Riders)	Builds on Existing Transit Demand	Effect on Local Land Use Decisions	Emission Benefits	Point to Point (Connections to Activity Centers)	Regional Connections	Communities Served
CURRENT PROJECT																							
CP	9.3-Mile LRT Starter System (Requires \$240M for Bristol Widening)	No	2012	Release Final Environmental Doc. City / Utility Agreements Congressional Appropriation Right-of-Way Procure Final Design Procure Vehicles Construction Staff	5	\$1,016 \$109/mile	\$908 \$98/mile	\$387 \$28/yr	Yes (PE)	Federal New Starts CMAQ Measure M Proposition 116	Local Funds Fare Revenue	\$2.50	Continue Request for \$483M	Yes	None	15,800	Medium-High	Medium	100%	Santa Ana College Irvine Business Complex South Coast Metro OC Performing Arts Center John Wayne Airport	Santa Ana Depot John Wayne Airport	Santa Ana Costa Mesa Irvine	Consistent
OTHER LIGHT RAIL TRANSIT (LRT)																							
L1	LRT on Pacific Electric Right-of-Way (Cypress to Santa Ana Depot - 13 miles)	No	2010	PHASE 1 (Pre 2010) New Environmental Doc. FTA Funding Request PE Design City Agreements Staff	3 (Phase 1)	PHASE 1 \$25 - \$35 (Env. & PE)	N/A	\$433 \$38/yr	Yes (ROW)	Federal New Starts CMAQ Measure M	Local Funds Fare Revenue	N/A	New Request	Yes	None	4,500	Medium	Medium	Post 2010	Cypress College Santa Ana Civic Center	Santa Ana Depot	Cypress Buena Park Anaheim Stanton Garden Grove Santa Ana	Consistent
L2	Santa Ana Depot/Orange/ARTIC LRT (7 Miles)	No	2010	PHASE 1 (Pre 2010) New Environmental Doc. FTA Funding Request PE Design City Agreements Staff	3 (Phase 1)	PHASE 1 \$20 - \$25 (Env. & PE)	N/A	\$233 \$19/yr	Partial (PE)	Federal New Starts CMAQ Measure M	Local Funds Fare Revenue	N/A	New Request	Yes	None	2,400	Medium	Medium	Post 2010	Santa Ana Civic Center Santa Ana College The Block at Orange UCI Medical Center Angel Stadium	Santa Ana Depot ARTIC	Anaheim Orange Santa Ana	Consistent
BUS RAPID TRANSIT (BRT)																							
B1	Harbor Blvd. Non-Dedicated (Mixed-Flow) BRT - 19 Miles (Fullerton to Costa Mesa)	Yes	2008	City Agreements / TSP Procure Buses Procure Design Consultant Construction Staff	3	\$43.8 \$2.3/mile	\$22.0 \$1/mile	\$209 \$11/yr	Yes (Bus Base)	FTA 5309c Bus FTA 5307 CMAQ Local Funds	FTA 5307 Bus Local Funds Fare Revenue	\$1.74	New Request	No	C.O.C.	12,200	Medium	Low	Already Counted	Cal State Fullerton Fullerton College Anaheim Resort Triangle Square (CM)	Fullerton Transportation Center	Fullerton Anaheim Garden Grove Santa Ana Fountain Valley Costa Mesa	Consistent
