Date:

Monday, March 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



ACTIONS

Orange County Transportation Authority Board Meeting
OCTA Headquarters
First Floor - Room 154
600 South Main Street, Orange, California
Monday, March 14, 2005 at 9:00 a.m.

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.

Pledge of Allegiance

Director Silva

Invocation

Director Brewer

Agenda Descriptions

The agenda descriptions are intended to give notice to members of the public of 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.



ACTIONS

Special Matters

1. Retiree Recognition

Consent Calendar (Items 2 through 17)

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

Orange County Transportation Authority Consent Calendar Matters

2. Approval of Minutes

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of February 28, 2005.

3. State and Federal Legislative Status Report

Alex Esparza/Richard J. Bacigalupo

Overview

The deadline to introduce bills in Sacramento has passed. Three bill positions are submitted for consideration. The United States House Transportation and Infrastructure Committee has introduced a six-year \$283.9 billion surface transportation reauthorization bill.

Recommendations

Adopt the following recommended bill positions: Sponsor on AB 267 (Daucher, R-Brea) Co-sponsor on AB 462 (Tran, R-Garden Grove) Co-sponsor on AB 1173 (Tran, R-Garden Grove)



ACTIONS

4. Corridor Studies Update Kurt Brotcke/Paul C. Taylor

Overview

Several corridor studies are currently underway to address current and future transportation issues in various parts of Orange County. A status report on these efforts is provided for Board review.

Recommendation

Receive and file as an information item.

5. Amendment to Professional Services Agreement for the San Diego Freeway (Interstate 5) at Oso Parkway

Mary Toutounchi/Paul C. Taylor

Overview

The Orange County Transportation Authority is preparing the environmental document to improve the operation of the San Diego Freeway (Interstate 5) at the Oso Parkway interchange. Work on the chokepoint project is being done by the consulting firm CH2M Hill, in coordination with the California Department of Transportation. Additional work is needed to complete the last phase of the environmental process. A request to augment the contract amount to perform this work is presented.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Professional Services Agreement C-2-1227 between the Orange County Transportation Authority and CH2M Hill, to increase the contract amount by \$63,809, for a total not-to-exceed contract amount of \$452,567, to include the completed noise study and recommendation of three soundwalls for the Interstate 5 (I-5) at Oso Parkway chokepoint project.



ACTIONS

6. Foothill Transportation Corridor-South Status Report Wendy Garcia/Paul C. Taylor

Overview

In 2004, the Foothill/Eastern Transportation Corridor Agency released the draft Environmental Impact Statement and Subsequent Environmental Impact Report for the Foothill Transportation Corridor-South project. The agency is currently responding to public comments. A status report on this project and the Orange County Transportation Agency's involvement is presented below for the Board's information.

Recommendation

Receive and file as an information item.

7. Approach to Consensus on Rapid Transit Options Paul C. Taylor

Overview

At its March 7, 2005, meeting, the Executive Committee considered different approaches to reaching a consensus of the Board of Directors on rapid transit options. The Committee asked staff to capture the discussion in a recommendation to the Board.

Recommendation

Approve a process for consideration of rapid transit options that involves one workshop each with the Transit Planning and Operations Committee, the Executive Committee, and the Board of Directors.



ACTIONS

8. Consultant Support for Exploring Bus Rapid Transit (Bristol Street Option)

Jose Martinez/Paul C. Taylor

Overview

The Board of Directors has asked staff to develop a process for further study of rapid transit options and to explore conversion of the current light rail transit project to another transportation mode, including consideration of a bus rapid transit project beginning on the Bristol Street portion of the current light rail project. In order to explore the time critical element that maintains our federal funding eligibility and a 2010 opening date, staff requests consultant support. On March 24, 2005, staff will return with a recommendation for a comprehensive study program for all the rapid transit option categories.

Recommendation

Direct staff to use the existing consultant agreements between the Orange County Transportation Authority and Parsons Brinckerhoff Quade and Douglas, Inc. (Agreement C-1-2354), and Carter & Burgess, Inc., (Agreement C-2-0611) to explore conversion of current light rail project to a bus rapid transit project.

9. Selection of a Consultant for Metrolink Engineering Services Shohreh Dupuis/Paul C. Taylor

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved funds for railroad engineering consultant services to support Metrolink services in Orange County. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for retention of a consultant to perform architectural and engineering work. Board approval is requested to negotiate the agreement.

Recommendations

A. Authorize staff to request a cost proposal from J.L. Patterson & Associates, Inc. based on their qualifications and negotiate an agreement for their services.



ACTIONS

9. (Continued)

B. Authorize the Chief Executive Officer to execute the final agreement.

10. CenterLine Outreach Contracts

Ellen S. Burton

Overview

The Board of Directors has suspended work on The CenterLine Light Rail Project and directed staff to explore bus rapid transit and other modes and options. As a result, public outreach resources are being refocused.

Recommendation

Receive and file as an information item.

11. Second Quarter Fiscal Year 2004-05 Grant Status Report

William Dineen, Jr./James S. Kenan

Overview

The Quarterly Grant Status Report summarizes grant activities for information purposes for the Orange County Transportation Authority Board of Directors. This report focuses on significant grant activity for the period of October through December 2004. The Quarterly Grant Status Report summarizes future grant applications, pending grant applications, executed grant awards, current and closed-out grant agreements.

Recommendation

Receive and file as an information item.

12. Second Quarter Fiscal Year 2004-05 Budget Status Report

Bruce Gilliland/James S. Kenan

Overview

The Orange County Transportation Authority's staff has implemented the fiscal year 2004-05 budget. This report summarizes the material variances between the budget plan and actual revenues and expenses.



ACTIONS

12. (Continued)

Recommendation

Receive and file as an information item for the Finance and Administration Committee.

13. Agreement for Health Brokerage Services

Debbie Christensen/James S. Kenan

Overview

The Orange County Transportation Authority provides health benefits to its employees. A broker is necessary to assist the Benefits Department in placing the coverages. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Agreement 4-1271 between the Orange County Transportation Authority and Mercer Human Resource Consulting, in the amount of \$265,000, for health brokerage services.

14. Second Quarter Fiscal Year 2004-05 Bus Operations Monthly Performance Measurement Report

James L. Cook, Jr./James S. Kenan

Overview

Orange County Transportation Authority recognizes the need for improved accountability and operational performance. With this in mind, the Bus Operations Monthly Performance Measurements report was developed in accordance with Executive Management direction. The Bus Operations Monthly Performance Measurements report serves as a tool to survey operational performance and as the nexus for process improvements.

Recommendation

Receive and file as an information item for the Finance and Administration Committee.



ACTIONS

15. Agreements with the Union Pacific Railroad and the California Department of Transportation for the Santa Ana Freeway (Interstate 5) Far North Project

John A. Garcia/Stanley G. Phernambucq

Overview

The Orange County Transportation Authority proposes to enter into an agreement with the Union Pacific Railroad for storage track relocation and a cooperative agreement with the California Department of Transportation for landscaping design services and project design oversight.

Recommendations

- A. Authorize the Chief Executive Officer to execute Agreement C-5-0632 in the amount of \$12,650,000 between the Orange County Transportation Authority and Union Pacific Railroad for the required relocation of railroad storage tracks.
- B Authorize the Chief Executive Officer to execute Cooperative Agreement Caltrans 12-482 (Agreement C-5-0672) between the Orange County Transportation Authority and the California Department of Transportation in the amount of \$108,000 for landscaping design services and project design oversight.
- C. Direct Staff to return to the Board in April 2005, with a project update and a discussion of options for funding the Santa Ana Freeway (Interstate 5) Far North project.



ACTIONS

Orange County Local Transportation Authority Consent Calendar Matters

16. Amendment to Professional Services Agreements for Combined Transportation Funding Program Application Review Services Shohreh Dupuis/Paul C. Taylor

Overview

On May 26, 2004, the Orange County Transportation Authority entered into agreements with three firms to provide review services for Measure M Streets and Roads payment requests and Combined Transportation Funding Programs applications for fiscal year 2004-05. All of the firms were retained in accordance with the Orange County Transportation Authority procurement procedures for professional and technical services. Board action is required to increase the current fiscal year total funding ceiling for these agreements and to extend the agreements to August 31, 2005.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreements C-4-0280, C-4-0479, and C-4-0480 between the Orange County Transportation Authority and firms of COH & Associates, Inc., Urban Crossroads, and W.G. Zimmerman Engineering, Inc., to increase the maximum obligation by \$150,000 to a total amount not to exceed \$225,000, for fiscal year 2004-05 and to extend all agreements to August 31, 2005.

Orange County Transit District Consent Calendar Matters

17. Amendment to Agreement for Late Night ACCESS Service Beth McCormick/William L. Foster

Overview

On April 12, 2004, the Board of Directors approved an agreement with Independent Taxi Owners Association, in the amount of \$275,000, to provide late night ACCESS service through June 30, 2005. Independent Taxi Owners Association was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional services.



ACTIONS

17. (Continued)

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0416 between the Orange County Transportation Authority and Independent Taxi Owners Association to exercise the first option year to provide late night ACCESS service through June 30, 2006.

Regular Calendar

Orange County Transportation Authority Calendar Matters

18. Chokepoint Program Status Report

Mary Toutounchi/Paul C. Taylor

Overview

The Orange County Transportation Authority and California Department of Transportation are jointly developing concepts to alleviate localized freeway congestion hot spots 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. An update on the status of various projects is provided.

Recommendation

Direct staff to continue cooperative efforts with the California Department of Transportation to develop projects in support of the Freeway Chokepoint Program.



19. Garden Grove Freeway (State Route 22) Design-Build Project Update T. Rick Grebner/Stanley G. Phernambucq

Overview

On August 23, 2004, the Orange County Transportation Authority's Board of Directors awarded a design-build contract to improve 12 miles of the Garden Grove Freeway (State Route 22) from Valley View Street east to the Costa Mesa Freeway (State Route 55) interchange. Staff presents an update of the first project to be constructed in the State of California on an active freeway using the design-build delivery method.

Recommendation

Receive and file for information

Other Matters

- 20. Chief Executive Officer's Goals for 2005
 Barry Engelberg
- 21. Real-Time Methods for Dynamic Pricing Paul C. Taylor

The Orange County Transportation Authority has undertaken consideration of dynamic pricing as a tool for maximizing corridor throughput. This Performance Monitoring and Pricing Pilot Project study uses technology to monitor and report travel time and speeds in both the 91 Express Lanes and main lanes. As a progress report, staff will present an assessment of real-time pricing methods.

- 22. Chief Executive Officer's Report
- 23. Directors' Reports

ACTIONS



ACTIONS

24. Public Comments

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

25. Closed Session

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 and the Transportation Communications Union representing parts clerks, facility technicians and revenue clerks.

26. Adjournment

The next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Committee will be held at 9:00 a.m. on March 28, 2005, at OCTA Headquarters, 600 South Main Street First Floor - Room 154, Orange, California.

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
February 28, 2005

Call to Order

The February 28, 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.

Roll Call

Directors Present: Bill Campbell, Chairman

Arthur C. Brown, Vice Chairman

Marilyn Brewer Carolyn Cavecche

Lou Correa
Michael Duvall
Cathy Green
Gary Monahan
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

Kennard R. Smart, Jr., General Counsel Wendy Knowles, Clerk of the Board

Members of the Press and the General Public

Directors Absent: Richard Dixon

Invocation

Director Silva gave the invocation.

Pledge of Allegiance

Director Winterbottom 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 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 would be recognized at the time the agenda item was to be considered and comments would be limited to three (3) minutes.

Consent Calendar (Items 2 through 14)

Chairman Campbell announced 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. The Chairman asked if there were any requests to pull any of the Consent Calendar items for consideration.

Director Correa pulled items 8 and 9; Director Green pulled item 10; Director Brewer pulled item 11, and Chief Executive Officer, Arthur T. Leahy, stated item 14 would be continued to a future meeting.

Orange County Transportation Authority Consent Calendar Matters

2. Approval of Minutes

Motion was made by Director Norby, seconded by Director Brewer, and passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of February 14, 2005.

3. Approval of Resolutions of Appreciation for Employees of the Month for February 2005

Motion was made by Director Norby, seconded by Director Brewer, and passed by those present, to approve Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-04, 2005-05, 2005-06, respectively, to Philip Lattuca, Coach Operator; Robert Bergels of Maintenance; and Farizet Finona of Administration, as Employees of the Month for February 2005.

4. Annual Internal Audit Plan for Fiscal Year 2004-05, Second Quarter Update

Motion was made by Director Norby, seconded by Director Brewer, and passed by those present, to approve the revised Annual Internal Audit Plan for Fiscal Year 2004-05.

5. Audit Report on Parts Inventory Cycle Count, Second Quarter

Motion was made by Director Norby, seconded by Director Brewer, and passed by those present, to receive and file the Parts Inventory Cycle Count, 2nd Quarter, Internal Audit Report No. 05-019.

6. June 30, 2004 Single Audit Reports

Motion was made by Director Norby, seconded by Director Brewer, and passed by those present, to receive and file these Single Audit Reports as an information item.

7. Second Quarter Fiscal Year 2004-05 Procurement Report

Motion was made by Director Norby, seconded by Director Brewer, and passed by those present, to receive and file as an information item.

8. Annual Investment Policy Update

Director Correa pulled this item and inquired if OCTA is using Merrill Lynch for investment activities.

Kirk Avila, Treasurer, replied that to the best of his knowledge, the fund managers are not using Merrill Lynch. Further, he stated that the fund managers understand OCTA's position on this matter.

Motion was made by Director Correa, seconded by Director Duvall, and declared passed, to adopt the 2005 Annual Investment Policy.

9. 91 Express Lanes December 2004 Status Report

Director Correa pulled this item for discussion and asked what the rough valuation of the Express Lanes is at this time, given new revenue flows.

Chief Executive Officer (CEO), Arthur T. Leahy, replied it is approximately \$250 million, reflecting an increase in valuation of \$40 million plus.

Chairman Campbell referred to the Operating Statement, where there are items that are lower than budget, and one that is quite a bit higher. He requested clarification on certain line items, and Paul Taylor, Executive Director of Planning, Development, and Motorist Services, stated that money was allocated for the environmental work on the eastbound auxiliary lanes', which has not been awarded yet. Also included is toll road maintenance, property insurance is a timing issue, and administrative services budgeted were less than November expectations. Financial Planning and Analysis is having an issue with the reporting system as to how the expenses are allocated.

Motion was made by Director Silva, seconded by Vice Chairman Brown, and declared passed, to receive and file the 91 Express Lanes Status Report for the period ending December 31, 2004.

10. Customer Relations Service Quality Report for Second Quarter Fiscal Year 2004-05

Director Green requested a correction in the committee minutes to reflect that she was present. Correction noted by the Clerk of the Board.

Motion was made by Vice Chairman Brown, seconded by Director Winterbottom and declared passed, to receive information presented.

11. Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 4)

Director Brewer mentioned that she had requested clarification on costs for Phase 3, since they appeared to be considerably higher than the prior two phases. She was provided with this clarification by staff over the past few days, and still has concerns regarding costs.

Motion was made by Director Brewer, seconded by Director Winterbottom, and declared passed to, authorize the Chief Executive Officer to execute Agreement C-4-1205, between the Orange County Transportation Authority and CJ Construction, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$587,200, for Americans with Disabilities Act Bus Stop Modifications in the Cities of Fountain Valley, Garden Grove, and Westminster.

Orange County Transit District Consent Calendar Matters

12. Agreement for Major Bus Body Repairs

Motion was made by Director Norby, seconded by Director Brewer, and passed by those present, to authorize the Chief Executive Officer to execute Agreement C-4-0970 between the Orange County Transportation Authority and Complete Coach Works, in an amount not to exceed \$115,000, for a one year period with two one-year options for major bus body repairs.

13. Amendment to Agreement to Jointly Fund Intercounty Express Bus Route 149

Motion was made by Director Norby, seconded by Director Brewer, and passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0601 between the Orange County Transportation Authority and the Riverside Transit Agency, in an amount not to exceed \$168,000, to jointly fund the operation of Route 149 and extend the term for one year.

14. Amendment to Cooperative Agreement with the Office on Aging

This item was continued to a future meeting.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

15. Transportation 2020 Committee Report and Recommendations

CEO, Arthur T. Leahy, provided opening comments on this Committee report and introduced Monte Ward, Special Projects Manager. Mr. Ward briefly explained each recommendation to the Board which came out of the first meeting of this Committee.

Director Pringle stated this is very important activity by this Committee and emphasized that a serious commitment needs to be made to the effort behind getting this on the ballot in 2006.

Motion was made by Director Pringle, seconded by Director Wilson, and declared passed to:

A. Direct the Chief Executive Officer, working with the Transportation 2020 Committee and the Board of Directors, to develop an Expenditure Plan for a potential extension of the Measure M one-half cent transportation sales tax as early as November 2006.

- B. Direct the Chief Executive Officer to prepare a program-level Environmental Impact Report on the Orange County Long Range Transportation Plan, inclusive of projects and programs included in an Expenditure Plan for the extension of Measure M.
- C. Direct the Chief Executive Officer to extend Agreement No. C-4-0224 between the Authority and California Strategies to provide strategic advice and stakeholder outreach for a period not-to-exceed 15 months, beginning March 1, 2005, at a cost not-to-exceed \$150,000.
- D. Direct the Chief Executive Officer to negotiate an agreement with the firm of Smith, Watts & Company to provide program management, expenditure plan strategy and development, and messaging services for a period not-to-exceed 20 months, beginning March 1, 2005, at a cost not-to-exceed \$7,500 per month.
- E. Direct the Chief Executive Officer to negotiate an agreement with the firm of Townsend, Raimundo, Bessler & Usher to provide messaging, communications and expenditure plan organization, and packaging services for a period not-to-exceed 15 months, beginning March 1, 2005, at a cost not-to-exceed \$6,000 per month.
- F. Direct the Chief Executive Officer to issue a Request for Proposals for polling and focus group research services to gather input into the development of an Expenditure Plan for the extension of Measure M.

Director Correa requested staff to come up with a plan of how to best provide an accounting of expenses, perhaps via an audit. He requested that this information be put together in a way it would be available to every taxpayer.

Director Rosen requested what the cost will be to prepare an expenditure plan for the program-level environmental impact report. Monte Ward indicated he would provide that information to Director Rosen, and believes it is in the neighborhood of approximately \$1 million.

Chairman Campbell emphasized the need for signal synchronization, and this needs to be addressed. CEO, Arthur T. Leahy, stated that reporting to the Board will commence in the next round of meetings on progress against the Chair's priorities and CEO's goals.

Director Cavecche mentioned that staffing levels at OCTA needs to be looked at so that any campaign against Measure M does not turn as a campaign against how this Authority does business.

CEO, Arthur T. Leahy, informed the Board that the budget process is underway and historical overviews will be included as comparisons. He has also requested that a look at executive salaries be performed. This information will be brought back to the Board.

Director Green stated that at the Council of Governments' meeting last week, the group requested that instead of calling this a spending plan that it be called an investment plan. Chairman Campbell indicated that would be turned over to the Committee Chair for a decision on that suggestion.

Orange County Transit District Regular Calendar Matters

16. Amendment to Agreement for Janitorial Services

CEO, Arthur T. Leahy, stated that at the last meeting, this came before the Board for an extension of the contract, and an inquiry was made as to the potential for offering medical coverage for the employees. Staff has now come back with some options. Most important today, he stated, is that the Board make an award for this contract and provide direction as regards to the provision of medical coverage. Staff will be coming back through other committees to discuss the policy issues. This is a single issue, dealing only with the janitorial contract.

At this time, Mr. Leahy introduced Virginia Abadessa, Contracts Manager, to respond to questions regarding the medical coverage issue.

Director Duvall stated that he had looked at the proposal, and understands that when staff goes out for Requests for Proposals (RFPs) certain guidelines and objectives are included in the RFPs, but this is an extension to an existing contract.

He stated that he knows from experience that this is not a good solution. In the letter from Diamond Contracting Services, dated February 14, there are 20 employees, and the costs and deductibles would not be affordable by those employees. He stated he would not support the recommendations because of the costs and that it is getting trailered onto something he does not feel is a part of it and until the Board decides as a whole what their philosophy is.

Director Wilson stated that it seems to him that a precedent is being set without a blanket policy. He feels that before that is done for the Diamond Company, the Board needs to have a policy for all of our contracts, and he sees this as opening a "Pandora's Box" if the Board does this today.

He stated he agrees with the CEO and Director Duvall that this needs to come forward to have a policy on how this is handled, and he does not believe the Board should begin by doing this for 20 employees at this time. He feels Option

A-1, exercising the second year option with no additional medical coverage, is the better alternative, and moved that recommendation for further discussion. Director Pringle seconded the motion.

Director Correa addressed James S. Kenan, Executive Director of Finance, Administration, and Human Resources, and asked if this would be a good place to start. These numbers perhaps were not bid competitively in terms of the health care, but it is essentially a pass-through, and Mr. Kenan responded that staff is looking for Board direction.

At this time, Director Correa stated he would like to substitute a motion calling for Option 3, which is medical coverage not only for the employee, but for the family as well. Director Rosen seconded this motion.

Director Rosen stated that he agrees with Director Duvall, but feels this needs to be studied in depth at some point, and the Board needs to make a policy decision as to whether our contracted employees, who essentially do work for OCTA, but by way of a contract as direct employment, are going to have health care when our actual employees do all have health care.

Director Pringle stated that he feels the Board is actually setting a policy today if it goes ahead and modifies a contract mid-stream without any bid, without any oversight as to how a very significant add-on, in this case, 23 percent of the contract amount, would work. He stated that the Board does not know at this time if it is a competitive bid.

An additional question Director Pringle had was if these 20 employees are engaged in OCTA service full-time? Virginia Abadessa replied that they are. Director Pringle clarified further that these employees are 8-hour days, full-time, and do not work in any other place or capacity. Ms. Abadessa replied they do not – they work exclusively for OCTA.

Director Monahan stated that he would not be supporting the substitute motion, and the Board needs to look at this as a policy discussion, and further believes this is not a discussion he believes can be done in two weeks.

Director Ritschel stated that she agrees with Director Pringle's comments with regard to the additional costs that the Board would be looking at, almost a 24 percent increase and this was not included in the bid process. She also wanted to note that the discussion was just completed regarding the potential Measure M extension and noted the importance of taking a look at the organization's expenditures.

Director Norby stated that the three previous speakers echo his sentiments on this matter, and he was willing to go along with the postponement and thinks the Board should look at this as a separate policy issue. He stated he supports Director Wilson's motion to go ahead with the original bid and look at what will be done with future bids as a policy issue separately.

Director Correa stated good points have been brought up and inquired if there was a representative from Diamond at the meeting. Mr. Derek Smith, owner of Diamond, was asked if, when going through the bids and selecting an insurance policy, he looked at a number of insurance proposals or just look at one. Mr. Smith stated that currently, Diamond is with Blue Cross and the renewal is up in May, and they will be going out and receiving competitive bids at that time.

Director Duvall asked Mr. Smith if that on the contracts, when the RFP was brought to Diamond, what percentage does Diamond provide to their employees for medical coverage, and why are these employees not covered for whatever Diamond is currently doing? Mr. Smith replied that it was not part of the RFP process that health care be provided.

Director Duvall inquired as to how many employees are in the Orange County operation, and Mr. Smith replied approximately 50. Director Duvall asked how many are covered on major medical right now, and Mr. Smith replied that none are covered.

Director Silva stated he would like to see in the RFP that goes out next time, to include health care, and he indicated he would not support the substitute motion.

Director Green stated that part of her concern on health care is that she has watched many hospitals close and part of the reason is that people come to the emergency rooms, have no insurance, and they do not pay for services.

She stated she wants this Board to be leaders in this area and would like a substitute motion where the Board takes the second alternative and provides health care for just the employees for six months, and then the Board will have data to figure out why and what needs to be done. Director Silva seconded this motion.

General Counsel, Kennard R. Smart, Jr., stated that on Director Green's most recent motion, what is before the Board, is not possible because what is before the Board is an option situation for one year. Makers of the motion and the second stated they were willing to support that change.

Chairman Campbell stated that he was looking for something two weeks ago that would be somewhat of a pass-through, and unfortunately, the numbers that came through do not look like pass-through. He indicated he will be voting against both substitute motions, and supporting Director Wilson's motion.

A vote was taken on the motion for the recommendation A-2. The vote was 7-9, and defauled down to A-3. Vote on this scenario was taken and failed by a vote of 4-12.

Vote was then taken on A-1, and declared passed to authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-2-1189 between the Orange County Transportation Authority and Diamond Contract Services, Inc., in the maximum amount of \$700,000. Those opposed were Vice Chairman Brown and Directors Rosen, Green, and Correa.

Other Matters

17. Chief Executive Officer's Report

CEO, Arthur T. Leahy, pointed out that a section on "dates to remember" is now included in the Weekly Update to facilitate Members' planning. Mr. Leahy noted that the Sacramento visits will be April 5 and 6.

Mr. Leahy stated that Deputy CEO, Richard J. Bacigalupo, was in Washington, D.C., last week and met with a number of members of the Orange County delegation and others regarding the potential for a bus rapid transit project. Mr. Bacigalupo got a generally favorable response from the Federal Transit Administration people as well as key staff and a few Representatives.

18. Directors' Reports

Director Pringle stated that several weeks ago, he had suggested it would be good to find a way to dispose of excess property that the District owns, and that Caltrans has, and he would like to have this matter looked into further.

Vice Chairman Brown requested that staff perform a study on health care and benefits and return to the Board in 90 days with the results of that study.

Vice Chairman Brown distributed copies of an article on the Minnesota Metro, which is an update on their light-rail system.

Director Duval stated he would like to understand if health care will be comprehensive insurance, or hospital-only coverage. He feels this is not a solely staff-driven report, and would like to see work done with local communities and clinics to arrive at a workable alternative for providing routine and necessary care.

19. Public Comments

At this time, Chairman Campbell inquired if any members of the public wished to address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors. No requests to address the Board were received.

20. Closed Session

A Closed Session was not held at this meeting.

21. Adjournment

The meeting adjourned at 10:15 a.m., and the Chairman announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board would be held at 9:00 a.m. on March 14, 2005, at the OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

TTEST	
	Wendy Knowles Clerk of the Board
Bill Campbell	
OCTA Chairman	





BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

WK

From: Wendy Knowles, Clerk of the Board

Subject State and Federal Legislative Status Report

<u>Legislative and Government Affairs/Public Communications</u>

March 3, 2005

Committee

Directors Silva, Wilson, Ritschel, Brewer, Brown, Correa, and Rosen

Absent: None

Present:

Committee Vote

This item was passed by all Committee Members present.

Committee Member Rosen stated that his vote on AB1173 should not be construed as an endorsement of the \$9 billion bond measure.

Committee Member Correa was not present for this vote.

Committee Recommendations

Adopt the following recommended bill positions:

Sponsor on AB 267 (Daucher, R-Brea) Co-sponsor on AB 462 (Tran, R-Garden Grove) Co-sponsor on AB 1173 (Tran, R-Garden Grove)



March 3, 2005

To: Legislative and Government Affairs/Public Communications

Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: State and Federal Legislative Status Report

Overview

The deadline to introduce bills in Sacramento has past. Three bill positions are submitted for consideration. The United States House Transportation and Infrastructure Committee has introduced a six-year \$283.9 billion surface transportation re-authorization bill.

Recommendation

Adopt the following recommended bill positions:

Sponsor on AB 267 (Daucher, R-Brea)

Co-sponsor on AB 462 (Tran, R-Garden Grove)

Co-sponsor on AB 1173 (Tran, R-Garden Grove)

Discussion

Sloat Higgins Jensen & Associates' Sacramento Report

Chris Kahn's monthly report from the State Capitol (Attachment A) discusses bill introductions, Bay Bridge funding strategy, and GoCalifornia, the Governor's proposal to expedite delivery of transportation infrastructure projects.

Newly Analyzed State Legislation

AB 267 (Daucher, R-Brea) extends the period for which local or regional agencies may be reimbursed for local funds expended on projects in the State Transportation Improvement Program (STIP). Staff recommends: SPONSOR. Attachment B is the bill analysis.

AB 462 (Tran, R-Costa Mesa) authorizes the Department of Transportation to certify facilities located in the state highway system rights-of-way in compliance with disability accessibility standards. Staff recommends: CO-SPONSOR. Attachment C is the bill analysis.

AB 1173 (Tran, R-Costa Mesa) extends the initial operating segment of the California high-speed train to the City of Anaheim. Staff recommends: CO-SPONSOR. Attachment D is the bill analysis.

Federal Legislative Update

Every six years Congress considers legislation to fund the nation's surface transportation programs and projects. The 1998 Transportation Equity Act for the 21st Century (TEA-21) authorized federal transportation policy and funding through September 2003. This landmark legislation authorized overall, \$218 billion for highways, highway safety, and transit.

After six extensions of TEA-21, House and Senate conferees failed to reach agreement on a bill during the 108th Congress. The House Transportation and Infrastructure Committee (T&I) reintroduced the Transportation Equity Act: Legacy of Users (TEA LU) earlier this month. TEA LU reauthorizes federal highway, public transportation, and other programs for six years, (fiscal years [FY] 2004 through 2009). The bill provides a total of \$283.9 billion in guaranteed funding - a 42 percent increase over guaranteed funding in TEA-21. Under TEA LU, annual highway funding would grow from \$34.4 billion in FY 2004 to \$41 billion in FY 2009. The transit program would grow from \$7.3 billion in FY 2004 to \$10.3 billion in FY 2009.

A critical issue preventing the bill's passage during the last session of Congress was the White House's threat to veto any bill which exceeded its \$256 billion recommended funding level. The White House has since changed its position and has acceded to the House number. While the Senate has yet to introduce its companion version of the bill, the leadership of the Senate Environment and Public Works Committee supports the House overall funding level at least until such a measure is brought to the Senate floor. Last year the Senate introduced a bill which had a funding level of the \$318 billion. Many Senators believe that it is only this higher level of funding which can produce a greater return of funds to donor states such as California.

Currently, each state is entitled to a guaranteed minimum of 90.5 percent return on its gas taxes. Last session, donor states requested an increase in the minimum guarantee to 95 percent. The issue of "fair share" undoubtedly will be debated when the legislation goes to conference committee.

Comparison of Guaranteed Funding Totals by Agency (In Millions)

Agency	TEA-21	TEA LU
Federal Highway Administration Federal Transit Administration	\$163,000 \$36,000	\$225,500 \$52,350
Federal Motor Carrier Safety Administration National Highway Traffic Safety Administration	\$1,300 \$1,700	\$2,920 \$3,220
TOTAL	\$202,000	\$283,990

For over two years, Orange County Transportation Authority (OCTA) staff has participated as a member of the American Public Transportation Association's Legislative Committee regarding the positioning of mass transit needs in transportation authorizing legislation. During that same time, OCTA also worked in concert with other transportation authorities, commissions throughout the state, as well as the California Department of Transportation in presenting a "united front" so that California's highway needs could also be met in any reauthorization bill. In addition, OCTA staff, working with its advocacy team in Washington, presented a comprehensive list of 23 projects, at a requested funding level of \$1.78 billion, to the Orange County congressional delegation for possible inclusion in the House version of TEA-21 which failed to become law in the 108th Congress (Attachment E). In that version, OCTA and Orange County could have received, if the bill had passed, at least a designated \$73.1 million in project funding authorization (Attachment F). This year, OCTA submitted 22 projects at a requested amount of \$1.57 billion in consideration for inclusion in TEA for transportation projects (Attachment G). OCTA staff will continue to work with members of the Orange County congressional delegation and our state's senators in an effort to include all of the OCTA-sponsored projects in the new bill.

Summary

Three sponsor bills are submitted for consideration. Congress initiates action on transportation needs through the introduction of a multi-year authorization bill.

Attachments

- Α. Sloat Higgins Jensen & Associates' Sacramento Report
- Analysis of AB 267 (Daucher, R-Brea) B.
- Analysis of AB 462 (Tran, R-Costa Mesa) C.
- Analysis of AB 1173 (Tran, R-Costa Mesa) D.
- Summary of Orange County Transportation Authority Projects -E. Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21)
- List of Orange County Transportation Reauthorization Projects In House F. Version of Bill-108th Congress
- Reauthorization of the Transportation Equity Act for the 21st Century-G. 109th Congress Summary of Orange County Transportation Authority **Projects**

Prepared by:

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Government Relations

Representative (714) 560-5393

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Deputy Chief Executive Officer

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MEMORANDUM

TO: OCTA Board of Directors

FROM: Kevin Sloat

Chris Kahn

Sloat Higgins Jensen & Associates

RE: Sacramento Report

DATE: February 21, 2005

The bill introduction deadline has been moved to February 22, 2005. Assemblywoman Lynn Daucher, Assemblyman Van Tran, and Assemblywoman Jenny Oropeza will introduce bills of interest to OCTA. Assemblyman Tran is introducing two bills, one to extend the initial operating segment of the High Speed Rail System from the Los Angeles area to Anaheim. The other bill seeks to streamline enforcement of the State's accessibility standards by allowing the professional engineering and architectural staff in Caltrans to perform the enforcement. Assemblywoman Daucher's legislation will increase the time period for guaranteed reimbursement of project costs advanced with local funds form projects approved by the CTC in the STIP. Assemblywoman Oropeza's legislation will provide a more stable base of funding used to calculate the amount of STIP funding that regional transportation planning agencies and county transportation commissions can use for planning, programming, and monitoring purposes.

We expect over 3,000 bills to be introduced this year. Committee bills and Constitutional Amendments are not subject to the deadline.

Cost Overruns on the Bay Bridge

Working with Southern California transportation interests, we continue to brief members and staff as to our opposition to the State paying for the massive cost overruns on the Bay Bridge project. The idea of a Seismic/Infrastructure Bond is being discussed more and more around the capitol. The idea is that the bond coupled with raising the toll of the Bay Bridge would cover the cost overruns. Other infrastructure projects, presumable in Southern California would be included in the bond in an effort to garner support of non-Bay area Legislators. Senator Don Perata (D-Oakland) suggested this idea at a press conference last month. Things are far from being agreed to, but this issue looks like it will be part of the discussions as negotiations go forward.

GoCalifornia

The Governor is in the process of introducing legislation that will be part of his "GoCalifornia" program, aimed at enhance the impact of transportation investments over the next 10 years. As part of this strategy, the administration will focus on delivery tools for faster completion of transportation projects, including design-build contracting and public/private partnerships. The administration will also focus on improving and facilitating the movement of goods into ports and across the state, both to support growing industries, as well as to relieve congestion on freeways. We will provide more detail when these measures are introduced.

Governor Arnold Schwarzenegger has decided to withdraw his plan to eliminate 88 regulatory and policy-setting boards and commissions, citing that the proposal needs further review.

<u>ATTACHMENT B</u>

BILL: AB 267 (Daucher, R-Brea)

Introduced February 8, 2005

SUBJECT: Extends the period for which local or regional agencies may be

reimbursed for local funds expended on projects in the State

Transportation Improvement Program.

STATUS: Referred to Assembly Transportation Committee

SUMMARY AS OF FEBRUARY 18, 2005:

AB 267 would extend from 12 months to 36 months the period of time for which local and regional agencies may be reimbursed for local funds expended on projects programmed in the State Transportation Improvement Program (STIP) but have not yet received an allocation by the California Transportation Commission (CTC). This bill would also make this provision retroactive to include expenditures after July 1, 2004.

The Legislature has provided two methods by which to accelerate transportation project delivery. One method, enacted through AB 872 (1999), expedites delivery by minimizing cash flow related delays. Agencies may use local funds to proceed with STIP projects prior to the CTC's allocation of funds by up to 12 months. These projects are usually programmed in the STIP in the same fiscal year as the expenditures.

AB 3090 (1992) permits agencies to advance project delivery through the use of local funds by moving a project programmed in a future year to an earlier year. Generally, the projects are programmed in a later year of the STIP due to programming capacity constraints. Under this method, the agency will either program a replacement project or be reimbursed an equivalent cash amount in the year that the advanced project was originally programmed. However, due to the shortfalls in the State Highway Account, the CTC has requested that agencies program a replacement project in lieu of a cash reimbursement. Additionally, the CTC will only permit cash reimbursements for sources of funds that cannot be used on a future STIP project and requires that any cash reimbursement be "capacity neutral." "Capacity neutral" means that reimbursement must be scheduled at least one year, but preferably two years, later than the original project was scheduled.

Daunting fiscal challenges at the state level have resulted in serious transportation shortfalls. According to the CTC, approximately \$5.5 billion has been lost to transportation over the last three fiscal years due to loans, transfers, diversions, and lower than expected federal reimbursements. These shortfalls along with zealous revenue projections resulted in the projects programmed during the last three years of the 2002 STIP being re-spread over the five years of the 2004 STIP. The 2004 STIP did not add any new capacity for projects. Regional project programming capacity for fiscal year (FY) 2005 dropped from \$538 million in the 2002 STIP to \$110 million in the 2004 STIP. However, the programming targets in the 2002 and 2004 STIPs were optimistic and no regional allocations have been made for over two years and are not

expected to be made in FY 2005. Over \$1 billion State Highway Operation and Protection Program (SHOPP) and STIP projects will be carried over to future years.

EFFECTS ON ORANGE COUNTY:

This bill would allow the Orange County Transportation Authority (OCTA) to advance projects programmed in the STIP with much less risk than is now incurred during times when allocations are not being approved by the CTC. The CTC does not anticipate making any allocations to regional agencies this fiscal year. Programming capacity for this fiscal year included approximately \$1.8 billion for SHOPP projects and \$153 million for STIP projects. However, only \$900 million is available for allocation by the CTC. Most of these funds will be allocated towards SHOPP projects with a small amount for planning, programming, and monitoring activities and required allocation of federal funds for transportation enhancement projects.