B2	Westminster/17th Non-Dedicated (Mixed-Flow) BRT - 22 Miles (Santa Ana to Long Beach)	Yes	2009	City Agreements / TSP Procure Buses Procure Design Consultant Construction Staff	3	\$47.4 \$2.2/mile	\$19.2 \$1/mile	\$163 \$9/yr	Yes (Bus Base)	FTA 5309c Bus FTA 5307 CMAQ Local Funds	FTA 5307 Bus Local Funds Fare Revenue	\$1.92	New Request	No	C.O.C.	8,900	Medium	Low	Already Counted	Long Beach Veteran's Hospital Cal State Long Beach Anaheim Resort Santa Ana Civic Center	Long Beach Transit Mall Santa Ana Depot	Seal Beach Westminster Garden Grove Santa Ana	Consistent
B3	Katella Non-Dedicated (Mixed-Flow) BRT - 21 Miles (Orange to Los Alamitos)	No	2011	City Agreements / TSP Procure Buses Procure Design Consultant Construction Staff	3	\$34.8 \$1.7/mile	\$18.5 \$0.9/mile	\$100 \$6/yr	Yes (Bus Base)	FTA 5309c Bus FTA 5307 CMAQ Local Funds	FTA 5307 Bus Local Funds Fare Revenue	\$2.60	New Request	No	C.O.C.	4,800	Medium	Low	30%	Los Alamitos Race Track Anaheim Resort Anaheim Convention Center Angel Stadium The Pond Stadium Plaza Chapman University Orange Historic District	ARTIC Orange Transportation Center	Los Alamitos Cypress Stanton Garden Grove Anaheim Orange	Consistent
B4	La Palma Non-Dedicated (Mixed-Flow) BRT - 11 Miles (Buena Park to Anaheim)	No	2011	City Agreements / TSP Procure Buses Procure Design Consultant Construction Staff	3	\$18.8 \$1.0/mile	\$9.8 \$0.9/mile	\$51.4 \$3/yr	Yes (Bus Base)	FTA 5309c Bus FTA 5307 CMAQ Local Funds	FTA 5307 Bus Local Funds Fare Revenue	\$2.60	New Request	No	C.O.C.	2,400	Medium	Low	15%	Knott's Berry Farm Buena Park Mall	Anaheim Cyn Metrolink Station	Buena Park Anaheim	Consistent
B5	Beach Non-Dedicated (Mixed-Flow) BRT - 26 Miles (La Habra to Huntington Beach)	No	2012	City Agreements / TSP Procure Buses Procure Design Consultant Construction Staff	3	\$42.9 \$1.7/mile	\$22.9 \$0.9/mile	\$149 \$8.2/yr	Yes (Bus Base)	FTA 5309c Bus FTA 5307 CMAQ Local Funds	FTA 5307 Bus Local Funds Fare Revenue	\$2.31	New Request	No	C.O.C.	7,700	Medium	Low	49%	Huntington Beach Pier Huntington Beach Mall Knott's Berry Farm Brea Mall La Habra Square La Habra Marketplace	Buena Park Metrolink Station	Buena Park Anaheim Stanton Garden Grove Westminster Huntington Beach	Consistent
B6	Edinger Non-Dedicated (Mixed-Flow) BRT - 11 Miles (Huntington Beach to Tustin)	No	2012	City Agreements / TSP Procure Buses Procure Design Consultant Construction Staff	3	\$20.4 \$1.9/mile	\$10.2 \$0.9/mile	\$77.1 \$4/yr	Yes (Bus Base)	FTA 5309c Bus FTA 5307 CMAQ Local Funds	FTA 5307 Bus Local Funds Fare Revenue	\$3.40	New Request	No	C.O.C.	3,000	Medium	Low	19%	Golden West College Mile Square Regional Park Mater Dei High School	Tustin Metrolink Station	Tustin Santa Ana Fountain Valley Westminster Huntington Beach	Consistent