Additionally, the retroactive clause in the bill may potentially assist the City of Placentia in reimbursement of local funds expended on the Melrose Avenue portion of the Orangethorpe Corridor rail grade separation project. Santa Cruz County Regional Transportation Commission has also expended local funds of \$158,000 expecting an allocation by the CTC and would likely be supportive of this legislation.

Although tools exist to ease project delivery, fiscal inconsistencies over the last four years have increased the need to amend existing legislation. To permit local agencies to proceed with projects programmed in the current year of the STIP, the reimbursement time needs to be extended to 36 months to get projects moving, put people to work, and minimize the risk to local agencies improving transportation infrastructure.

OCTA POSITION:

Staff recommends: SPONSOR

Introduced by Assembly Member Daucher

February 8, 2005

An act to amend Section 14529.17 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 267, as introduced, Daucher. Transportation projects.

Existing law authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Existing law requires these expenditures to be reimbursed by the state, under specified conditions. Existing law limits these provisions to projects advanced for expenditures by an eligible local or regional entity within the 12 months preceding the date the project would otherwise be allocated funding by the commission.

This bill would instead limit these provisions to projects advanced for expenditure by an eligible local or regional entity within the 36 months preceding the date the project would otherwise be allocated funding by the commission, and would make this provision retroactive to include expenditures after July 1, 2004.

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

AB 267 — 2 —

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

SECTION 1. Section 14529.17 of the Government Code is amended to read:

- 14529.17. (a) A regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program may expend its own funds for any component of a transportation project within its jurisdiction that is included in an adopted state transportation improvement program and for which the commission has not made an allocation.
- (b) The amount expended under subdivision (a) shall be reimbursed by the state, subject to annual appropriation by the Legislature, if all of the following conditions are met:
- (1) The commission makes an allocation for, and the department executes an agreement to transfer funds for, the project.
- (2) Expenditures made by the regional or local entity are eligible for reimbursement in accordance with state and federal laws and procedures. In the event expenditures made by the regional or local entity are determined to be ineligible, the state has no obligation to reimburse those expenditures.
- (3) The regional or local entity complies with all legal requirements for the project, including, but not limited to, authorization by the federal government, if required, Section 14520.3, and the requirements of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).
- (c) Upon the execution of an agreement with the department to transfer reimbursement funds for a project described in subdivision (a), the commission may delay reimbursement pursuant to this section only if programming or cash-management issues prevent immediate repayment.
- (d) This section shall be limited to projects advanced for expenditure by an eligible local or regional entity within the 12 36 months preceding the date the project would otherwise be allocated funding by the commission, and the amendment to this subdivision in the 2005-06 Regular Session shall be retroactive to include expenditures after July 1, 2004.

--3- AB 267

(e) Unless otherwise agreed in advance by the commission and the department, the funds appropriated for the purposes of reimbursement under this section shall be federal funds and state matching funds.

BILL: AB 462 (Tran, R-Costa Mesa)

Introduced February 15, 2005

SUBJECT: Authorizes the Department of Transportation to certify facilities located in

the state highway system rights-of-way in compliance with disability

accessibility standards.

STATUS: Pending Committee Assignment

SUMMARY AS OF FEBRUARY 17, 2005:

This bill would authorize the Department of Transportation (Caltrans) to certify facilities located in the state highway system rights-of-way in compliance with disability accessibility standards. It would codify a practice that had occurred for more than 30 years until January 1, 2005. As an urgency measure, this bill would take effect upon signature by the Governor.

In 1970, legislation was enacted requiring 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. This law also required the Department of General Services to issue written approval stating that plans and specifications of structures built with public funds complied with the disability accessibility standards. To ensure compliance with the law, Caltrans prepared designed standards for projects on the state highway system to comply with accessibility requirements as developed by the State Architect. Accessibility standards for transportation infrastructure projects within the state highway system rights-of-way were reviewed and approved by Caltrans.

In 1990, Congress enacted the Americans with Disabilities Act (ADA). In response to the ADA, the Federal Highway Administration prepared the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities. Caltrans incorporated these guidelines into its accessibility standards for compliance with the State Architect's requirements and the ADA. From enactment of disability accessibility standards by the state of California through July 2001, Caltrans approved and reviewed all infrastructure plans within the state highway system rights-of-way for accessibility compliance. In 2001, the Division of the State Architect (DSA) 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 DSA because the law did not authorize the delegation of a practice that has been occurring for over 30 years.

Design standards for transportation infrastructure projects must now be reviewed by both Caltrans and the DSA. The accessibility review by DSA can be done by the professional engineers at Caltrans within the normal scope of reviewing plans for compliance with other design standards. This additional review by the DSA not only

takes additional time, it also requires the payment of fees not previously incurred by Caltrans or local agencies for projects within the state highway system rights-of-way.

EFFECTS ON ORANGE COUNTY:

Because this additional review of plans just took effect less than two months ago, the precise impact of this duplicative process is unclear. Projects in Orange County currently in the design phase, including the I-5 Far North widening project and Garden Grove Freeway (State Route 22) widening project, will have elements that need to be reviewed and approved by the State Architect. According to the Caltrans Chief of Division of Design, new construction and alterations to the state highway system which impact pedestrian accessibility will need to be reviewed by the State Architect. Examples of plans that would need to be approved include cross walks, curb ramps, and pedestrian signals at on/off ramps from freeways; pedestrian facilities on overpasses that might be altered during construction; and new pedestrian only overpasses.

The DSA has four regional offices in the state that are responsible for reviewing and approving all accessibility designs for buildings, schools, colleges, and facilities constructed using state or local public funds. The San Diego Regional Office serves Imperial, Orange, Riverside, San Bernardino, and San Diego counties. The DSA charges a fee for the review based on the cost of the pedestrian facility. The fee charged is as follows:

First \$500,000 estimated construction cost Estimated cost between \$500,000 to \$2 million Over \$2 million

0.2 percent plus 0.1 percent plus 0.01 percent

As an example, the pedestrian facility being constructed on State Route 22 has an estimated construction cost of \$3.2 million. The filing fee to be charged by the DSA will be \$2,620. At this time, it is not known how long the review will take.

To eliminate this duplicative process, that will result in additional costs and uncertain time delays, Orange County Transportation Authority (OCTA) staff recommended that the Self-Help Counties Coalition, with members from all transportation agencies with a local sales tax measure, co-sponsor legislation with OCTA to delegate the authority to Caltrans to review and approve accessibility standards on projects within the state highway systems rights-of-way. As approved by the OCTA Board of Directors on January 24, 2005, OCTA staff took the lead to have the legislation introduced.

OCTA POSITION:

Staff recommends: CO-SPONSOR

Introduced by Assembly Member Tran

February 15, 2005

An act to amend Section 4454 of the Government Code, relating to disability access, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 462, as introduced, Tran. Disability access.

Existing law requires the Department of General Services, for the purpose of ensuring access and use by persons with disabilities, to issue a written approval before a contract may be awarded where state funds are used for specified buildings or facilities, or where funds of counties, municipalities, or other political subdivisions are utilized for the construction of specified educational buildings or facilities.

This bill would require the Department of Transportation to certify projects to ensure access and use by persons with disabilities for all facilities located within the state highway system rights of way.

The bill would declare that it is to take effect immediately as an urgency statute.

Vote: ²/₃. Appropriation: no. Fiscal committee: yes. Statemandated local program: no.

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

- 1 SECTION 1. Section 4454 of the Government Code is
- 2 amended to read:
- 3 4454. (a) Where Notwithstanding subdivision (b), where state
- 4 funds are utilized for any building or facility subject to this

AB 462 — 2 —

chapter, or where funds of counties, municipalities, or other political subdivisions are utilized for the construction of elementary school, secondary school, or community college buildings and facilities subject to this chapter, no contract shall be awarded until the Department of General Services has issued written approval stating that the plans and specifications comply with the intent of this chapter.

- (b) The Department of Transportation shall certify projects for compliance with the intent of this chapter for all facilities located within the state highway system rights of way.
- (c) In each case the application for approval shall be accompanied by the plans and full, complete, and accurate specifications, which shall comply in every respect with any and all requirements prescribed by the Department of General Services.
 - (e) The

(d) Except for facilities located within the state highway system rights of way, the application shall be accompanied by a filing fee in amounts as determined by the Department of General Services. All fees shall be deposited into the Access for Handicapped Account, which is hereby renamed the Disability Access Account as of July 1, 2001, and established in the General Fund. Notwithstanding Section 13340, the account is continuously appropriated for expenditures for the use of the Department of General Services, in carrying out the department's responsibilities under this chapter.

(d)

(e) The Department of General Services shall consult with the Department of Rehabilitation in identifying the requirements necessary to comply with this chapter.

(e)-

- (f) The Department of General Services, Division of the State Architect, shall include the cost of carrying out the responsibilities identified in this chapter as part of the plan review costs in determining fees.
- SEC. 2. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

-3**AB 462**

- In order for the provisions of this act to take effect as soon as possible, it is necessary that this act take effect immediately.

BILL: AB 1173 (Tran, R-Costa Mesa)

Introduced February 22, 2005

SUBJECT: Extends the initial operating segment of the California high-speed train to

the City of Anaheim.

STATUS: Pending committee assignment

SUMMARY AS OF FEBRUARY 22, 2005:

AB 1173 would extend to the City of Anaheim, the initial operating segment (IOS) for the California high-speed train that is proposed to extend from the San Francisco Transbay terminal to Union Station in Los Angeles. Funding for planning and construction of this project is dependent upon passage of the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century (Act), created with the approval of SB 1856 (Costa) in 2002. The Act, subject to voter approval, would provide \$9 billion for construction of the high-speed rail system and over \$900 million for feeder rail service. Although the Act was scheduled to be placed on the November 2004 ballot, the current state budget deficit forced the Legislature to endorse a bill postponing placement of the Act on the statewide ballot until November 2006.

The California High-Speed Rail Authority (CHSRA) was created by the state legislature in 1996 (Chapter 796 of the Statues of 1996; SB 1420 Kopp and Costa) to develop a plan for the construction, operation, and financing of a statewide, intercity high-speed passenger rail system. CHSRA consists of nine members, five appointed by the Governor, two by the Senate Rules Committee and two by the Speaker of the Assembly.

CHSRA was the successor agency to the Intercity High-Speed Rail Commission, which was established in 1993 to prepare a 20-year high-speed intercity ground transportation plan. The Commission submitted a report to the Legislature that found that intercity high-speed train network was technically, financially, and environmentally feasible for California. The CHSRA business plan, as submitted to the Legislature in 2000, envisioned a 700-mile-long high-speed train system capable of speeds in excess of 200 miles per hour on dedicated, fully grade separated tracks running from San Diego in the south to San Francisco, Oakland, and Sacramento in the north. The total cost for the system is estimated at \$38 billion, with an operational date of 2020.

EFFECTS ON ORANGE COUNTY:

System-wide, the Los Angeles (Union Station) to Anaheim segment is the most cost effective high-speed link in terms of the number of passenger boardings per mile, with a projected 8.4 million annual boardings in Anaheim. The mid-range projections for annual boardings at the Anaheim Regional Transportation Intermodal Center (ARTIC) would not only have one of the highest boarding rates but largest revenue-generating capacity in the entire CHSRA system. The segment between Los Angeles and

Anaheim would use the existing LOSSAN corridor and include a station in Norwalk. The length of the segment is 30.1 miles and would cost a projected \$1.2 billion. It is estimated that while this corridor extension would be 3 percent of the total system cost and 4 percent of total system miles, it would carry 12 percent of the total annual projected high-speed rail passengers.

It is also estimated that a high-speed rail extension to Anaheim would provide substantial congestion relief, improve safety, and produce beneficial air quality improvements for Orange County. Currently, the LOSSAN corridor rail tracks between Los Angeles and Orange County mutually accommodate freight service as well as Metrolink commuter rail service and Amtrak passenger service. Currently 45 freight trains and 50 passenger per day pass through this corridor, and the number is projected to increase to 193 by 2020. The increase in train volume means that rail crossing gates will be down for longer periods of time, further delaying Orange and Los Angeles counties' motorists at the rail crossings.

There are eight grade crossings in Los Angeles County and ten grade crossings in Orange County along this section of the LOSSAN corridor. During the last 20 years, 53 accidents have occurred, including 24 fatalities. An extension of high-speed rail to Anaheim would separate the rail cross traffic, adding additional track capacity, thereby providing dedicated tracks for freight and passenger trains; and allowing for efficient and effective movement of goods and individuals, while improving air quality, safety, and reducing congestion.

On August 17, 2004, the Orange County Transportation Authority (OCTA) Board of Directors submitted comments to the CHSRA on the Draft Program Environmental Impact Report/Environmental Impact Statement (PEIR/PEIS) for the proposed statewide high-speed train system (Exhibit 1).

In addition to expressing interest in extending the initial operating segment of the system from Union Station to Anaheim, the OCTA Board of Directors emphasized their strong desire to utilize the LOSSAN corridor from Los Angeles to San Diego, via Orange County, rather than the Union Pacific Corridor north of Santa Ana.

As directed by the Board through the adoption of the 2005 State Legislative Platform, OCTA requested Assembly Member Tran to introduce this bill on behalf of the City of Anaheim and OCTA.

OCTA POSITION:

Staff recommends: CO-SPONSOR



August 17, 2004

BOARD OF DIRECTORS

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CHIEF EXECUTIVE OFFICE

Arthur T. Leahy Chief Executive Officer Mr. Mehdi Morshed Executive Director California High-Speed Rail Authority 925 L Street, Suite 1425 Sacramento, CA 95814

Dear Mr. Morshed:

Thank you for the opportunity to offer the Orange County Transportation Authority's (OCTA) comments on the California High-Speed Rail Authority's (CHSRA) Draft Program Environmental Impact Report/Environmental Impact Statement (PEIR/PEIS) for the proposed statewide high-speed train system. Based on OCTA Board direction, below are OCTA's comments about the document and the future development of the high-speed train system:

- A. In general, OCTA is interested in seeing such a system, if implemented, serving Orange County, with the segment from Union Station to Anaheim on the Initial Operating Segment (IOS). We understand that modifications to the IOS may require legislative action. If so, OCTA will undertake such discussions with key legislators. Overall, OCTA is in support of the proposed California High-Speed Train system serving Orange County in the IOS. OCTA staff will continue to work with CHSRA staff regarding issues and plans as the project moves forward in the future.
- B. High-speed rail service from the Anaheim Regional Transportation Intermodal Center (ARTIC) north to Union Station (in Los Angeles), and beyond, should be one of the first segments of the system to be built. However, the goal of reaching the Irvine Transportation Center (ITC) is still supported by OCTA. Local officials have begun work on projects that would complement any high-speed rail (HSR) service (e.g., bus, arterial, freeway, parking, rail, and other facilities and services). Serving the ARTIC and other destinations in Orange County remains vital.
- C. OCTA is strongly in favor of using the Los Angeles to San Diego (LOSSAN) corridor for the HSR system. We do not favor the Union Pacific corridor north of Santa Ana.
- D. Building a trench through parts of Orange and Santa Ana will be very challenging and costly. Extending high-speed rail service south of Anaheim will likely present significant difficulties due to the horizontal curvature of the track, possible environmental justice issues, noise and vibration concerns, vertical clearance challenges, and other issues. Numerous cities south of Anaheim have documented their concerns for the trench option. We are concerned about how this proposal may affect existing and future rail capacity Orange County Transportation Authority

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Mr. Mehdi Morshed August 17, 2004 Page 2

in this corridor. OCTA is interested in having other alternatives (e.g., other alignments, tunnel, or others) developed for this segment so that OCTA and local officials can determine the best course of action. These alternatives should be developed to the same level of detail as the options contained in the PEIS/PEIR support documents. If the significant challenges south of Anaheim can be resolved to the satisfaction of affected agencies, we remain supportive of having high-speed electrified service extend to the ITC.

- E. OCTA has recently completed a detailed analysis of the rail capacity for passenger and freight needs from Fullerton north into Union Station along the LOSSAN corridor. The needs of Metrolink, Amtrak, and freight movements for the next 20 years (approximately) have been accounted for in this analysis. It appears that much of this corridor will require triple-tracking. As the background material for the DEIR/DEIS indicates, a fourth track would be required if HSR is added. The impacts on stations and land uses adjacent to the track are of concern.
- F. OCTA does not support double-tracking the system (whether high-speed, electrified, or not) in the south Orange County historical and coastal areas. We remain concerned about the final tunnel option near Interstate 5 near San Juan Capistrano, San Clemente, and Dana Point. We also want to bring the final facilities and operational options in coordination with our recently completed Commuter Rail Strategic Assessment.
- G. OCTA desires to work closely with CHSRA on the design of these features and operations as the project progresses.

Once again, thank you for the opportunity to comment on the Draft PEIR/PEIS for the statewide high-speed train system. If you have questions, please call Kia Mortazavi, Director of Strategic Planning at (714) 560-5741, or Richard Marcus, Manager of Long Range Strategies at (714) 560-5832.

Sincerely,

Arthur T. Leahy, Chief Executive Officer

ATL:rm

c: OCTA Board of Directors

Introduced by Assembly Member Tran

February 22, 2005

An act to amend Sections 2704.04 and 2704.09 of the Streets and Highways Code, and to amend Sections 1, 3, and 4 of Chapter 697 of the Statutes of 2002, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1173, as introduced, Tran. Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.

Existing law provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 7, 2006, general election. Subject to voter approval, the act would provide for the issuance of \$9.95 billion of general obligation bonds, \$9 billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of the High-Speed Rail Authority, and \$950 million of which would be available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines. Existing law specifies that the initial segment of the high-speed train system to be constructed is San Francisco to Los Angeles, and also specifies certain maximum express service travel times to be achieved for this and future corridors.

This bill would instead provide that Anaheim is to be the southern terminus of the initial segment of the high-speed train system. The bill would make other related changes.

AB 1173 — 2 —

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

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

- 1 SECTION 1. Section 2704.04 of the Streets and Highways 2 Code, as added by Section 2 of Chapter 697 of the Statutes of 2002, is amended to read:
- 4 2704.04. (a) It is the intent of the Legislature by enacting this 5 chapter and of the people of California by approving the bond measure pursuant to this chapter to initiate the construction of a high-speed train network consistent with the authority's Final 8 Business Plan of June 2000.
- (b) (1) Nine billion dollars (\$9,000,000,000) of the proceeds 9 10 of bonds authorized pursuant to this chapter, as well as federal funds and other revenues made available to the authority, to the 11 12 extent consistent with federal and other fund source conditions, 13 shall be used for planning and eligible capital costs, as defined in 14 subdivision (c), for the segment of the high-speed train system between San Francisco Transbay Terminal and Los Angeles 15 16 Union Station the Anaheim Regional Transportation Intermodal Center. Once construction of the San Francisco-Los Angeles San 17 18 Francisco-Anaheim segment is fully funded, all remaining funds 19 described in this subdivision shall be used for planning and 20 eligible capital costs, as defined in subdivision (c), for the 21 following additional high-speed train segments without
- preference to order: 23 (A) Oakland-San Jose.

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- 24 (B) Sacramento-Merced.
- 25 (C) Los Angeles-Inland Empire.
- 26 (D) Inland Empire-San Diego.
- 27 (E) Los Angeles-Irvine Anaheim-Irvine.
- 28 (2) Revenues generated by operations above and beyond 29 operating and maintenance costs shall be used to fund 30 construction of the high-speed train system.
- 31 (c) Capital costs eligible to be paid from proceeds of bonds 32 authorized for high-speed train purposes pursuant to this chapter 33 include all activities necessary for acquisition of right-of-way, construction of tracks, structures, power systems, and stations,

—3 — **AB 1173**

purchase of rolling stock and related equipment, and other related capital facilities and equipment.

- (d) Proceeds of bonds authorized pursuant to this chapter shall not be used for any operating or maintenance costs of trains or facilities.
- (e) The State Auditor shall perform periodic audits of the authority's use of proceeds of bonds authorized pursuant to this chapter for consistency with the requirements of this chapter.
- SEC. 2. Section 2704.09 of the Streets and Highways Code, as added by Section 2 of Chapter 697 of the Statutes of 2002, is amended to read:
- 2704.09. The high-speed train system to be constructed pursuant to this chapter shall have the following characteristics:
- (a) Electric trains that are capable of sustained maximum revenue operating speeds of no less than 200 miles per hour.
- (b) Maximum express service travel times for each corridor that shall not exceed the following:
- (1) San Francisco-Los Angeles Union Station—San Francisco-Anaheim: two hours, 42 minutes.
- 20 (2) Oakland-Los Angeles Union Station: two hours, 42 21 minutes.
 - (3) San Francisco-San Jose: 31 minutes.
 - (4) San Jose-Los Angeles: two hours, 14 minutes.
 - (5) San Diego-Los Angeles: one hour.

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- (6) Inland Empire-Los Angeles: 29 minutes.
 - (7) Sacramento-Los Angeles: two hours, 22 minutes.
- 27 (8) Sacramento-San Jose: one hour, 12 minutes.
 - The travel time in this subdivision may be appropriately adjusted by the authority to reflect the amendments to this section extending the southern terminal of the initial corridor from Los Angeles to Anaheim.
- (c) Achievable operating headway (time between successive 33 trains) shall be five minutes or less.
- (d) The total number of stations to be served by high-speed 34 trains for all of the segments described in subdivision (b) of 35 Section 2704.04 shall not exceed 24.
- (e) Trains shall have the capability to transition intermediate 37 stations, or to bypass those stations, at mainline operating speed. 38
- 39 (f) For each corridor described in subdivision (b), passengers shall have the capability of traveling from any station on that 40

AB 1173 — 4 —

corridor to any other station on that corridor without being required to change trains.

- (g) In order to reduce impacts on communities and the environment, the alignment for the high-speed train system shall follow existing transportation or utility corridors to the extent possible.
- (h) Stations shall be located in areas with good access to local mass transit or other modes of transportation.
- (i) The high-speed train system shall be planned and constructed in a manner that minimizes urban sprawl and impacts on the natural environment.
- (j) Preserving wildlife corridors and mitigating impacts to wildlife movement where feasible in order to limit the extent to which the system may present an additional barrier to wildlife's natural movement.
- SEC. 3. Section 1 of Chapter 697 of the Statutes of 2002, as amended by Section 1 of Chapter 71 of the Statutes of 2004, is amended to read:

Section 1. (a) In light of the events of September 11, 2001, it is very clear that a high-speed passenger train network as described in the High-Speed Rail Authority's Business Plan is essential for the transportation needs of the growing population and economic

24 activity of this state.25 (b) The initial high

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- (b) The initial high-speed train network linking San Francisco and the bay area Bay Area to Los Angeles Anaheim will serve as the backbone of what will become an extensive 700-mile system that will link all of the state's major population centers, including Sacramento, the bay area Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego, and address the needs of the state.
- (c) The high-speed passenger train bond funds are intended to encourage the federal government and the private sector to make a significant contribution toward the construction of the high-speed train network.
- 36 (d) The initial segments shall be built in a manner that yields 37 maximum benefit consistent with available revenues.
 - (e) After the initial investment from the state, operating revenues from the initial segments and funds from the federal government and the private sector will be used to pay for

5 AB 1173

expansion of the system. It is the intent of the Legislature that the entire high-speed train system shall be constructed as quickly as possible in order to maximize ridership and the mobility of Californians.

(f) At a minimum, the entire 700-mile system described in the High-Speed Rail Authority's Business Plan should be constructed and in revenue service by 2020.

[PU PU 02 CHP 697 PU RN0401912

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SEC. 4. Section 3 of Chapter 697 of the Statutes of 2002, as amended by Section 4 of Chapter 71 of the Statutes of 2004, is amended to read:

12 Sec. 3. Section 2 of Chapter 697 of the Statutes of 2002, as 13 amended by Sections 2 and 3 of Chapter 71 of the Statutes of 14 2004, and as further amended by Sections 1 and 2 of the act 15 amending this section in the 2003-04 2005-06 Regular Session, 16 shall take effect upon the adoption by the voters of the Safe, 17 Reliable High-Speed Passenger Train Bond Act for the 21st 18 Century, as set forth in Section 2 of Chapter 697 of the Statutes 19 of 2002, as amended by Sections 2 and 3 of Chapter 71 of the 20 Statutes of 2004, and as further amended by Sections 1 and 2 of 21 the act amending this section in the 2003-04 2005-06 Regular 22

[PU PU 02 CHP 697 PU RN0401912]

SEC. 5. Section 4 of Chapter 697 of the Statutes of 2002, as amended by Section 5 of Chapter 71 of the Statutes of 2004, is amended to read:

Sec. 4. (a) Section 2 of Chapter 697 of the Statutes of 2003, as amended by Sections 2 and 3 of *Chapter 71 of the Statutes of 2004, and as further amended by Sections 1 and 2 of* the act amending this section in the 2003-04 2005-06 Regular Session, shall be submitted to the voters at the November 7, 2006, general election in accordance with provisions of the Government Code and the Elections Code governing the submission of statewide measures to the voters.

35 (b) Notwithstanding any other provision of law, all ballots of 36 the November 7, 2006, general election shall have printed 37 thereon and in a square thereof, exclusively, the words "Safe, 38 Reliable High-Speed Passenger Train Bond Act for the 21st 39 Century" and in the same square under those words, the 40 following in 8-point type: "This act provides for the Safe, AB 1173 -6-

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Reliable High-Speed Passenger Train Bond Act for the 21st Century. For the purpose of reducing traffic on the state's highways and roadways, upgrading commuter transportation, improving people's ability to get safely from city to city, alleviating congestion at airports, reducing air pollution, and providing for California's growing population, shall the state build a high-speed train system and improve existing passenger 8 rail lines serving the state's major population centers by creating a rail trust fund that will issue bonds totaling \$9.95 billion, paid from existing state funds at an average cost of 10) per year over the 30-year life of the bonds, with all 11 12 expenditures subject to an independent audit?" The blank space in the question to appear on the ballot pursuant to this 13 14 subdivision shall be filled in by the Attorney General with the 15 appropriate figure provided by the Legislative Analyst relative to the annual average cost of the bonds. Opposite the square, there 16 17 shall be left spaces in which the voters may place a cross in the 18 manner required by law to indicate whether they vote for or 19 against the measure. 20

- (c) Notwithstanding Sections 13247 and 13281 of the Elections Code, the language in subdivision (b) shall be the only language included in the ballot label for the condensed statement of the ballot title, and the Attorney General shall not supplement, subtract from, or revise that language, except that the Attorney General may include the financial impact summary prepared pursuant to Section 9087 of the Elections Code and Section 88003 of the Government Code. The ballot label is the condensed statement of the ballot title and the financial impact summary.
- (d) Where the voting in the election is done by means of voting machines used pursuant to law in the manner that carries out the intent of this section, the use of the voting machines and the expression of the voters' choice by means thereof are in compliance with this section.
- [PU PU 02 CHP 697 PU RN0401912]

SUMMARY OF ORANGE COUNTY TRANSPORTATION AUTHORITY PROJECTS Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21)

	Federal Funds Plan Consistency		istency	Target	Current	
Description		Requested	OCTA LRTP In RTP Opening Date		Status	
Section 5309 New Starts						
CenterLine Light Rail & Extensions	\$	482,800,000	X	Х	2011	Preliminary Engineering
Section 5309 Bus and Bus Facilities						
Bus Rapid Transit - Initial Capital	\$	54,120,000	X	X	2004-2012	Planning
Intercounty Express Bus	\$	18,240,000	X	X	2003-2007	Service Planning
Transit Operations/Maintenance Base	\$	57,600,000	Х	Х	2009	Planning
Santa Ana Transit Terminal	\$	600,000	X	X	TBD*	Planning
Fare Collection System	\$	8,000,000	X	X	2006	Planning
Kiosks, Vehicle, Cameras on Buses	\$	2,960,000	Х	Х	2004	Planning
Security Cameras at Transit Centers	\$	1,240,000	X	X	TBD*	Planning
Security for Rail Crossings/Bridges	\$	4,800,000	Х	Х	TBD*	Planning
Total	\$	147,560,000	-			
High Priority Highway Projects						
Bristol Street Multi-Modal Corridor	\$	107,121,000	Х	Х	2007	Preliminary Engineering
State Route 91 Widening	\$	221,325,000	X	nominated	2010	Preliminary Planning
SR-91 Chokepoint Projects at]			
Orange/Riverside County Line	\$	40,700,000	Х	X	2007-2010	PSR Complete
Grade Separations-Orange/Olive						
Corridor	\$	146,400,000	X	X	TBD*	Preliminary Planning
SR-22/I-405 HOV Direct Connector	\$	66,400,000	X	X	TBD*	Environmental
I-5/Ortega Highway Interchange	\$	44,265,000	Х	Х	2010	PSR 65% complete
I-5 South HOV Lane Phase I	\$	62,000,000	X	X	TBD*	Preliminary Planning
I-5 and SR-55 Chokepoint	\$	53,000,000	X	nominated	TBD*	Preliminary Planning
I-405 Widening & Improvements	\$	181,500,000	Х	nominated	TBD*	Preliminary Planning
Total	\$	922,711,000				
Goods Movement Projects						
City of Placentia On Trac **	\$	177,060,000	X	X	TBD*	Environmental
State Route 57 Truck Climbing Lane	\$	58,400,000	Х	X	2010	PSR Complete
Grade Separations-Orangethorpe						
Corridor	\$	70,800,000	X	X	TBD*	Preliminary Planning
State Route 91 Truck Storage Lane	\$	7,082,000	X	Х	2007	Preliminary Planning
Total	\$	313,342,000				
Intelligent Transportation System						
State College Boulevard - Capital	\$	2,688,000		Х	TBD*	Identify Funding
Beach Boulevard - Capital	\$	2,320,000		Х	TBD*	Identify Funding
Tota	\$	5,008,000			•	•
			 =			

^{*}TBD - Year of opening or implementation contingent upon appropriation

Grand Total \$ 1,871,421,000

LRTP - Long Range Transportation Plan

^{**} City of Placentia responsible for directly seeking appropriations.

List of Orange County Transportation Reauthorization Projects in House Version of Bill – 108th Congress

li di	n Millions
Replace SR-22 Interchanges and Bridges, Garden Grove	7.3
Cabot-Camino Capistrano Bridge	0.838
Construction Grade Separation at State College Blvd. Fullerton/Anaheim	2_
Harbor Blvd. ITS, widen intersections and add lanes, Garden Grove/Anaheim	1.2
Widen Harbor Blvd. to 8 lanes in Anaheim Resort Area	1
PE and EIS for Mag-Lev connecting LA with OC	0.3
I-5 CIP adds general purpose & HOV lanes & corridor arterial improvements From SR-91 to I-710	5.65
Mitigate current and future congestion on Harbor Blvd. between I-405 and Sunflower Ave.	3
Soundwall on Esperanza Rd. in Yorba Linda	2
Study to evaluate traffic implications of re-alignment of Nutwood Ave., Fullerton	0.5
Implement CMAQ Improvement Project, Orange County	1
Multi-year integrated project to develop regional transportation plan for next 20 years for Riverside and Orange Counties	3.52
Rancho Santa Margarita Street Improvement	0.125
Construct nine rail-highway grade separations along Alameda Corridor East through Fullerton, Placentia & Anaheim	14
Development Study of the Riverside-Orange Corridor through the CETAP Process	14
The Foothill South Project will construct 16 miles of six-lane limited access highway *I-405 Widening	6.7
TOTAL	73.133

^{*}OCTA requested project

Reauthorization of the Transportation Equity Act for the 21st Century - 109th Congress Summary of Orange County Transportation Authority Projects

	Federal Funds	
Description	Requested	Congressional Sponsor
Section 5309 New Starts	,	
Orange County Rapid Transit	\$ -	Rep. Sanchez, D-47
Section 5309 Bus and Bus Facilities		
Bus Rapid Transit - Initial Capital	\$ 54,120,000	All, Except Rep. Calvert
Intercounty Express Bus	\$ 17,159,000	Rep. Miller, D-42
Transit Operations/Maintenance Base	\$ 57,600,000	Rep. Cox, D-48
Santa Ana Transit Terminal	\$ 1,120,000	Rep. Sanchez, D-47
Kiosks, Vehicle, Cameras on Buses	\$ 8,000,000	Rep. Cox, D-48
Security Cameras at Transit Centers	\$ 1,240,000	Rep. Sanchez, D-47
Security for Rail Crossings/Bridges	\$ 5,290,000	All
Total	\$ 144,529,000	
High Priority Highway Projects		
Bristol Street Multi-Modal Corridor	\$ 107,121,000	Rep. Sanchez, D-47
State Route 91 Widening	\$ 221,325,000	Rep. Miller, D-42
SR-91 Chokepoint Projects at		
Orange/Riverside County Line	\$ 30,960,000	Rep. Miller, D-42
Grade Separations-Orange/Olive		
Corridor	\$ 146,400,000	Rep. Sanchez, D-47
SR-22/I-405 HOV Direct Connector	\$ 66,400,000	Rep. Rohrabacher, D-46
I-5/Ortega Highway Interchange	\$ 43,465,000	Rep. Cox, D-48
I-5 South HOV Lane Phase I	\$ 61,500,000	Rep. Calvert, D-44
I-5 and SR-55 Chokepoint	\$ 53,000,000	Rep. Cox, D-48
I-405 Widening & Improvements	\$ 180,000,000	Rep. Rohrabacher, D-46
I-405 North Improvements Project	\$ 382,400,000	Rep. Rohrabacher, D-46
Total	\$1,292,571,000	
Goods Movement Projects	A 477 000 000	
OnTrac**	\$ 177,060,000	
State Route 57 Truck Climbing Lane	\$ 58,400,000	Rep. Miller, D-42
Grade Separations-Orangethorpe Corridor	\$ 70,800,000	Rep. Royce, D-40
State Route 91 Truck Storage Lane	\$ 7,082,000	Rep. Miller, D-42
Total	\$ 136,282,000	Nep. Willer, D-42
Intelligent Transportation System	φ 130,202,000	
State College Boulevard - Capital	\$ 2,688,000	Rep. Sanchez, D-47
Beach Boulevard - Capital	\$ 2,720,000	Rep. Royce, D-40
Total	\$ 5,408,000	Rep. Royce, D-40
เบเสเ	Φ 3,400,000	

Grand Total \$1,578,790,000

^{**}City of Placentia responsible for directly seeking appropriations.

^{**}Amount requested not reflected in Goods Movement Projects Total & Grand Total.





BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To:

Members of the Board of Directors

WK

From:

Wendy Knowles, Clerk of the Board

Subject

Corridor Studies Update

Regional Planning and Highways Committee

March 7, 2005

Present:

Directors Cavecche, Rosen, Brown, Green, Monahan, Pringle, and

Ritschel

Absent:

Directors Norby and Dixon

Committee Vote

This item was passed by all Committee Members present.

Director Pringle was not present to vote on this item.

Committee Recommendation

Receive and file as an information item.

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March 7, 2005

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Corridor Studies Update

Overview

Several corridor studies are currently under way to address current and future transportation issues in various parts of Orange County. A status report on these efforts is provided for Board review.

Recommendation

Receive and file as an information item.

Background

In December 2002, the Board adopted Directions 2030, the 2002 version of Orange County's Long-Range Transportation Plan. As part of this adoption, the Board also approved a short-term action plan that called for corridor studies to be conducted through 2006.

The studies will evaluate options for improving travel: a) between Orange and Riverside Counties, including the study of the Riverside Freeway (State Route 91) capacity and a new corridor; b) along the San Diego Freeway (Interstate 405) corridor north of the Costa Mesa Freeway (State Route 55), and; c) in a north-south direction in the central part of the county, including study of extending the Orange Freeway (State Route 57) to the south. Through a subsequent Board action, a study of southern Orange County was added to the corridor studies program. A status report on each of these efforts is presented below.

Discussion

The Orange County Transportation Authority's corridor studies program is consistent with the federal and regional Major Investment Study (MIS) process. A MIS is an integrated process for making transportation planning decisions by

evaluating many different options with proactive public involvement. A MIS culminates in a strategy for implementation of multimodal transportation improvements. A corridor or area improvement plan is the result of each approved study, and an environmental document is the next step in the project development process.

The general process for a MIS involves five major tasks and typically takes about 18 months. The five major tasks include: 1) mobility problem definition and purpose and need statement; 2) conceptual alternatives; 3) reduced set of alternatives; 4) conceptual engineering and environmental analysis; and 5) Locally Preferred Strategy. A flow chart describing the general process is provided in Attachment A.

The table below summarizes the status of each study in relation to the major tasks above, and (Attachment B) provides further detail on each study. The naming convention for each of the studies follows either the freeway under review or the general study area. Future dates are shown for upcoming study phases as well.

Corridor Study	Mobility Problem/ Purpose and Need	Conceptual Alternatives	Reduced Set of Alternatives	Engineering/ Enviromental Analysis	Locally Preferred Strategy
San Diego Freeway MIS	Mar-04 ✓	Jun-04 ✔	Nov-04 ✓	Feb-05	Apr-05 O
Riverside County/Orange County MIS	Nov-04 ✔	Apr-05 O	Jun-05 ○	Sep-05	Dec-05 ○
Central Central Corridor Study (2 phases)	Nov-04 ✓	Mar-05 O	Nov-05 O	Feb-06	Jun-06 ○
South OC Transportation Study	Fall 2005 O	Winter 2006 O	Spring 2006 O	Summer 2006	Fall 2006 O

Board approved action

Summary

To date, the Board has taken five actions related to the Interstate 405 MIS and the Central County Corridor Study. Upcoming Board actions are expected on the Central County Corridor Study, Orange County/Riverside County MIS, and the San Diego Freeway MIS.

O Future anticipated Board action

Attachments

- Typical Major Investment Study Tasks & Schedule A.
- Study Fact Sheets B.

Prepared by:

Section Manager II Strategic Planning

(714) 560-5742

Approved by:

Paul C. Taylor, P.E.