B7	Countywide Express Dedicated BRT on HOV/Freeway(s) (HOV: I-405, I-5, SR-57, SR-55, SR-22, SR-91) (TCA Toll Roads SR-241, SR-261, SR-133)	No	2013	Procure Buses	2	\$81.4 N/A	\$18.8 N/A	\$108 \$6/yr	Yes (Bus Base)	FTA 5309c Bus FTA 5307 CMAQ Local Funds	FTA 5307 Bus Local Funds Fare Revenue	\$3.70	New Request	No	C.O.C.	2,000	Low	Low	13%	Countywide	Contingent on Drop Ramp Locations	Interstate 5 Interstate 405 State Route 55 State Route 57 State Route 22 State Route 91 The Toll Roads	Consistent
B8	9.3-Mile Dedicated BRT Guideway on LRT Starter System Alignment (Requires \$240M for Bristol Widening, Civic Center to Warner)	No	2012	Revise Environmental Doc. Congressional Appropriation Revise PE Design Right-of-Way Final Design Procure Buses Construction Staff	5	\$778 \$84/mile	\$720 \$77/mile	\$315 \$23/yr	Partial (PE)	Federal New Starts CMAQ Measure M Proposition 116	FTA 5307 Bus Local Funds Fare Revenue	\$4.60	New Request	No	C.O.C.	12,600	Medium	Medium-Low	Post 2010	Santa Ana College Irvine Business Complex South Coast Metro Orange County Performing Arts Center John Wayne Airport	Santa Ana Depot John Wayne Airport	Santa Ana Costa Mesa Irvine	Amendment Required
B9	4.6-Mile Dedicated BRT Guideway on Bristol - 17th to Sunflower (Requires \$315M for Bristol Widening, 17th to Warner)	No	2012	Revise Environmental Doc. Congressional Appropriation Revise PE Design Right-of-Way Final Design Procure Buses Construction Staff	5	\$240 \$52/mile	\$220 \$48/mile	79.4 5.7/yr	Partial (PE)	Federal New Starts CMAQ Measure M	FTA 5307 Bus Local Funds Fare Revenue	\$3.08	New Request	No	C.O.C.	4,400	Medium-Low	Low	28%	Santa Ana College Mater Dei High School South Coast Metro Orange County Performing Arts Center	None	Santa Ana	Amendment Required



RAPID TRANSIT OPTIONS

LIST OF POTENTIAL PROJECTS & EVALUATION ISSUES & CONSIDERATIONS

Number	Options Description	OPEN BY 2010?	YEAR OPEN	READINESS		EFFICIENT USE OF RESOURCES				POTENTIAL FUNDING			MEASURE M			TRANSPORTATION BENEFITS				REGIONAL ISSUES			
				Next Steps	Degree of Difficulty (1-Low to 5-High)	Capital Cost (Millions) & Cost per Mile	Capital Cost Excludes of Variables (Millions) & Cost per Mile	O&M Cost (to 2025, Millions) & Annual Avg.	Capital Expenditure Investment	Capital Funding Sources	O&M Funding Sources	Net Cost per Rider	Priority for Federal Funding	Contained in Ordinance	Approvals Required	Effect on Future Prospect	Potential to Get People Out of Their Cars (Net New Daily Riders)	Builds on Existing Transit Demand	Effect on Local Land Use Decisions	Emission Benefits	Point to Point (Connections to Activity Centers)	Regional Connections	Communities Served