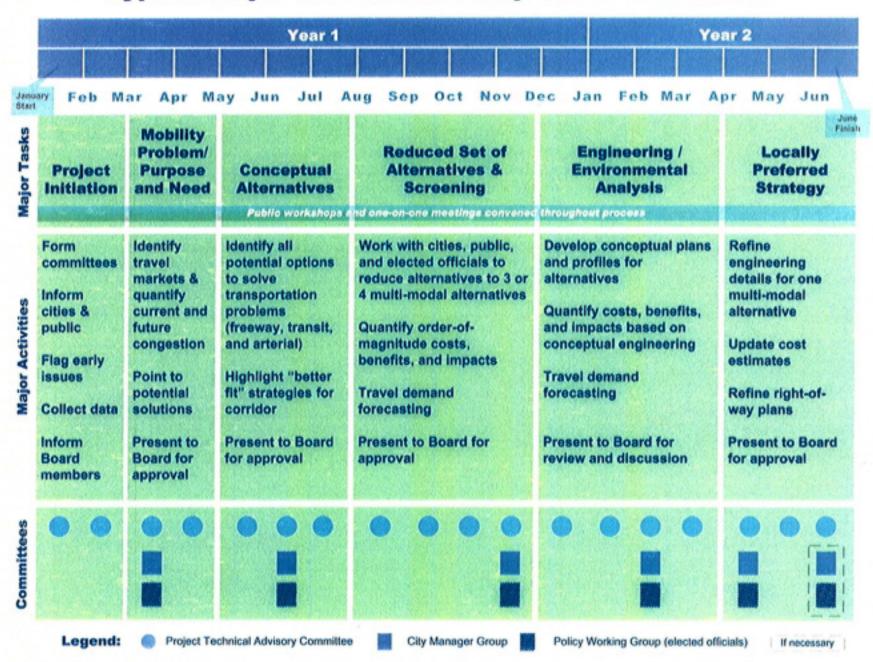
Executive Director,

Planning, Development and

Commuter Services

(714) 560-5431

Typical Major Investment Study Tasks & Schedule



Interstate 405 Major Investment Study

Project Description

Interstate 405 (I-405) is one of the most congested freeways in Orange County. Average speeds drop to 14 mph in the morning rush hour, and I-405 motorists experience about 45 minutes of morning delay between State Route 73 and Interstate 605. OCTA is currently working with Caltrans and Orange County cities on the I-405 Major Investment Study. The 13.5-mile corridor study combines technical work and public outreach efforts into a comprehensive process to develop a program of projects for the I-405 corridor. An elected officials committee provides early policy direction on local issues at key milestones. The project will conclude by April 2005 with a preferred program of projects for the I-405 corridor. The project budget is \$1.1 million.

Current Status

Completed phases include Mobility Problem/Purpose and Need Statement, development of Conceptual Alternatives, and Reduced Set of Alternatives. The technical consulting team is currently preparing a detailed analysis of three "build" options for the I-405 corridor. A recommendation for a Locally Preferred Strategy will emerge by April 2005.

Upcoming Policy Decisions

Schedule

Study Limits and Existing Capacity



Riverside County/Orange County Major Investment Study

Project Description

This corridor study will develop a recommended strategy to address current and future travel demand between Orange and Riverside Counties. An elected officials committee provides policy direction at key milestones. The project will conclude by late 2005 with a preferred program of projects for mobility improvements between the two counties. The project budget is \$3.3 million with OCTA and the Riverside County Transportation Commission funding most of the project budget. The Foothill/Eastern Transportation Corridor Agency is also contributing funds to the project.

Current Status

Completed phases include Mobility Problem/Purpose and Need Statement. The consulting team is currently preparing conceptual alternatives to address the current and future mobility problem.

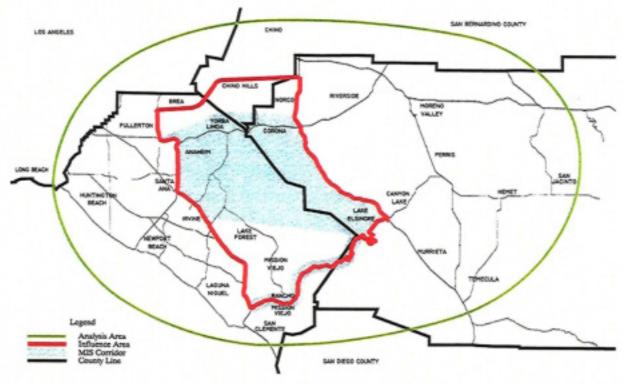
Upcoming Policy Decisions

February-April 2005	Conceptual Alternatives
April-June 2005	Reduced Set of Alternatives (Screening)
	Engineering/Environmental Analysis
	Draft Locally Preferred Strategy
	Recommended Locally Preferred Strategy

Schedule

July 2004	Project	Start
December 2005	Project	End

Study Area



Central County Corridor Study

Project Description

The Central County Corridor Study (C3 Study) will develop options to address growing mobility problems in central Orange County. The C3 Study will include an evaluation of the proposed extension of State Route 57 (SR-57) from the Garden Grove Freeway (State Route 22), SR-57, and Interstate 5 (I-5) interchange ("Orange Crush") to Interstate 405 (I-405). The "SR-57 Extension" is an important part of the planned freeway system, as it would potentially alleviate congestion along I-5 and on the Costa Mesa Freeway (State Route 55) between the I-5 and I-405. The study will also develop options to the SR-57 Extension including potential arterial, adjacent freeway, and public transportation improvements. A future phase of work (Phase II; not yet contracted) will reduce the alternatives in number and address engineering and environmental issues.

Current Status

Completed phases include Mobility Problem/Purpose and Need Statement. The technical consulting team is currently preparing conceptual alternatives intended to address the current and future mobility problem.

Upcoming Policy Decisions

Schedule (Phase I)

September 2004	Project	Start			
March 2005	Project	End	(subject	to Policy	Committee direction)

Schedule (Phase II)

July 2005	Project	Start
June 2006	Project	End

Study Limits

The study limits for potential "build" alternatives are Ball Road to the north, Pacific Coast Highway to the south, State Route 55 to the east, and Beach Boulevard to the west.

South Orange County Long-Range Transportation Study

Project Description

Southern Orange County's arterial, freeway, and transit systems are undergoing rapid change due to new development and changing demographics. The Board has requested staff start development of a southern Orange County long-range transportation study to address current and future mobility issues. The South Orange County Long-Range Transportation Study will develop multimodal transportation solutions for southern Orange County residents and workers.

Current Status

OCTA is working with the cities and Caltrans to finalize the scope of work for this consultantassisted study. The consultant work is expected to start by July 2005.

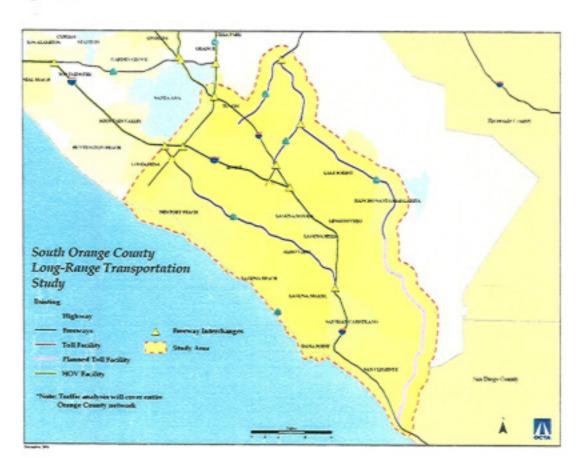
Upcoming Policy Becisions

October/November 2005 Major Current and Future Transportation Issues
January/February 2006 Potential Mobility Solutions (Conceptual Alternatives)
November/December 2006 Recommended Program of Projects

Schedule

July 2005	Project	Start
December 2006	Project	End

Study Limits



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BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

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From: Wendy Knowles, Clerk of the Board

Subject Amendment to Professional Services Agreement for the San Diego

Freeway (Interstate 5) at Oso Parkway

Regional Planning and Highways Committee

March 7, 2005

Present: Directors Cavecche, Rosen, Brown, Green, Monahan, Pringle, and

Ritschel

Absent: Directors Norby and Dixon

Committee Vote

This item was passed by all Committee Members present.

Director Pringle was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Professional Services Agreement C-2-1227 between the Orange County Transportation Authority and CH2M Hill, to increase the contract amount by \$63,809, for a total not-to-exceed contract amount of \$452,567, to include the completed noise study and recommendation of three soundwalls for the Interstate 5 (I-5) at Oso Parkway chokepoint project.



March 7, 2005

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Amendment to Professional Services Agreement for the

San Diego Freeway (Interstate 5) at Oso Parkway

Overview

The Orange County Transportation Authority is preparing the environmental document to improve the operation of the San Diego Freeway (Interstate 5) at the Oso Parkway interchange. Work on the chokepoint project is being done by the consulting firm CH2M Hill, in coordination with the California Department of Transportation. Additional work is needed to complete the last phase of the environmental process. A request to augment the contract amount to perform this work is presented.

Recommendations

Authorize the Chief Executive Officer to execute Amendment No. 4 to Professional Services Agreement C-2-1227 between the Orange County Transportation Authority and CH2M Hill, to increase the contract amount by \$63,809, for a total not-to-exceed contract amount of \$452,567, to include the completed noise study and recommendation of three soundwalls for the Interstate 5 (I-5) at Oso Parkway chokepoint project.

Background

Over the past three years, the Orange County Transportation Authority (OCTA) has worked with the California Department of Transportation (Caltrans) to identify and fix chokepoint areas along the County's freeway system.

On March 11, 2002, the OCTA Board of Directors approved the allocation of State Transportation Improvement Program funds to initiate Project Report/Environmental Document (PR/ED) for the preliminary engineering, environmental assessment, and design of five chokepoint projects. OCTA is

the lead for three of these projects, including Interstate 5 (I-5) at Culver Drive, Camino Capistrano, and Oso Parkway. On June 30, 2003, the Professional Services Agreement C-2-1227 (Agreement) with CH2M Hill was finalized.

Discussion

Work on the PR/ED phase is nearing completion for the I-5 at Oso Parkway chokepoint project. The project proposes operational and safety improvements to relieve congestion at this critical freeway interchange. The improvements being developed in the PR/ED include:

- Adding a southbound auxiliary lane in advance of the southbound off-ramp;
- Widening the southbound and northbound off-ramp, approaches, and intersections;
- Operational enhancement to the southbound off-ramp and Southern California Regional Rail Authority (SCRRA) overhead railroad structure;
- Sight-distance improvements along the northbound I-5 ramps

Highway with Caltrans Federal discussions and On-going Administration (FHWA) on the development of the Project Report (PR) identified the need for a traffic noise study and topographic survey as part of the environmental documentation. On June 28, 2004, the OCTA Board of Directors approved Amendment No. 1 for CH2M Hill to proceed with the The noise study was completed in preparation of the noise study. October 2004 and has resulted in the recommendation of three soundwalls, east of the I-5, along the property lines from Mission Viejo High School in the north, to the golf course (Mission Viejo Country Club) in the south. As a result of the recommendation, the impacted property owners need to be contacted through a public meeting process to solicit their input on the need, location, type, and height for these walls. In addition, the Preliminary Environmental Study (PES) dated May 2004 needs to be updated to reflect the results of the public meeting and inclusion of these walls. Moreover, the Initial Site Assessment (ISA) Report, the PR and pertinent plans and cost estimates also needs to be updated. The additional cost to update and complete the PR/ED is \$63,809.

The alternative to this amendment is to defer the chokepoint project. However, the updated PR and inclusion of the noise study and its recommendation is needed to obtain environmental clearance and to acquire the state and federal approvals needed to advance the project to the design phase.

The procurement was originally handled in accordance with OCTA's procedures for architectural and engineering services. The original Agreement was awarded on a competitive basis in the amount of \$303,758. This Agreement has been amended previously (see Attachment A). After approval of Amendment No. 4 for the amount of \$63,809 to finalize the PR/ED, the total contract amount will be \$452,567.

Fiscal Impact

The work described in Amendment No. 1 to Agreement C-2-1227 was approved in OCTA's fiscal year 2002-03 Strategic Planning Division/Planning and Programming Budget, account 136-7519-A4501-67L, and funded through the State Transportation Improvement Program funds. State funds are currently not available, therefore, staff recommends the use of OCTA project development funds included in the 2004-05 budget for Amendment No. 4.

Summary

Additional technical work is needed to finalize the environmental document for the I-5 at Oso Parkway chokepoint project. The work entails including the recommendation of three soundwalls in the final PR/ED. To accomplish this, staff is requesting approval of Amendment No. 4 to Agreement C-2-1227 with CH2M Hill, in the amount of \$63,809, for a total contract not-to-exceed amount of \$452,567.

Attachment

A. San Diego Freeway (Interstate 5) at Oso Parkway Interchange Fact Sheet CH2M Hill Professional Services Agreement C-2-1227

Prepared by:

Mary Toutounchi Section Manager II (714) 560-5874 Approved by:

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

San Diego Freeway (Interstate 5) at Oso Parkway Interchange Fact Sheet CH2M Hill Professional Services Agreement C-2-1227

- 1. May 29, 2003, Agreement C-2-1227, in the amount of \$303,758, approved by Board of Directors to prepare Project Report/Environmental Documents for the Interstate 5 at Oso Parkway chokepoint project.
- 2. June 28, 2004, Amendment No. 1 to Agreement C-2-1227, in the amount of \$85,000, approved by the Board of Directors to prepare a topographic survey and traffic noise study for the Interstate 5 at Oso Parkway chokepoint project.
- 3. June 30, 2004, Amendment No. 2 to Agreement C-2-1227 to correct funding for Task 4 with no increase to the maximum cumulative payment obligation.
- 4. December 6, 2004, Amendment No. 3 to Agreement C-2-1227 to extend terms of agreement for an additional six (6) months to June 30, 2005 for the completion of project report and environmental document at no increase in the maximum cumulative payment obligation.
- 5. March 14, 2005, Amendment No. 4 to Agreement C-2-1227, in the amount of \$63,809, to update Project Report and Environmental Document for the Interstate 5 at Oso Parkway chokepoint project, is pending approval by the Board of Directors.

Total committed to CH2M Hill Agreement C-2-1227: \$452,567.

6.





BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

NK

From: Wendy Knowles, Clerk of the Board

Subject Foothill Transportation Corridor-South Status Report

Regional Planning and Highways Committee

March 7, 2005

Present: Directors Cavecche, Rosen, Brown, Green, Monahan, Pringle, and

Ritschel

Absent: Directors Norby and Dixon

Committee Vote

This item was passed by all Committee Members present.

Director Pringle was not present to vote on this item.

Committee Recommendation

Receive and file as an information item.



March 7, 2005

To:

Regional Planning and Highways Committee

From:

Arthur T. Leahy, Chief Executive Officer

Subject:

Foothill Transportation Corridor-South Status Report

Overview

In 2004, the Foothill/Eastern Transportation Corridor Agency released the draft Environmental Impact Statement and Subsequent Environmental Impact Report for the Foothill Transportation Corridor-South project. The agency is currently responding to public comments. A status report on this project and the Orange County Transportation Agency's involvement is presented below for the Board's information.

Recommendation

Receive and file as an information item.

Background

The Foothill Transportation Corridor-South Toll Road Extension (Foothill-South) is the proposed southern extension of the Foothill Transportation Corridor (State Route 241) Toll Road from its current terminus at Oso Parkway to the San Diego Freeway (Interstate 5) near the Orange County/San Diego County border. The planning for this corridor dates back 20 years, and the subject extension is the final segment of the public toll road system operated by the Transportation Corridor Agencies (TCA).

The State Route 241 (SR-241) was added to Orange County's Master Plan of Arterial Highways in 1981. In 1986, the Foothill/Eastern joint powers government agencies was formed and with the County of Orange completed a study called the "Foothill Transportation Corridor Alternatives Alignment Analysis" which identified four alternatives. In 1987, a new state law permitted the TCA to build the identified corridors as toll facilities, provided that the tolls would only be collected until the bond debt was repaid. In 1991, a preferred alignment was chosen by the TCA for the SR-241 extension. In 1994, a

change in the federal environmental regulations required that the TCA begin a new federal review process. In 1999, work began on the new Foothill-South draft Environmental Impact Statement (EIS) and Subsequent Environmental Impact Report (SEIR).

Discussion

The Foothill-South project is currently in the process of responding to comments on the draft EIS/SEIR, which was released for circulation in May 2004. There are ten project alternatives in the draft EIS/SEIR. Orange County Transportation Authority (OCTA) staff attended the Foothill-South public hearing and provided testimony on the corridor being important to transportation in south Orange County. OCTA did not comment on a specific project alternative at this hearing.

During the first half of 2005, the final EIS/SEIR is planned for release and the Foothill/Eastern Board of Directors is scheduled to make a decision on the locally-preferred route. The TCA will be looking to the Federal Highway Administration (FHWA) to approve the final EIS/SEIR and issue a Record of Decision (ROD) on the preferred alternative in the second half of 2005. To assist with FHWA action on the Foothill-South draft EIS/SEIR, OCTA submitted a letter in support of the proposed project to the TCA on February 4, 2005, (Attachment A).

OCTA has historically supported the increase in transportation capacity provided by Foothill-South, while remaining neutral on specific alignment alternatives. The Foothill-South is included in the Baseline Improvements for OCTA's 2002 Long-Range Transportation Plan. In addition, Foothill-South is included in the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). SCAG has also designated the Foothill-South project a Transportation Control Measure for air quality attainment.

Summary

The Foothill-South project is currently in the process of responding to comments on the draft EIS/SEIR that was released for circulation in May 2004. OCTA has historically supported the increase in transportation capacity provided by Foothill-South. To assist with FHWA action on the Foothill-South draft EIS/SEIR, OCTA has submitted a letter to the TCA in support of the Foothill-South project.

Attachment

A. Letter to Mr. William Woollett, Interim CEO, Transportation Corridor Agencies

Prepared by:

Approved by:

Wendy L. Garcia Transportation Analyst (714) 560-5738 Paul C. Taylor, P.E. Executive Director Planning, Development and Commuter Services (714) 560-5431



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CHIEF EXECUTIVE OFFICE

Arthur T. Leahy Chief Executive Officer February 4, 2005

Mr. William Woollett
Interim Chief Executive Officer
Transportation Corridor Agencies
125 Pacifica, Suite 100
Irvine. CA 92618-3304

Dear Mr. Woollett:

As you know, the Orange County Transportation Authority (OCTA) has supported the implementation of the Transportation Corridor Agencies' (TCA's) projects since the inception of the organization in the late 1980s. The new transportation capacity provided by the Foothill/Eastern Toll Roads (State Route 241, State Route 261, State Route 133) and the San Joaquin Hills Toll Road (State Route 73) has helped balance Orange County's transportation system and kept much of Orange County moving during a period of declining state and federal transportation funding.

The last major piece of the TCA's system includes the proposed southern extension of the SR-241 Toll Road to the San Diego Freeway (Interstate 5). This project has been the subject of major planning efforts for more than 20 years. As your organization considers a Locally Preferred Alternative for the various alignments currently under study, OCTA is writing to express support for the transportation capacity provided by the SR-241 extension. The project is necessary for I-5 traffic relief as well as providing new transportation routes for southern Orange County.