B10	9.3-Mile Non-Dedicated (Mixed-Flow) BRT on LRT Starter System Alignment (No Bristol Widening)	Yes	2010	City Agreements / TSP Procure Buses Procure Design Consultant Construction Staff	3	\$38.3 \$4.1/mile	\$13.5 \$1.5/mile	\$133 \$8.3/yr	None	FTA 5309c Bus FTA 5307 CMAQ Local Funds	FTA 5307 Bus Local Funds Fare Revenue	\$1.80	New Request	No	C.O.C.	8,800	Medium	Low	56%	Santa Ana College Mater Dei High School Irvine Business Complex South Coast Metro Orange County Performing Arts Center John Wayne Airport	Santa Ana Depot John Wayne Airport	Santa Ana Costa Mesa Irvine	Amendment Required
B11	28-Mile Non-Dedicated (Mixed-Flow) BRT (Brea Mall to Irvine Transportation Center)	Yes	2010	City Agreements / TSP Procure Buses Procure Design Consultant Construction Staff	4	\$66.3 \$2.4/mile	\$29 \$1/mile	\$209.3 \$13/yr	Yes (Bus Base)	FTA 5309c Bus FTA 5307 CMAQ Local Funds	FTA 5307 Bus Local Funds Fare Revenue	\$2.20	New Request	No	C.O.C.	12,300	Medium	Low	68%	Brea Mall Anahelms Resort Angel Stadium UCI Medical Center The Block at Orange Santa Ana College Santa Ana Civic Center Irvine Business Complex South Coast Metro Orange County Performing Arts Center John Wayne Airport	Fullerton Transportation Center ARTIC Santa Ana Depot John Wayne Airport Irvine Transportation Center	Brea Fullerton Anahelms Orange Santa Ana Costa Mesa Irvine	Amendment Required
B12	Imperial Highway Non-Dedicated (Mixed-Flow) BRT - 13 Miles (Brea Mall to Green Line)	No	2013	City Agreements / TSP LACMTA Agreement / TSP Procure Buses Procure Design Consultant Construction Staff	4	\$24.0 \$1.8/mile	\$12 \$0.9/mile	\$73.1 \$4.6/yr	Yes (Bus Base)	FTA 5309c Bus FTA 5307 CMAQ Local Funds	FTA 5307 Bus Local Funds Fare Revenue	\$4.70	New Request	No	C.O.C.	2,400	Medium	Low	15%	Brea Mall La Habra Marketplace	Metro Green Line Norwalk Metrolink Station	Brea La Habra Fullerton	Amendment Required
COMMUTER RAIL																							
R1	Metrolink Service Expansion - Phase 2 (Peak North to South Commute)	Yes	2007	BNSF Agreements Cost Sharing Agreements w/ RCTC, LACMTA, SANBAG Design & Construction	3	\$82 \$1.6/mile	\$33 \$0.7/mile	\$71 Net \$4/yr	Yes (ROW)	CURE Other Agencies	CURE Other Agencies	\$2.75 to \$5.55	N/A	Yes	None	4,000	Medium	Low	Already Counted	Historic Downtown San Juan Capistrano Irvine Spectrum Santa Ana Civic Center Orange Circle Angel Stadium Downtown Fullerton	San Juan Capistrano Irvine Transportation Center Santa Ana Depot Orange Transit Center Anahelms Fullerton Transportation Center L.A. Union Station	San Clemente San Juan Capistrano Laguna Niguel Irvine Tustin Santa Ana Orange Anahelms Fullerton Buena Park	Consistent