OCTA understands several of the current alignments under consideration may have community and environmental impacts that your organization will continue to address as the project development process proceeds. However, sustaining Orange County's continued transportation demand necessitates that you and the involved agencies find ways to overcome these challenges.

OCTA looks forward to working with you on issues of mutual interest to our agencies and Orange County. Please call me at 714/560-5584 if you have any questions or comments.

Sincerely,

Chief Executive Officer



March 14, 2005

To: Members of the Board of Directors

From: Arthur T. Leahy, Chief Executive Officer

Subject: Approach to Consensus on Rapid Transit Options

Overview

At its March 7, 2005, meeting, the Executive Committee considered different approaches to reaching a consensus of the Board of Directors on rapid transit options. The Committee asked staff to capture the discussion in a recommendation to the Board.

Recommendation

Approve a process for consideration of rapid transit options that involves one workshop each with the Transit Planning and Operations Committee, the Executive Committee, and the Board of Directors.

Background

On February 14, 2005, the Board of Directors approved the following motion regarding rapid transit:

- A. Authorize the Chief Executive Officer to develop a process for further study of rapid transit options selected by the Board, including discussions with the Citizens Oversight Committee for use of Measure M Transit funds for bus rapid transit and/or other selected options, and return with recommendations of resources required.
- B. Authorize the Chief Executive Officer to explore conversion of the current light rail transit project to another mode, including a bus rapid transit project beginning on the Bristol Street portion of the current light rail project and return with recommendations of resources required, including amending current consultant contracts for project management, preliminary engineering, and environmental impact documentation.

C. Authorize the Chief Executive Officer to develop a process for the Board of Directors to revisit and revise the rapid transit master plan in concert with recently-begun efforts to revise the Orange County Transportation Authority's Long Range Transportation Plan.

The process for Part C of the motion has begun as part of the revision of the Long Range Transportation Plan. The process for Parts A and B is the subject of this report.

Discussion

At its meeting of March 7, 2005, the Executive Committee discussed these approaches to consensus on rapid transit options called for in Parts A and B of the Board's February 14, 2005, motion:

- 1. Blue-ribbon panel
- 2. Board committee process
- 3. Streamlined Board process

The Committee concluded that approach 1, a blue-ribbon panel, was not necessary for reaching a consensus. Staff was asked to combine approaches 2 and 3 for presentation to the Board for approval.

Approach 2, a Board committee process, would involve staff providing information on rapid transit options in a series of three work sessions with Board committees during April and May plus a workshop with the full Board in late May or early June. The Board workshop could lead to a consensus recommendation for consideration by the Board by the end of June.

Approach 3, a streamlined Board process, would involve staff providing an inventory of rapid transit options at a Board workshop in April and returning for a second Board workshop in late May. The final Board workshop could lead to a consensus recommendation for consideration by the Board by the end of June.

Based on input from Executive Committee to combine approaches 2 and 3 staff proposes this schedule:

• In mid April, a workshop with the Transit Planning and Operations Committee to review the inventory of rapid transit options

- In mid May, a workshop with the Executive Committee to screen the rapid transit options
- In late May or early June, a workshop with the Board of Directors to frame a consensus recommendation.

At the first workshop in mid April, staff would present a complete inventory of potential rapid transit options for comparison with the current light rail project. These can be summarized into three categories: Bus Rapid Transit (BRT), a Menu of Transit Projects, and No Rapid Transit (Streets and Roads only). Examples from a preliminary list of projects are outlined below.

Within the BRT category, examples are:

- Limited-stop services such as the service currently being implemented on Harbor Boulevard and Westminster Avenue/Seventeenth Street
- Networks of BRT covering west, north, central and south County areas
- Transitioning the current light rail project to BRT in whole or in part
- Express buses using the extensive High Occupancy Vehicle (HOV) lane network
- A BRT trunkline extending from John Wayne Airport to as far north as Brea

A menu of transit projects might include:

- Other light rail projects
- Commuter rail service expansion
- Regional rail connections via high-speed or Magnetic Levitation (MAGLEV) programs
- Local circulation projects
- Completing HOV connectors in west and central County
- Improved links from HOV lanes to activity centers

Undoubtedly, other projects will be developed as study proceeds.

At the second workshop in mid May, Committee members may begin combining projects into packages addressing the principal issues of concern to the Board; staff will provide information for use in this screening process. At the third workshop in either late May or early June, Board members may identify and move forward on a consensus plan.

Summary

The Executive Committee has asked staff to present a recommended approach to consensus on rapid transit options that reflects the Committee's discussion of three alternative approaches.

Attachment

None.

Prepared by:

Paul C. Taylor, P.E. Executive Director

Planning, Development and

Commuter Services

(714) 560-5431



March 14, 2005

To: Members of the Board of Directors

From: Arthur T. Leahy, Chief Executive Officer

Subject: Consultant Support for Exploring Bus Rapid Transit (Bristol Street

Option)

Overview

The Board of Directors has asked staff to develop a process for further study of rapid transit options and to explore conversion of the current light rail transit project to another transportation mode, including consideration of a bus rapid transit project beginning on the Bristol Street portion of the current light rail project. In order to explore the time-critical element that maintains our federal funding eligibility and a 2010 opening date, staff requests consultant support. On March 24, 2005, staff will return with a recommendation for a comprehensive study program for all the rapid transit option categories.

Recommendation

Direct staff to use the existing consultant agreements between the Orange County Transportation Authority and Parsons Brinckerhoff Quade and Douglas, Inc. (Agreement C-1-2354), and Carter & Burgess, Inc. (Agreement C-2-0611) to explore conversion of the current light rail project to a bus rapid transit project.

Background

At the February 14, 2005, meeting of the Board of Directors (Board) staff was directed to develop a process for further study of rapid transit options selected by the Board, including discussions with the Citizens Oversight Committee for use of Measure M transit funds for bus rapid transit (BRT) or other selected options. Furthermore, staff was directed to explore the conversion of the current light rail transit (LRT) project to another mode, including consideration of BRT, and return with recommendations of resources required. Furthermore, the Board asked staff to develop options that took into consideration the workshop discussion, develop recommendations that

preserve eligibility for federal participation, and bring them to the Transit Planning and Operations Committee for action.

The rapid transit options available for analysis can be summarized into three categories: 1) Bus Rapid Transit, 2) Menu of Transit Projects, and 3) No Rapid Transit (Streets and Roads Only). Attachment A provides a preliminary list of potential projects within these three categories.

There are many BRT projects that will be studied as part of the BRT category, including, but not limited to, potential western, northern, and central Orange County BRT networks. Two of those potential projects, highlighted in Attachment A, could be studied best using resources previously allocated for light rail. The opportunity exists to capitalize on investment to date by determining what it would take to convert LRT work to BRT and potentially use some of the Preliminary Engineering completed for the current LRT project.

The basic premise associated with this LRT to BRT conversion study is to functionally replace the LRT vehicles and the supporting elements with a BRT system that would operate on all or a portion of the 9.3-mile dedicated surface alignment and guideway the LRT would have occupied. The two variations of this option include the entire 9.3-mile LRT alignment or a 4.6 mile segment on Bristol Street from Seventeenth Street to Sunflower Avenue. (Attachment A highlights these two potential projects under the BRT category.) Since the BRT would operate in the median of Bristol Street, all the requirements associated with the Bristol Street Widening Project would remain.

A process to achieve this time-critical objective is to use the existing Preliminary Engineering and Project Management consultant contracts, as technical resources are necessary to explore the LRT to BRT conversion. The work to be performed by each consultant is outlined below.

The Parsons Brinckerhoff Quade and Douglas, Inc., (PB) technical work effort will be focused on exploring the feasibility and determining what it would take to functionally replace the LRT vehicles and the supporting elements with a BRT system on the 9.3-mile LRT alignment. The scope of work will include the following:

- Determining design elements that are different for a BRT than from an LRT system.
- Determining basic concept design and more accurate costs differences.

- Analysis of Preliminary Engineering utility work on a LRT system, and what impacts are necessary for a BRT system.
- Analysis of implications to the existing Bristol Street Widening Project (Civic Center to Warner Avenue) to accommodate a BRT system in its median from Seventeenth Street to Warner Avenue.
- · Ridership modeling support.
- Meeting technical support.
- Research as directed.

The Carter & Burgess, Inc., (CB) Project Management Consultant (PMC) work effort will consist of extension of staff and support services sufficient to meet requirements for exploring the LRT to BRT conversion. Work will include

- Technical, administrative, and contract administration support.
- Preparation of documents required to receive approval from Federal Transit Administration (FTA) to potentially convert the existing LRT project to BRT.

Discussion

The PB and CB professional services agreements procurements were originally handled in accordance with the Orange County Transportation Authority's (Authority) procedures for Architectural & Engineering services. The original agreements were awarded on a competitive basis.

Amendment No. 7, approved by the Board on October 25, 2004, to the PB agreement for Preliminary Engineering covered the time period of November 1, 2004, through February 28, 2005, and added \$2,250,000 to the contract amount. On February 28, 2005, PB substantially completed all of the scope items.

The PB work effort for the time period of November 1, 2005, thru February 28, 2005, was performed under budget. Approximately, \$750,000 was not expended in this time frame. On March 2, 2005, Amendment No. 8 was executed for an administrative, no-cost time extension through June 30, 2005, to keep the contract available for potential technical support with exploring the conversion of the existing LRT alignment and guideway to BRT. All previously approved funding not spent to date is available to provide technical support with exploring the LRT to BRT conversion.

Amendment No. 5 was approved by the Board on October 25, 2004, to add \$900,000 to the CB agreement for PMC services related to Preliminary Engineering. It was anticipated that the additional funding would provide services through February or March 2005. CB continues to provide PMC services.

CB's work effort as of February 28, 2005, was under budget. Approximately, \$400,000 of the \$900,000 remains unspent. CB is also available for potential PMC services as extension of staff for technical and administrative support with exploring the conversion of the existing LRT to BRT. All previously approved funding not spent to date is available to provide PMC support.

The recommendations for a comprehensive study program for the Bus Rapid Transit, Menu of Transit Projects, and No Rapid Transit (Streets and Roads Only) categories will include additional resources required.

Fiscal Impact

The previously approved funding and budget amendments will be used for consultant support for exploring the LRT to BRT conversion, and no additional funding is necessary to procure at this time. If required, a request for additional funding to cover PMC services, including, but not limited to, the preparation of the FTA's, fiscal year 2006-07 Section 5309 New Starts Report due in August 2005, will be brought before the Board at a later date.

A funding plan for the comprehensive study program for all the rapid transit option categories will also be brought before the Transit Planning and Operations Committee on March 24, 2005.

Summary

The comprehensive study program for all the rapid transit option categories will address all the potential projects staff has been directed to explore; however, consultant support is necessary to explore the time-critical element that maintains our federal funding eligibility and a 2010 opening date by converting the current LRT project to BRT system. This immediate process will explore the feasibility of the project conversion and what it would take to functionally replace the LRT vehicles and the supporting elements with a bus rapid transit system that would operate on the 9.3-mile dedicated surface alignment and guideway The CenterLine Project would have occupied. The comprehensive study program will address all other potential projects.

Attachment

A. Rapid Transit Option Categories, Preliminary List of Potential Projects.

Prepared by:

Jose de Jesus Martinez, P.E. Senior Civil Engineer

(714) 560-5755

Approved by:

Paul C. Taylor, P.E. Executive Director

Planning, Development, and Commuter

Services

(714) 560-5431

RAPID TRANSIT OPTION CATEGORIES Preliminary List of Potential Projects



BASELINE: 9.3-Mile LRT Starter System (Includes Bristol Widening)

BUS RAPID TRANSIT	MENU OF TRANSIT ITEMS	NO RAPID TRANSIT STREETS & ROADS ONLY	
Harbor Blvd. Limited Stop (Scheduled by 2006)	LIGHT RAIL TRANSIT (LRT)	ROAD PROJECTS	
Westminster/17th Limited Stop (Scheduled by 2007)	Pacific Electric Right-of-Way	Bristol Widening - Reserved Future Transit Median (Civic Center to Warner)	
Western OC Mixed-Flow BRT Network	Santa Ana/Orange/ARCTIC LRT Project	Bristol Widening - Smart Street (Civic Center to Warner)	
Northern OC Mixed-Flow BRT Network	Others - TBD	Others - TBD	
Central OC Mixed-Flow BRT Network	COMMUTER RAIL		
South County Mixed-Flow BRT Network	Metrolink Service Expansion - Phase 2 (Unserved Markets, Scheduled by 2006)		
BRT Guldeway on LRT Starter System Alignment (Includes Bristol Widening)	Metrolink Service Expansion - Phase 3 (Exploring New Markets, Scheduled by 2009)		
BRT Guldeway on Bristol (17th to Sunflower) (Includes Bristol Widening)	Metrolink Service Expansion - Phase 4 (Continued Development 1, Scheduled by 2015)		
Express Bus on HOV/Freeway	Metrolink Service Expansion - Phase 5 (Continued Development 2, Scheduled by 2015)		
Brea to John Wayne Airport Mixed-Flow BRT	Metrolink Service Expansion - Phase 6 (Build-Out, Scheduled by 2030)		
Brea to John Wayne Airport Mixed-Flow & Guideway BRT (Includes Bristol Widening)	Others - TBD		
Others - TBD	REGIONAL RAIL		
	California High Speed Rail Authority		
	SCAG Maglev Project (LAX to JWA & Irvine Transportation Center)		
	Orange Line Low Speed Maglev (Anaheim to Union Station)		
	California-Nevada Super Speed Maglev Train (Anaheim to Ontario Segment)		
	LOCAL CIRCULATORS		
	Irvine Guideway		
	Jamboree Circulator		
	Others - TBD		
	OTHER PROJECTS		
	West & Central County HOV Lane Connectors (State Route 22)		
	Transitway (HOV) Drop Ramps to Activity Centers		
	Vanpool Program		

Item 9.



BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

WK

From: Wendy Knowles, Clerk of the Board

Subject Selection of a Consultant for Metrolink Engineering Services

Transit Planning and Operations Committee

February 24, 2005

Present: Directors Winterbottom, Brown, Silva, and Green

Absent: Directors Pulido, Dixon, and Duvall

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

- A. Authorize staff to request a cost proposal from J.L. Patterson & Associates, Inc. based on their qualifications and negotiate an agreement for their services.
- B. Authorize the Chief Executive Officer to execute the final agreement.



February 24, 2005

To: Transit Planning and Operations Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Selection of a Consultant for Metrolink Engineering Services

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved funds for railroad engineering consultant services to support Metrolink services in Orange County. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures.

Recommendations

- A. Authorize staff to request a cost proposal from J.L. Patterson & Associates, Inc. based on their qualifications and negotiate an agreement for their services.
- B. Authorize the Chief Executive Officer to execute the final agreement.

Background

Orange County Transportation Authority (OCTA) is one of the five member agencies of the Southern California Regional Rail Authority (SCRRA). The SCRRA joint powers authority is responsible for the development, management and operation of the regional commuter rail system known as Metrolink. Metrolink services in Orange County are funded by OCTA and administered by the Commuter Rail department staff (approximately one-half full-time equivalent with assistance from on-call consultants). OCTA contracts for professional engineering services to provide the staff with on-call technical expertise in freight and passenger railroad civil engineering. The scope of the work provided by the on-call engineering firm includes:

 Assistance in developing and reviewing engineering design of track improvements, public works projects developed by cities and other government agencies, and other capital improvements related to commuter rail operations.

- Inspection, assessment and recommendations on specific conditions which may arise on OCTA-owned active rail right-of-way such as drainage, slope conditions, utility interface, and future track construction.
- Preparation of reports and documents related to work requested by SCRRA, freight railroads, Amtrak, or other entities that operate over or adjacent to OCTA's rail facilities.
- Review of proposed projects, designs and estimates in order to determine their overall effectiveness in achieving the commuter rail goals of OCTA.

Discussion

This procurement was handled in accordance with OCTA's procedures for architectural and engineering requirements which conform to both federal and state law. Proposals were evaluated without consideration of cost and the review process focused on the qualifications of the firms and their technical proposal.

Request for Proposals (RFP) were sent to 568 firms registered on CAMMNET on January 10, 2005. The project was advertised on January 10, 2005, and January 17, 2005, in the Orange County Register. A pre-proposal conference was held on January 18, 2005.

On January 27, 2005, three offers were received. An evaluation committee composed of OCTA staff from Commuter Rail Services Section, Contract Administration and Materials Management Department, Local Programming Section, and Construction Services Department was established to review all offers submitted. The offers were evaluated based on firm qualifications, management approach, and technical approach/work plan as established in the RFP. Based on evaluation committee scoring of the proposals, the committee interviewed the following two firms:

Firm and Location

HDR Engineering, Inc. Santa Ana. California

J.L. Patterson & Associates, Inc.
Orange, California

Based upon the proposal evaluation and the interviews, it is recommended that the highest ranked firm. J.L. Patterson & Associates, Inc., be asked to submit a cost proposal and a final agreement to be negotiated. Should negotiations fail with the highest ranked firm, a cost proposal will be solicited from the second ranked firm, HDR Engineering Inc., in accordance with the procurement policies adopted by the Board. The term of the agreement will be for three years with two option years.

Fiscal Impact

This project was approved in the OCTA's Fiscal Year 2004-05 Budget, Strategic Planning Division/Commuter Rail Section, account 7519, and is funded through the Commuter and Urban Rail Endowment Fund (CURE).

Summary

Proposals have been received for on-call professional railroad engineering services in accordance with the OCTA's procedures for architectural and engineering projects. The evaluation committee recommends selection of J.L. Patterson & Associates, Inc. as the highest ranked firm to provide OCTA with rail engineering assistance in support of the Metrolink services in Orange County.

Attachment

None.

Prepared by:

Shohreh Dupuis Acting Manager, Local Programs and Commuter Rail Services (714) 560-5673

Approved by:

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



BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

From Wendy Knowles, Clerk of the Board

Subject: CenterLine Outreach Contracts

Executive Committee

March 7, 2005

Present: Chairman Campbell, Vice Chairman Brown, Directors Cavecche,

Norby, Pringle, Ritschel, Silva, Wilson, and Winterbottom

Absent: None

Committee Vote

The item was passed unanimously by those present. Committee Member Winterbottom was not present at the time of the vote.

Committee Recommendations

Receive and file as an information item.



March 7, 2005

To: Executive Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: CenterLine Outreach Contracts

Overview

The Board of Directors has suspended work on The CenterLine Light Rail Project and directed staff to explore bus rapid transit and other modes and options. As a result, public outreach resources are being refocused.

Recommendation

Receive and file as an information item.

Background

On February 14, 2005, the Orange County Transportation Authority (OCTA) Board of Directors directed staff to pause work on The CenterLine Light Rail Project and to explore alternatives. Currently, OCTA has open contracts with 13 vendors for CenterLine outreach. Collectively, these have about \$258,000 in balances (Attachment A).