R2	Metrolink Service Expansion - Phase 3 (Intra County Service - 20 min Service Fullerton to Laguna Niguel) (Inter County - Additional Trains on IEOC & 91 Lines)	Yes	2009	Complete Implementation Plan Cost Sharing Agreements w/ RCTC & LACMTA Design & Construction Technology Determination Vehicle Procurement Environmental Doc. Right-of-Way Staff	4	\$115 \$2.3/mile	\$62 \$0.7/mile	\$52 Net \$3/yr	Yes (ROW)	CURE Other Agencies	CURE Other Agencies	\$2.75 to \$5.55	N/A	Yes	None	9,600	Medium	Low	Already Counted	Historic Downtown San Juan Capistrano Irvine Spectrum Santa Ana Civic Center Orange Circle Angel Stadium Downtown Fullerton	Irvine Transportation Center Santa Ana Depot Orange Transit Center Anahelms Fullerton Transportation Center L.A. Union Station	Laguna Niguel Irvine Tustin Santa Ana Orange Anahelms Fullerton Buena Park	Consistent
R3	Metrolink Service Expansion - Phase 3.1 (Enhanced Inland Empire-Orange County and 91 Lines Service)	Yes	2009	Complete Implementation Plan Cost Sharing Agreements w/ RCTC & LACMTA Design & Construction Technology Determination Vehicle Procurement Environmental Doc. Right-of-Way Staff	4	\$115 \$2.3/mile	\$62 \$0.7/mile	\$68 Net \$4/yr	Yes (ROW)	CURE Other Agencies	CURE Other Agencies	\$2.75 to \$5.55	N/A	Yes	None	600 (Additional to Phase 3)	Medium	Low	7%	Historic Downtown San Juan Capistrano Irvine Spectrum Santa Ana Civic Center Orange Circle Angel Stadium Downtown Fullerton	Irvine Transportation Center Santa Ana Depot Orange Transit Center Anahelms Fullerton Transportation Center L.A. Union Station	Laguna Niguel Irvine Tustin Santa Ana Orange Anahelms Fullerton Buena Park	Consistent
R4	Metrolink Service Expansion - Phase 4 (Enhanced Orange County Service to LA)	No	2015	BNSF Agreements Complete Implementation Plan Cost Sharing Agreements w/ RCTC & LACMTA Design & Construction Technology Determination Vehicle Procurement Environmental Doc. Right-of-Way Staff	5	\$162 \$3.2/mile	\$162 \$3.2/mile	\$51 Net \$5/yr	Yes (ROW)	CMAQ Other Agencies	TBD	\$2.75 to \$5.55	New Request	Yes	None	5,900	Medium	Low	Post 2010	Historic Downtown San Juan Capistrano Irvine Spectrum Santa Ana Civic Center Orange Circle Angel Stadium Downtown Fullerton	Irvine Transportation Center Santa Ana Depot Orange Transit Center Anahelms Fullerton Transportation Center L.A. Union Station	Laguna Niguel Irvine Tustin Santa Ana Orange Anahelms Fullerton Buena Park	Consistent
R5	Metrolink Service Expansion - Phase 5 (Continued Enhanced Service on all Lines)	No	2020	BNSF Agreements Complete Implementation Plan Cost Sharing Agreements w/ RCTC & LACMTA Design & Construction Technology Determination Vehicle Procurement Environmental Doc. Right-of-Way Staff	5	\$12 \$0.25/mile	\$12 \$0.25/mile	\$72 Net \$12/yr	Yes (ROW)	CMAQ Other Agencies	TBD	\$2.75 to \$5.55	New Request	Yes	None	5,900	Medium	Low	Post 2010	Historic Downtown San Juan Capistrano Irvine Spectrum Santa Ana Civic Center Orange Circle Angel Stadium Downtown Fullerton	Irvine Transportation Center Santa Ana Depot Orange Transit Center Anahelms Fullerton Transportation Center L.A. Union Station	Laguna Niguel Irvine Tustin Santa Ana Orange Anahelms Fullerton Buena Park	Consistent
GATEWAYS TO REGIONAL RAIL																							
G1	California High Speed Rail Authority, CHSRA (Anahelms or Irvine to Los Angeles)	No	N/A	N/A	N/A	\$25 - \$35 Anahelms to LA (Env. & PE) \$40 - \$50 Irvine to LA (Env. & PE) N/A	N/A	N/A	None	TBD	CHSRA	N/A	N/A	No	N/A	6,900 (Anahelms Station) 3,100 (Irvine Station)	None	Unknown	Post 2010	Platinum Triangle Angel Stadium The Pond Irvine Spectrum Area	LA Union Station POTENTIALLY: Anahelms Irvine	POTENTIALLY: Anahelms Irvine	Amendment Required
G2	OrangeLine Maglev (LA Union Station to Orange County via Pacific Electric Right-of-Way)	No	N/A	N/A	N/A	\$20 - \$30 (Env. & PE) N/A	N/A	N/A	None	TBD	Orange Line Development Authority	N/A	N/A	No	N/A	TBD	None	Unknown	Post 2010	Unknown	LA Union Station POTENTIALLY: Santa Ana	POTENTIALLY: Los Alamitos Santa Ana	Amendment Required

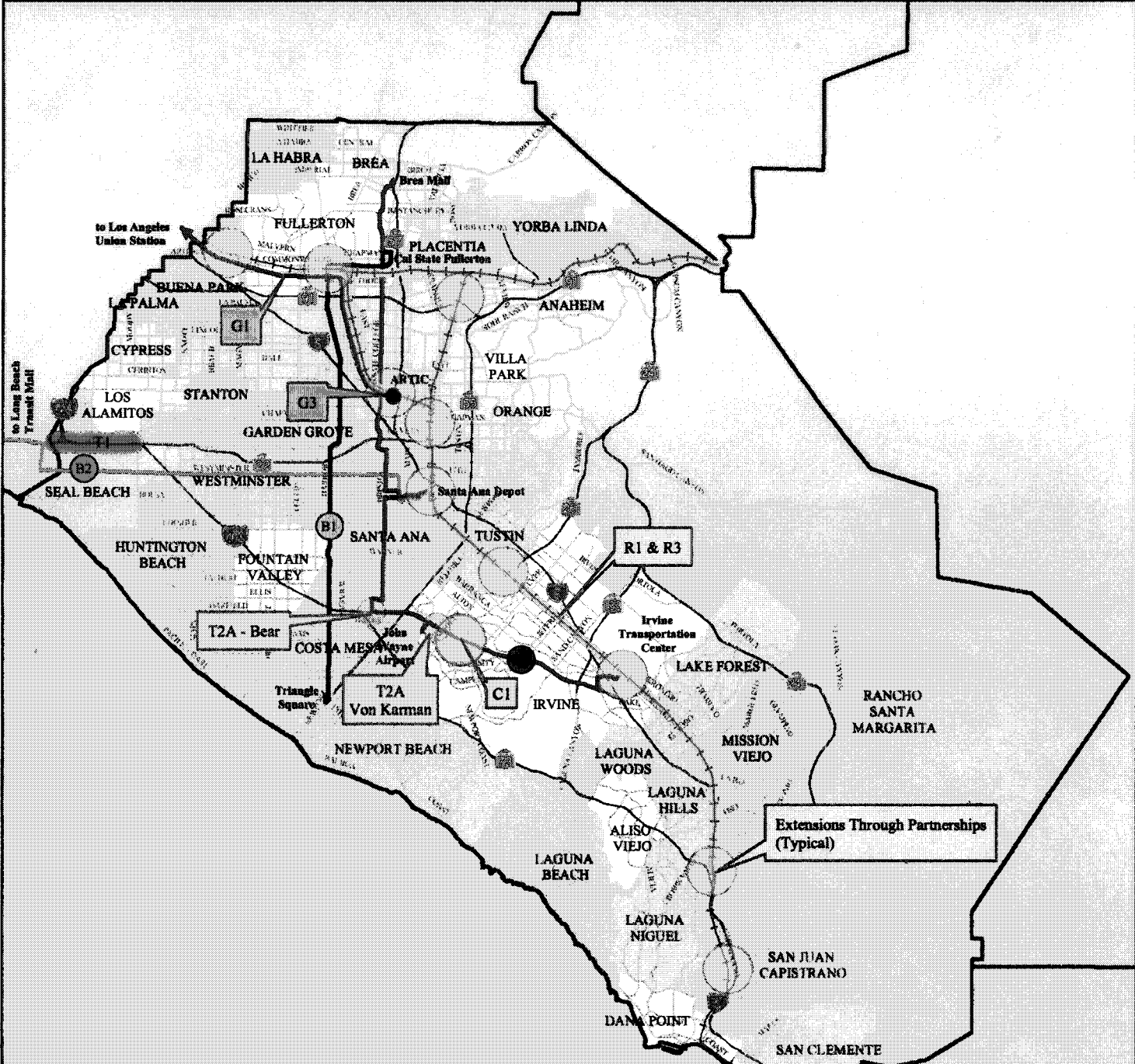


RAPID TRANSIT OPTIONS

LIST OF POTENTIAL PROJECTS & EVALUATION ISSUES & CONSIDERATIONS

OPTIONS		OPEN BY 2010?	YEAR OPEN	READINESS		EFFICIENT USE OF RESOURCES				POTENTIAL FUNDING				MEASURE M		TRANSPORTATION BENEFITS				REGIONAL ISSUES			
Number	Description			Next Steps	Degree of Difficulty (1=Low to 5=High)	Capital Cost (Millions) Cost per Mile	Capital Cost Exclusive of Vehicles (Millions) Cost per Mile	OSM Cost (to 2023, Millions) & Annual Avg.	Capitalize on Existing Investment	Capital Funding Sources	Other Funding Sources	Net Cost per Rider	Process for Federal Standing	Contained in Ordinance	Approvals Required	Effect on Future Prospect	Potential to Get People Out of Their Cars (Net New Daily Riders)	Builds on Existing Transit Demand	Effect on Local Land Use Decisions	Emission Benefits	Point to Point (Connections to Activity Centers)	Regional Connections	Communities Served
G3	California-Nevada Maglev (Anahem to Ontario Segment)	No	N/A	N/A	N/A	\$25 - \$30 (Jump Starting ARTIC) N/A	N/A	None	TBD	CA-NV Super Speed Train Commission	N/A	N/A	No	N/A	TBD	None	Unknown	Post 2010	POTENTIALLY: Platinum Triangle Angel Stadium The Pond	ARTIC Ontario Airport	Anahem Ontario	Amendment Required	