Discussion

Contract scopes of work include a wide range of tasks including outreach to corridor cities, communications to Bristol Street residents and businesses, graphic design, visual arts, translation services, market research, etc. While work on the CenterLine project is suspended, outreach efforts are being scaled back and are being limited to communicating about the status of the project and ongoing planning efforts. All of the contracts identified on Attachment A expire June 30, 2005; while the CenterLine project is suspended, minimal expenditures against these are anticipated.

Summary

While CenterLine light rail work is paused, consultant outreach efforts are focused on communicating about the status of the project with various constituencies.

Attachment

A. Open CenterLine Outreach Contracts

Prepared / Approved by:

Ellen S. Burton

Executive Director, External Affairs

(714) 560-5923

Open CenterLine Outreach Contracts

Agreement	Consultant	Value	Spent	Balance
Master CenterLine O	utreach Agreement			
C-2-0468	Porter Novelli	75,000	75,000	**
C-2-0469	Hard Hat	143,155	97,453	45,702
C-2-0471	Petrone	118,362	66,353	52,009
C-2-0472	Arellano	35,000	35,000	-
C-2-0473	Sweeney	-	-	-
C-2-0476	Trabattoni	95,000	95,000	-
C-2-0480	Tashiro Choi	75,000	37,830	37,170
C-2-0481	Debra Fritz	20,000	15,400	4,600
C-2-0483	Forde & Mollrich	250,000	239,043	10,957
C-2-0488	James Klein	18,491	15,543	2,948
Other CenterLine Ou	treach Agreements			
C-2-0135	Catalyst	200,000	154,340	45,660
C-3-0625	Julie Drucker	20,000	6,045	13,955
C-3-1219	Debra Fritz	25,000	25,000	-
C-4-0255	Vandermost	25,000	24,180	820
C-4-1193	Arellano	50,000	5,816	44,184
	Total*	\$ 1,150,008	\$ 892,003	258,005

^{*} For invoices received, as of 2/28/05





BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

Variable Kinn WK

From: Wendy Knowles, Clerk of the Board

Subject Second Quarter Fiscal Year 2004-05 Grant Status Report

Finance and Administration Committee

February 23, 2005

Present: Directors Wilson, Duvall, Campbell, Correa, Ritschel, Silva and

Cavecche

Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Members Correa and Silva were not present to vote on this item.

Committee Recommendation

Receive and file as an information item.



February 23, 2005

To: Finance and Administration Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Second Quarter Fiscal Year 2004-05 Grant Status Report

Overview

The Quarterly Grant Status Report summarizes grant activities for information purposes for the Orange County Transportation Authority Board of Directors. This report focuses on significant grant activity for the period of October through December 2004. The Quarterly Grant Status Report summarizes future grant applications, pending grant applications, executed grant awards, current and closed-out grant agreements.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority's (OCTA) long-term, proactive planning approach ensures the effective utilization of limited capital resources and improved operating effectiveness. One critical aspect of this proactive planning approach is to strategically seek and obtain federal, state, and local grant funding.

Discussion

The following pages will detail ongoing grant activities. These activities are categorized by future grant applications, pending grant applications, executed grant awards, current grant agreements and closed-out grant agreements.

Future Grant Applications

The OCTA has four future grant applications under development or in the application process, which are enumerated in Attachment A and summarized below.

The Federal Transit Administration (FTA) Section 5307 Capital Formula Grant Program: The OCTA staff submits one Section 5307 Capital Formula Grant per federal fiscal year (FY).

The FY 2004-05 Section 5307 Capital Formula Grant application is under development with an expected submittal by the end of June 2005, and anticipated award three months thereafter. This grant application consists of \$87.9 million in federal capital and operating assistance for the OCTA's fixed route and paratransit operations and for Metrolink rolling stock purchases. The \$87.9 million is comprised of \$52.4 million of Section 5307 funds, of which, \$10 million is carryover from the FY 2003-04 Section 5307 apportionment and \$35.5 million of Congestion Mitigation and Air Quality (CMAQ) funds (Metrolink Rolling Stock (\$35.0) and Rideshare Services (\$0.5)).

The FTA Section 5309 Discretionary Capital Grant Program: The OCTA staff submits one Section 5309 Discretionary Capital Grant per federal fiscal year.

The FY 2004-05 Section 5309 Discretionary Capital Grant application is under development with an expected submittal by the end of June 2005, and anticipated award three months thereafter. The consolidated capital grant application requests federal funds of \$5,024,272, for Bus Rapid Transit (\$2,184,466), Inter-County Express Bus (\$1,067,961), Fare Collection System (\$970,874), the City of Anaheim (\$485,437) and Transit Center Improvements (\$315,534). This grant may also include the City of Costa Mesa grant for \$247,507 (see next paragraph).

The City of Costa Mesa

• The City of Costa Mesa has declined a \$247,507, federal grant they received via the 2002 federal appropriations. The city does not have an eligible project for the funds. Representative Dana Rohrabacher submitted a request to Chairman Istook asking that the funds be reprogrammed for OCTA's use. OCTA is waiting on confirmation from Chairman Istook that the funds are reprogrammed for OCTA's use.

The United States Department of Homeland Security

• Staff is working to secure up to \$250,000 in Urban Area Security Initiative funds. The funds were obligated to the Cities of Santa Ana and

Anaheim. Both cities have sub-allocated a portion of their grant awards for transportation security. A scope of work was submitted to the cities on January 11, 2005.

Pending Grant Applications

The OCTA has ten pending grant applications awaiting approval, which are enumerated in Attachment B and summarized below.

FTA Section 5313(b) Transit Planning and Research Program

 An application for \$300,000, is pending to conduct a commuter rail needs assessment at 18 commuter rail stations located along the three Metrolink lines traversing Orange County. The study will assess demand for parking, transit feeder service, and transit-oriented development. The grant was submitted in September 2004, with an anticipated award by May 2005.

State Interregional Transportation Improvement Program (STIP)

 An application for \$186,525, is pending to conduct a car-sharing demonstration project at the Anaheim, Orange, and Tustin Metrolink stations in an effort to improve mobility on the State Route 91. The grant was submitted in May 2003, and is still in process at California Department of Transportation (Caltrans) pending state budget issues.

Mobile Source Air Pollution Reduction Review Committee (MSRC)

- An application for \$603,500, is pending to purchase and install 71 catalyzed diesel particulate filter systems in an effort to retrofit certain diesel-fueled buses. The grant was submitted in September 2004, with an anticipated award in March 2005.
- An application for \$75,563, is pending to modernize an obsolete Liquefied Natural Gas (LNG) displacement pump. The grant was submitted in September 2004, with an anticipated award in March 2005.
- An application for \$200,000, is pending to purchase up to 25 buses equipped with an advanced natural gas fueling system. The grant was submitted in September 2004, with an anticipated award in March 2005.

Caltrans Division of Transportation Planning (State Highway Account)

- A grant application requesting \$50,000, in Community-Based Transportation Planning funds was submitted to update the Orange County Commuter Bikeways Strategic Plan. The Plan must be updated every four years and will expire in 2005. A 20 percent local match is required. The application was submitted on October 15, 2004.
- A grant application requesting \$80,000, in Environmental Justice Planning funds was submitted to create a transportation plan for the Regional Center of Orange County (RCOC). The RCOC accounts for almost one-third of all OCTA ACCESS trips. A transportation plan for the RCOC would assist OCTA in developing cost-effective transportation alternatives. A ten percent local match is required, which is being evenly shared between the RCOC and OCTA. The application was submitted on October 15, 2004.
- A grant application requesting \$250,000, in Environmental Justice Planning funds was submitted to augment existing funding for the regional goods movement study. Project partners include the Los Angeles County Metropolitan Transportation Authority (LAMTA), Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), Ventura County Transportation Commission, and the Southern California Association of Governments (SCAG). A ten percent local match is required, which is being shared between several project partners. The application was submitted on October 15, 2004.

Federal Railroad Administration (FRA)

A Statement of Interest requesting \$4,970,500, is pending to conduct a
Diesel Multiple Unit demonstration in Orange County. The Statement of
Interest was submitted in April 2004. The Federal Railroad
Administration is still evaluating proposals.

FTA (Intelligent Transportation System)

 A proposal requesting \$1,080,000, is pending to develop a demonstration, multi-modal trip planner that will provide door-to-door trip planning instructions over the Internet for the Riverside Freeway (State Route 91) corridor. Project partners include Caltrans District 12, the Southern California Regional Rail Authority, and the Riverside Transit Agency. The proposal was submitted in September 2004, and FTA anticipates selecting the demonstration site by first quarter calendar year 2005.

Executed Grant Awards

The OCTA staff executed three grant awards in the current quarter.

FTA Section 5313(b) Transit Planning and Research Program

• An application for \$50,000, was awarded to offer up to five college internships to junior, senior, or post-graduate students studying in the area of transportation or urban planning. The grant was submitted in January 2004 and awarded November 29, 2004.

Federal Highway Administration (FHWA) Transportation and Community and System Preservation Program

• An application for \$300,000, was awarded to update the OCTA 1998 Goods Movement Study and broaden the scope to include a regional goods movement plan. The purpose of the grant is to cost-share a regional goods movement study being developed in partnership with the LAMTA, RCTC, SANBAG, Caltrans Districts 7, 8, and 12 and a variety of other public/private sector organizations. The grant was submitted in January 2004 and awarded November 29, 2004.

FTA (Office of Research, Demonstration, and Innovation)

 OCTA partnered with the Regional Transportation Commission of Southern Nevada (responsible for transportation in Las Vegas) on a FTA pilot project regarding cooperative procurements. FTA selected three pilot projects on November 15, 2004, to develop cooperative specifications and conduct joint procurements of major capital equipment. Benefits of participating include a FTA exception to use federal funds for up to 90 percent of the total project cost (rather than 80 percent) and a projected lower unit cost per vehicle.

Current Grant Agreements

The OCTA has current capital and discretionary grant agreements, which are detailed in Attachment C and summarized below.

Capital Formula Grants: OCTA receives an annual formula capital grant from the FTA. There are four active formula capital grants, totaling \$356.8 million. A total of \$262.7 million of these grants have been expended or obligated for procurement, leaving a remaining and available balance of \$94.1 million. Of the \$94.1 million available balance, \$79.9 million represents future year's procurement of alternative fuel buses for the expansion and replacement of our current fixed route fleet.

Capital Discretionary Grants: There are five active discretionary capital grants, totaling \$17.3 million. A total of \$9.7 million of these grants has been expended or obligated for procurement, leaving a remaining and available balance of \$7.6 million.

OCTA has current other discretionary grants, which are detailed in Attachment D and summarized below.

Other Discretionary Grants: OCTA receives a variety of discretionary grants from sources such as SCAG, South Coast Air Quality Management District (SCAQMD), FHWA, CMAQ, Traffic Congestion Relief Program (TCRP), Caltrans and the State Highway Fund. Due to the state budget crisis, the TCRP funds may be at risk and consequently influence the funding resources for the Garden Grove Freeway (State Route 22) Project. The remaining and available balance is \$171.8 million on these discretionary grants. These funds will be received on a reimbursement of eligible expense basis.

Closed-out Grant Agreements

There were no grant agreements closed-out in the current quarter.

Summary

This report provides an update of the grant funded activities for the second quarter of fiscal year 2004-05 from October through December 2004. Staff recommends this report be received and filed as an information item.

Attachments

- A. Quarterly Grant Status Report, October through December 2004, Future Grant Applications.
- B. Quarterly Grant Status Report, October through December 2004, Pending Grant Applications.
- C. Quarterly Grant Status Report, October through December 2004, Current Formula & Discretionary Grants.
- D. Quarterly Grant Status Report, October through December 2004, Current Other Discretionary Grants.
- E. Quarterly Grant Status Report, October through December 2004, Current Operating Assistance Grants.
- F. Quarterly Grant Status Report, October through December, FTA Capital Grant Index.

Prepared by:

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Approved by:

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

Quarterly Grant Status Report October through December 2004 Future Grant Applications

FTA Section 5307 - Urbanized Area Formula Capital Grant Program

Formula grants funded by the Transportation Equity Act for the 21st Century (TEA-21).

Funds are generally used to purchase revenue vehicles, vehicle and facility modifications and bus related equipment.

GRANT	EDERAL INT AMOUNT	LOCAL SHARE AMOUNT		GR	TOTAL	EST. SUBMITTAL DATE	EST. APPROVAL DATE	STATUS	
FY 2004-2005	\$ 87,878,684	\$	41,542,364	\$	129,421,048	June 2005	August 2005	Under Development	
Formula Grants Sub-Total	\$ 87,878,684	s	41,542,364	\$	129,421,048				

Note: The funding requested in this application includes 3/12 of the funds available from the Section 5307 FY 2003-2004 apportionment, which are considered carryover by the FTA.

FTA Section 5309 (c) - Bus and Bus Related Facilities Program

Discretionary grants funded by the Transportation Equity Act for the 21st Century (TEA-21).

Grants provide capital funds for projects that improve efficiency and coordination of transportation systems

GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	EST. SUBMITTAL DATE	EST. APPROVAL DATE	STATUS	
FY 2003-04 Bus Rapid Transit	\$ 2,184,466	\$ 447,421	\$ 2,631,887	June 2005	August 2005	Under Development	
FY 2003-04 Inter-County Express Bus	1,067,961	218,739	1,286,700	June 2005	August 2005	Under Development	
FY 2003-04 Fare Collection System	970,974	242,744	1,213,718	June 2005	August 2005	Under Development	
FY 2001-02 City of Costa Mesa	247,507	61,877	309,384	TBD	TBD	Seeking Scope of Work change via the Federal Fisca Year 2005 Budget	
FY 2003-04 Anaheim Resort Transit	485,437	99,427	584,864	June 2005	August 2005	Under Development	
FY 2003-04 Transit Center Improvements	315,534	78,884	394,418	June 2005	August 2005	Under Development	
Discretionary Grants Sub-Total	\$ 5,271,879	\$ 1,149,090	\$ 6,420,969				

U.S. Department of Homeland Security

Sub-Total

These grants are to be used for the hardening of OCTA's critical facilities. To upgrade the facilities with kiosks, cameras, fencing and security gates.

	FEDERAL	LOCAL	TOTAL	EST. SUBMITTAL	EST. APPROVAL	THE PROPERTY OF THE PROPERTY O
GRANT	GRANT AMOUNT	SHARE AMOUNT	GRANT AMOUNT	DATE	DATE	STATUS
FY 2003-04 State Homeland Security Grant Program	\$ 250,000	\$ -	\$ 250,000	January 2005	February 2005	Under Development
Discretionary Grants						

Future Grants			
Total	\$ 93,400,563	\$ 42,691,454	\$ 136,092,017

250,000 \$

Quarterly Grant Status Report October through December 2004 Pending Grant Applications

	P	ending Gran	nt Application	ns		
TA Section 5313 (b) - Transit Planning Grant F unds shall be utilized for statewide planning and other t ellowships for training in the public transportation field,	echnical assistance ac		ort for non-urbanized a	reas, research, develo	pment and demonstration	on projects,
PENDING GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2003-04 Commuter Rail Needs Assessment	\$ 300,000	\$ 38,868	\$ 338,868	September 2004	May 2005	Pending Approval
Formula Grants Sub-Total	\$ 300,000	\$ 38,868	\$ 338,868			
State Interregional Transportation Improvemer		ink stations.				
FY 2003-04 Demonstration car-sharing program	\$ 186,525	\$ -	\$ 186,525	May 2003	October 2007	Pending Approval
Discretionary Grants Sub-Total	\$ 186,52 5	s	\$ 186,525			
n September 1990, California AB 2766 was signed into Is This money is used to fund the implementation of progra PENDING GRANT	ms to reduce air pollul		es pursuant to air qualit			
FY 2004-05 Purchase 71 diesel particulate filter system	\$ 603,500	\$ -	\$ 603,500	September 2004	March 2005	Pending Approval
FY 2004-05 Modernize an obsolete LNG displacement pump	75,563	-	75,563	September 2004	March 2005	Pending Approval
FY 2004-05 Purchase up to 25 buses equipped with an advanced natural gas fueling system	200,000	-	200,000	September 2004	March 2005	Pending Approval
Discretionary Grants Sub-Total	\$ 879,063	s .	\$ 879,063			
Envirnomental Justice Planning Grant Prograi California State Highway Account - Developing a Transp Creating Balance between Goods Movement and Impact	— ortation Plan for the Re	-	nge County and			
GRANT	FEDERAL	LOCAL	TOTAL GRANT AMOUNT	EST. SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2004-05	\$ 80,000	\$ 20,000	\$ 100,000	October 2004	March 2005	Pending Approval

GRANT	GRANT AMOUNT	SHARE AMOUNT	GRANT AMOUNT	DATE	DATE	STATUS
FY 2004-05 Transportation Plan for Orange County	\$ 80,000	\$ 20,000	\$ 100,000	October 2004	March 2005	Pending Approval
FY 2004-05 Creating Balance between Goods Movement	250,000	30,000	280,000	October 2004	March 2005	Pending Approval
Discretionary Grants Sub-Total	\$ 330,000	\$ 50,000	\$ 380,000			

Pending Grants			
Sub-Total	\$ 1,695,588	\$ 88,868	\$ 1,784,456

Quarterly Grant Status Report October through December 2004 Pending Grant Applications

				TO TOTAL PROPERTY OF THE PARTY	men	of Interest			
GRANT	£	DERAL IT AMOUNT		OCAL RE AMOUNT	GR/	TOTAL INT AMOUNT	EST. SUBMITTAL DATE	EST. APPROVAL DATE	STATUS
FY 2003-04 Compliant DMU	\$	4,970,500		4,970,500	\$	9,941,000	April 2004	April 2006	Pending Approval
Discretionary Grants Sub-Total	\$	4,970,500	\$	4,970,500	\$	9,941,000			
FY 2004-05 Orange County Commuter Bikeways	\$	50,000	\$	12,500	\$	62,500	October 2004	March 2005	Pending Approval
alifornia State Highway Account - Orange County Com	muter Bil	keways Strateg	ic Plan	Update					
Discretionary Grants Sub-Total	\$	50,000	\$	12,500	\$	62,500			
						***************************************		COMMUNICATION OF THE PROPERTY	
ederal Transit Administration (FTA) - Intellig	ent Tra	nsportation	Syster	m (ITS)					
Federal Transit Administration (FTA) - Intellig FY 2003-04 Multi-Modal Trip Planner	ent Tra	nsportation 1,080,000	<u> </u>	m (ITS) 270,000	\$	1,350,000	April 2004	April 2006	Pending Approval
	T	•	\$			1,350,000 1,350,000	·	April 2006	Pending Approval

Quarterly Grant Status Report October through December 2004 Current Formula & Discretionary Grants

FTA SECTION 5307, 5309 AND 5313 GRANT FUNDS

FTA Section 5307 - Urbanized Area Formula Capital Grant Program

Formula grants funded by the Transportation Equity Act for the 21st Century (TEA-21).

Funds are generally used to purchase revenue vehicles, vehicle and facility modifications and bus related equipment.