LOCAL CIRCULATORS																							
C1	Irvine Business Center Shuttle	Yes	2010	Procure Buses	1	\$12.3 \$0.8/mile	\$0	\$35.6 \$2.2/yr	None	CMAQ Local	CMAQ Local	TBD	New Request	N/A	None	1,100	Low	Low	1%	Irvine Civic Center Irvine Business Complex John Wayne Airport	Tustin Metrolink Station John Wayne Airport	Irvine	Amendment Required
C2	Expanded Metrolink "Stationlink" Service	Yes	TBD	Develop Service Plan Procure Buses	1	TBD	TBD	TBD	None	TBD	TBD	N/A	TBD	No	C.O.C.	Already Included in Commuter Rail BRT and local expanded bus service to serve as feeders.			Metrolink Stations Employment Activity Centers	San Juan Capistrano Irvine Transportation Center Santa Ana Depot Orange Transit Center Anaheim Buena Park Fullerton Transportation Center	San Juan Capistrano Laguna Niguel Irvine Tustin Santa Ana Orange Anaheim Fullerton Buena Park	Amendment Required	
OTHER TRANSIT PROJECTS																							
T1	West & Central County HOV Lane Connectors (SR-22 to I-405 & I-405 to I-405)	No	2011	Right-of-Way Final Design Construction	3	\$300 N/A	\$300 N/A	N/A	Yes (EIR)	CMAQ Measure M	Caltrans	N/A	TBD	No	C.O.C.	7,200	Low	Low	27%	N/A	None	Garden Grove Westminster Seal Beach	Consistent
T2A	Transitway (HOV) Drop Ramps to Activity Centers (Bear St./I-405, Von Karman/I-405)	No	2011	Environmental Document Right-of-Way Final Design Construction	4	\$160 N/A	\$160 N/A	N/A	No	Measures M CMAQ Proposition 116	Caltrans	N/A	TBD	No	C.O.C.	TBD	Low	Low	N/A	Bear or Bristol / I-405 Von Karman / I-405	John Wayne Airport	Costa Mesa Irvine	Consistent
T2B	Transitway (HOV) Drop Ramps to Activity Centers (Warner/SR-56, Alton/SR-56, ARTIC/SR-57, & Cerritos/SR-57)	No	2015	Environmental Document Right-of-Way Final Design Construction	4	\$375 N/A	\$375 N/A	N/A	No	Measure M CMAQ	Caltrans	N/A	TBD	No	C.O.C.	TBD	Low	Low	N/A	CONSIDERED: Warner / SR-55 Alton / SR-55 Cerritos / SR-57 ARTIC / SR-57	ARTIC	Costa Mesa Santa Ana Anaheim Irvine	Consistent
T3	Interstate 5 - Second HOV Lane (State Route 55 to State Route 57)	Yes	2010	Environmental Document Final Design Construction Staff	3	\$25 N/A	\$25 N/A	N/A	Yes (ROW)	TBD	Caltrans	N/A	None	No	C.O.C.	5,600	Low	Low	51%	None	None	Santa Ana Orange Tustin	Amendment Required
T4	State Route 91 - Express Lanes, 3+ Free	Completed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,000	Low	Low	25%	N/A	None	N/A	N/A
T5	Higher Frequency Local Bus Service (10-minute frequency for 16 high demand routes, exclusive of BRT corridors)	Yes	2010	Procure Buses	1	\$140 N/A	\$0.00	\$541 \$34/yr	Yes (Bus Base)	FTA 5309c Bus CMAQ Measure M Local	FTA 5307 Bus Local Funds Fare Revenue	N/A	New Request	No	C.O.C.	26,000	Medium	Low	82%	Countywide	Multiple	Countywide	Amendment Required
T6	Vanpool Program	Yes	2006	Participation Agreement	1	N/A	N/A	\$32.7 \$1.6/yr	None	N/A	CMAQ Local	\$300/van/mo	None	No	N/A	300	Medium	Low	14%	On Call / As Requested	Multiple	Countywide	Consistent
T7	State Route 22 - Accelerated HOV Lanes (I-405 to SR-55)	Underway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Already Counted	N/A	N/A	N/A	Consistent
ROAD PROJECTS																							
P1	Bristol Widening - Companion to Current LRT Project (2.4 miles) (Civic Center to Warner)	Yes	TBD	Release Final Environmental City / Utility Agreements Continue FHWA Process Right-of-Way Procure Final Design Construction Staff	5	\$240 \$100/mile	\$240 \$100/mile	N/A	Partial (PE)	RSTP FHWA STIP	N/A	N/A	Continue FHWA Request	No	N/A	N/A	None	Low	0%	Mater Dei High School Local Shopping Areas	None	Santa Ana	Amendment Required
P2	Bristol Widening - Reserved Future Transit Median (2.4 miles) (Civic Center to Warner)	Yes	TBD	Environmental Document City / Utility Agreements Continue FHWA Process Right-of-Way Procure Final Design Construction Staff	5	\$255 \$103/mile	\$255 \$103/mile	N/A	Partial (PE)	RSTP FHWA STIP	N/A	N/A	Continue FHWA Request	No	N/A	N/A	None	Low	0%	Mater Dei High School Local Shopping Areas	None	Santa Ana	Amendment Required
P3	Bristol Widening - 8 Lane Arterial (2.4 miles) (Civic Center to Warner)	Yes	TBD	Environmental Document City / Utility Agreements FHWA Process Right-of-Way Procure Final Design Construction Staff	5	\$240 \$100/mile	\$240 \$100/mile	N/A	Partial (PE)	RSTP FHWA STIP	N/A	N/A	Continue FHWA Request	No	N/A	N/A	None	Low	0%	Mater Dei High School Local Shopping Areas	None	Santa Ana	Amendment Required
P4	Bristol Widening - Reserved Future Transit Median (3.0 miles) (17th Street to Warner Avenue)	Yes	TBD	Environmental Document City / Utility Agreements FHWA Process Right-of-Way Procure Final Design Construction Staff	5	\$315 \$105/mile	\$315 \$105/mile	N/A	Partial (PE)	RSTP FHWA STIP	N/A	N/A	Continue FHWA Request	No	N/A	N/A	None	Low	0%	Santa Ana College Mater Dei High School Local Shopping Areas	None	Santa Ana	Amendment Required

FIVE-YEAR PROGRAM PROPOSAL



LEGEND		
B1		Harbor Blvd Mixed-Flow BRT - 19 Miles
B2		Westminister/17th Mixed-Flow BRT - 22 Miles
B11		28-Mile Mixed-Flow BRT
C1		Irvine Business Center Shuttle
T2A		Transitway/HOV Drop Ramps to Activity Centers
T1		West and Central County HOV Lane Connectors
R1&R3		MetroLink Service Expansion - Phases 2 & 3.1
G1		California High Speed Rail - Anaheim to Los Angeles
G3		Anaheim Regional Transportation Intermodal Center
Studies		Extensions Through Partnerships