CURRENT GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	EXPENDED TO DATE	UNLIQUIDATED OBLIGATIONS	REMAINING BALANCE
FY 2003-04 **	\$ 49,120,278	\$ 10,068,543	\$ 59,188,821	\$ 39,933,284	\$ 11,566,940	\$ 7,688,597
FY 2001-03 *	131,076,208	25,003,175	156,079,383	135,705,921	11,417,284	8,956,178
FY 2000-01	30,138,775	7,474,532	37,613,307	19,906,149	629,659	17,077,499
FY 1999-00	85,949,714	17,992,719	103,942,433	43,352,621	143,169	60,446,643
Formula Grants Total	\$ 296,284,975	\$ 60,538,969	\$ 356,823,944	\$238,897,975	\$ 23,757,052	\$ 94,168,917

Note: The Remaining Balance reflects funds in an Approved Grant waiting for the procurement contract.

- * The FY 2001-03 Section 5307 Grant is a consolidated FY 2001-02 and FY 2002-03 mega grant.
- ** The FY 2003-04 Section 5307 Grant is "ONLY" 9/12 of the amount available because the extention of TEA-21 expired June 30, 2004.

FTA Section 5309 - Discretionary Capital Grant Program

Discretionary grants funded by the Transportation Equity Act for the 21st Century (TEA-21).

Grants provide capital funds for projects that improve efficiency and coordination of transportation systems.

CURRENT GRANT	FEDERAL GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	EXPENDED TO DATE	UNLIQUIDATED OBLIGATIONS	REMAINING BALANCE
FY 2001-03 City of Anaheim	\$ 986,854	\$ 202,127	\$ 1,188,981	\$ -	\$ -	\$ 1,188,981
FY 2000-02 Cities of Anaheim and Brea and Santa Ana Bus Base	1,930,671	469,249	2,399,920	1,546,920	-	853,000
FY 2001-03 New Starts - CenterLine PE	4,437,739	1,109,435	5,547,174	5,547,174	-	-
FY 2000-01 ITC Transitway	2,481,380	620,345	3,101,725	-	-	3,101,725
FY 1999-00 Buses/Intermodal Fac.	4,103,680	928,299	5,031,979	2,603,241	-	2,428,738
Discretionary Grants Sub-Total	\$ 13,940,324	\$ 3,329,455	\$ 17,269,779	\$ 9,697,335	\$ -	\$ 7,572,444

Note: The above grant amounts include FTA amount and OCTA local match but exclude operating assistance.

FTA Section 5313 (b) - Transit Planning Grant Program

Funds shall be utilized for statewide planning and other technical assistance activities, planning support for non-urbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, and human resource development.

PENDING GRANT	DERAL LAMOUNT	 OCAL E AMOUNT	TOTAL NT AMOUNT	 PENDED O DATE	QUIDATED GATIONS	MAINING LLANCE
FY 2003-04 Transit Planning College Intern Program	\$ 50,000	\$ 6,478	\$ 56,478	\$	\$ -	\$ 56,478
Formula Grants Sub-Total	\$ 50,000	\$ 6,478	\$ 56,478	\$ 4	\$ *	\$ 56,478

Quarterly Grant Status Report October through December 2004 Current Other Discretionary Grants

DISCRETIONARY ALLOCATIONS

South Coast Air Quality M Provides grants for the purc					ollution Reduction Review Committee (MSRC)
CURRENT GRANT	STATE	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	REMAINING BALANCE	PROJECT STATUS
2001-02 Mobile Source Air Pollution Reduction Committee (MSRC) Contract #AB2766/02003	\$ 286,482	\$ -	\$ 286,482	\$ 10,000	This grant funds 21 LNG Buses at \$13,642 each. The funds were awarded in November 2001. On May 27, 2004, the MSRC denied OCTA's request to use the funds for LNG facility modifications, save for \$10,000. On September 22, 2004, the OCTA requested a contract for \$10,000 to cost-share ventilation improvements at the Anaheim Bus Base. The OCTA request is pending a AQMD.
2002-03 Mobile Source Air Pollution Reduction Committee (MSRC) Contract #MS03041	1,360,000	-	1,360,000	1,360,000	This grant funds 68 LNG Buses at \$20,000 each. On June 1, 2004, OCTA executed a contract with MSRC with an expiration date of 2008. A pending decision on fuel technology may change the decision on whether or not to use these funds.
2002-03 Mobile Source Air Pollution Reduction Committee (MSRC) Contract #MS03059	375,000	-	375,000	281,970	These grant funds are being used for the expansion of the OCTA's Freeway Service Patrol Program (FSP). A total of five new freeway service patrol beats have been established which, will operate from 10:00 a.m. until 2:00 p.m The grant was approved by AQMD on June 6, 2003. The OCTA executed the agreement on December 23, 2003.
2002-03 Carl Moyer Funding Contract #Carl Moyer 04184	92,090	-	92,090	92,090	Funds 10 gasoline/electric hybrid buses at \$9,209 each. Contract received June 16, 2004. Holding for signature pending execution of MSRC Contract P2004-13, which is to fund the same 10 gasoline/electric hybrid buses, but at \$40,000 each. These Funds were returned on November 11, 2004.
2002-03 Mobile Source Air Pollution Reduction Committee (MSRC) Contract #P2004-13	405,000	-	405,000	405,000	Funds 10 gasoline/electric hybrid buses at \$40,000 each plus \$5,000 for mechanical training. Contract signed by OCTA on August 24, 2004. Contract was executed on November 9, 2004.
2002-03 South Coast Air Quality Management District (SCAQMD) Contract # TBD	1,000,000	-	1,000,000	1,000,000	Fund the expansion of the LNG fueling infrastructure at the Garden Grove and Anaheim facilities. Funds were awarded in October 2002. OCTA submitted a request to AQMD on August 12, 2004, requesting to use the funds for LNG fuel tank upgrades. AQMD staff responded on September 29, 2004, agreeing to the scope change and also agreeing to allow funds to be used for new alternative fuel refueling infrastructure. The AQMD Board concurred with staff recommendation on December 3, 2004.
2002-03 South Coast Air Quality Management District (SCAQMD) Contract # TBD	30,000	-	30,000	30,000	Funds two LNG vacuum pumping systems. Request for reimbursement submitted to AQMD in August 2003. On November 16, 2004 AQMD confimed that reimbursement is forthcoming.

Quarterly Grant Status Report October through December 2004 Current Other Discretionary Grants

		DISCRE	TIONARY ALLOC	ATIONS	
Federal Highway Adminis			it Transportation Sys	tems (ITS) and Ti	ransit Enhancement Activities (TEA) for the PE ROW.
CURRENT GRANT	STATE GRANT AMOUNT	LOCAL SHARE AMOUNT	TOTAL GRANT AMOUNT	REMAINING BALANCE	PROJECT STATUS
Pacific Electric (PE) ROW Landscaping	\$ 1,058,471	\$ -	\$ 1,058,471	\$ 382,524	Construction is continuing with plant extablishment and a final reimbursement is in process.
State Planning and Researc	h and Transportation	and Community and	i System Preservatio	n Program - Sout	hern California Goods Movement Study
FY 2003-04 Southern California Goods Movement Study	300,000	500,000	800,000	800,000	SCAG awarded the Partnership Planning Grant for the Goods Movement Study on November 29, 2004. A Memorandum of Understanding (MOU) is being drafted with accceptance in the near future.
Traffic Congestion Relief F	Program (TCRP)				
Governor's TCRP State fund	ling for the SR-22 Pro	ject Advanced Plan	ning Study	- / 	
FY 2002	394,269	-	394,269	-	The advanced Planning Study for the SR-22 Project is complete and the final reimbursement was received on 1/15/2003
Governor's TCRP State fund	ling for the SR-22 Pro	ject Planning, Cons	truction, Constructio	n Management, F	ROW
FY 2002	180,100,000	-	180,100,000	167,400,901	In August 2004, OCTA requested \$123.7 million of TCRP funds but the request has not been approved duto the State not yet allocating the funds. This \$123.7 million short-fall will be back-filled with Measure M fund OCTA is anticipating receiving these funds in the future To date, OCTA has been allocated \$66.0 million with \$9.6 million allocated to Caltrans for environmental and Quality Assurance and Quality Control (QA/QC) activities. Reimbursements received to date total \$12. million against the following phases: Phase 2 (Preliminary Design and detailed Plans, Specifications and Estimates (PS&E)) @ \$10.8 million and Phase 3 (Right of Way) @ \$1.9 million. Staff has submitted a reimbursement for \$13.2 million for the following: Pha 2 @ \$0.3 million, Phase 3 @ \$0.2 million and Phase 4 (Initial Mobilization for Construction) @ \$12.5 million.
FY 2002 Environmental Ju California State Highway Ad			nsportation Plan		
FY 2004	50,000	20,000	70,000	70,000	To develop a comprehensive transportation plan for Adult Day Health Care Centers (ADHC) in Orange County. ADHC Centers account for approximately 1/3 all trips taken on ACCESS. The plan will develop recommendations on other more cost-effective transportation programs for the 22 ADHC Centers in Orange County. There is a \$10,000 match each from OCTA and the Office on Aging (OOA).
Discretionary Grants Total	\$ 185,451,312	\$ 520,000	\$ 185,971,312	\$ 171,832,485	

Quarterly Grant Status Report October through December 2004 Current Operating Assistance Grants

FTA SECTION 5307 GRANT FUNDS

FTA Section 5307 - Urbanized Area Formula Capital Grant Program Note: Operating Assistance Only										
CURRENT GRANT	1	EDERAL ANT AMOUNT	SHA	LOCAL ARE AMOUNT	GR	TOTAL ANT AMOUNT	FTA DATE PAID			
FY 2003-04 *	\$	3,010,031	\$	15,503,544	\$	18,513,575	Aug. 30, 2004			
FY 2001-03 *		6,966,007		37,562,925		44,528,932	Aug. 21, 2003			
FY 2000-01 *		3,155,000		16,411,495		19,566,495	March 8, 2002			
FY 1999-00 *		2,889,244		13,818,506		16,707,750	Sept. 29, 2000			
Formula Grants Sub-Total	\$	16,020,282	\$	83,296,470	\$	99,316,752				

Note: * Includes ADA Paratransit Operating Assistance "ONLY"

Quarterly Grant Status Report October through December 2004 FTA Capital Grant Index

(thru December 31, '04)

GRANT NO.	DESCRIPTION	OBLIG. DATE	GRANT BUDGET	UNLIQUIDATED OBLIGATIONS	TOTAL OUTLAYS	TOTAL COMMIT/COSTS	REMAINING BALANCE	PERCENT COMPLETE	ANTICIPATED CLOSE-OUT
CA-03-0561	Bus Procurement/Intermodal Fac.	9/21/2000	5,031,979	-	2,603,241	2,603,241	2,428,738	51.73%	April '06
CA-03-0585	ITC Transitway Improvements	9/26/2001	3,101,725	-	-	-	3,101,725	0.00%	July '06
CA-03-0599	New Starts - CenterLine PE	9/6/2002	5,547,174	-	5,547,174	5,547,174	-	100.00%	October '09
CA-03-0626	Cities of Anaheim and Brea	8/25/2003	2,399,920	-	1,546,920	1,546,920	853,000	64.46%	March '08
CA-03-0685	Cities of Anaheim and Brea	8/25/2004	1,188,981	-	-	-	1,188,981	0.00%	July '06
CA-90-X962	Program of Projects	9/25/2000	103,942,433	143,169	43,352,621	43,495,790	60,446,643	41.71%	March '07
CA-90-Y048	Program of Projects	3/4/2002	37,613,307	629,659	19,906,149	20,535,808	17,077,499	52.92%	March '08
CA-90-Y163	Program of Projects	8/14/2003	156,079,383	11,417,284	135,705,921	147,123,205	8,956,178	86.95%	March '08
CA-90-Y237	Program of Projects	8/19/2004	59,188,821	11,566,940	39,933,284	51,500,224	7,688,597	67.47%	March '08
	TOTALS		\$374,093,723	\$ 23,757,052	\$248,595,310	\$ 272,352,362	\$ 101,741,361	66.45%	





BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

From: Wendy Knowles, Clerk of the Board

Subject Second Quarter Fiscal Year 2004-05 Budget Status Report

Finance and Administration Committee

February 23, 2005

Present: Directors Wilson, Duvall, Campbell, Correa, Ritschel, Silva and

Cavecche

Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Members Correa and Silva were not present to vote on this item.

Committee Recommendation

Receive and file as an information item for the Finance and Administration Committee.



February 23, 2005

To: Finance and Administration Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Second Quarter Fiscal Year 2004-05 Budget Status Report

Overview

The Orange County Transportation Authority's staff has implemented the fiscal year 2004-05 budget. This report summarizes the material variances between the budget plan and actual revenues and expenses.

Recommendation

Receive and file as an information item for the Finance and Administration Committee.

Background

The Board of Directors (Board) approved the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2004-05 Budget on June 14, 2004. The approved budget itemizes the anticipated revenues and expenses necessary to meet OCTA's transportation programs and service commitments. The OCTA budget is comprised of individual budgets for each of OCTA's funds, including: the General Fund; two enterprise funds (Orange County Transit District (OCTD) and Orange County Taxicab Administration Program (OCTAP)); seven special revenue funds; three capital project funds; one debt service fund; seven trust funds; and five internal service funds.

The approved revenue budget is \$613.3 million comprised of \$572.1 million in current year revenues and \$41.2 million in use of reserves. The approved expenditure budget is \$613.3 million with \$603.1 million of current year expenditures and \$10.2 million of designations. This report will analyze the variance between the current year budget and year-to-date actuals for both revenues and expenditures.

During the first six months, the Board approved five budget amendments (revenue and expense). The amendments added requirements to the budget plan that were unanticipated in the budget development process.

A summary of each amendment follows:

FY 2004-05 Budget Amendments

		Total
	Approved Budget	\$ 613,316,310
Date	Amendment Description	
16-Aug-04	Garden Grove Freeway Design/Build contract	395,081,000
23-Aug-04	Installation of Optical Fire Detectors in Liquified Natural Gas Buses	579,251
13-Sep-04	Payroll System Consulting	250,000
15-Oct-04	Santa Ana Pedestrian Bridge, Project Management and Preliminary Engineering Consultant Services for CenterLine, Telecommunications Systems for Santa Ana Base and Passenger Information System for San Juan Capistrano train station	5,749,963
22-Nov-04	Mid-Year Amendment	998,721
13-Dec-04	Project Manager for Local Programs	 48,000
	Total Amendments	\$ 402,706,935
	Total Amended Budget	\$ 1,016,023,245

Discussion

Staff monitors and analyzes current year revenues and expenditures versus the amended budget. This report will provide budget-to-actual explanations for material variances.

Staffing

A staffing plan of 1,900 full-time equivalent (FTE) positions was approved in the FY 2004-05 budget. During the first six months, the Board approved two amendments that added a net of eight positions to the staffing plan. The adjusted full year staffing plan total is now 1,908 FTEs. The average budgeted positions through the end of December 2004 are 1,893 due to the fluctuating number of Coach Operators. At the end of the second quarter, the vacancy

rate for the entire OCTA was 2.1 percent. A breakdown of the vacancy rate by job category is indicated in the table below.

Full-Time Equivalent A	Amended	Actual	Vacancy Rate
Coach Operators	1,116.7	1,099.7	-1.5%
Mechanics and Service Workers Revenue/Parts Clerks and Facilities	256.0	253.0	-1.2%
Maintenance	45.0	44.5	-1.1%
Union subtotal	1,417.7	1,397.2	-1.4%
Transit Operations Support	202.0	196.3	-2.8%
Non-Transit Operations Admin Support	273.3	260.0	-4.9%
- Administrative subtotal	475.3	456.3	-4.0%
Total Authority	1,893.0	1,853.5	-2.1%

The Human Resources Department is actively recruiting for the above vacancies.

Revenue Summary

During the first six months, OCTA augmented its revenue budget by \$129.6 million with additional funding and \$273.1 million with reserve funds. As the table below indicates, the amended current year revenue budget for FY 2004-05 is \$1,016 million. This report focuses on variances between budgeted and actual year-to-date revenues and expenditures for the second quarter.

FY 2004-05 Amended Revenue Budget										
In Thousands										
Revenues										
	Cu	Current Year Reserves Total								
Approved Budget	\$	572,104	\$	41,212	\$	613,316				
Amendments		129,600		273,107	\$	402,707				
Total Amended Budget	\$	701,704	\$	314,319	\$	1,016,023				

Second quarter year-to-date revenue actuals of \$297.2 million is 13.2 percent over the second quarter year-to-date amended budget of \$262.6 million. Variances at the summary object level are presented in the table below.

	and Overtor De	Vanua Summ		
	ond Quarter Re	venue Summ	ai y	
In Thousands Sources	Amended Budget	Actuals	Variance *	%
Interest Income	17,079	12,834	(4,245)	-24.9%
Miscellaneous	2,686	619	(2,067)	-77.0%
Farebox Revenue	20,982	20,711	(271)	-1.3%
Fees and Fines	66	62	(4)	-5.6%
Advertising Revenue	9,400	9,400	-	0.0%
Sales Tax Revenue	168,635	168,672	37	0.0%
Department of Motor				
Vehicles Fees Revenue	1,411	1,571	161	11.4%
Rental Income	528	896	368	69.6%
State Grants	-	415	415	0.0%
Property Tax Revenue	3,704	4,256	552	14.9%
Toll Road Revenue	15,155	16,145	990	6.5%
Gas Tax Exchange	8,572	11,092	2,520	29.4%
Federal Grants	12,048	18,466	6,418	53.3%
Other Financial Assistance	2,346	32,069	29,723	1267.1%
Total Revenues * (under) / over	\$ 262,610	\$ 297,207	\$ 34,597	13.2%

Revenues – Interest Income: Second quarter year-to-date actuals of \$12.8 million are 24.9 percent below the budget of \$17.1 million for the same period. The reason for this variance is as follows:

Interest rates earned on investments were lower than the anticipated budgeted rate, 2.5 versus 3.5 percent. This change in interest rate accounts for this variance. It is forecasted that interest yields will begin to increase steadily through the end of the fiscal year.

Revenues – Miscellaneous: Second quarter year-to-date actuals of \$0.6 million for the first six months are lower than the anticipated \$2.7 million budgeted for the same period. The primary reason for this variance is due to freeway service patrol revenue invoices, which are currently being processed. Once these revenues, approximately \$2.1 million, are received the variance if any will be minimal.

Revenues – Tollroad: Tollroad revenues of \$16.1 million are 6.5 percent higher than the amended budget of \$15.2 million largely due to an increase in traffic volume of about 11 percent year-to-date.

Revenues – Gas Tax Exchange: Second quarter year-to-date gas tax exchange revenues of \$11.1 million are 29.4 percent higher than the amended budget of \$8.6 million largely due to the timing of the exchange process. It has been budgeted and forecasted that by the end of the fiscal year revenues received will amount to \$23 million and there will be no variance.

Revenues in both of the following categories are received on a reimbursement basis, revenues budgeted here can be received in future years rather than the year in which they are reflected in the budget. In addition, reimbursements budgeted in a prior year can be received in the current year. This will lead to a variance between budgeted revenues and actual cash receipts primarily due to revenues not being recorded in the same period as encumbrances. Revenues received include reimbursements from the Federal Transit Administration (FTA), California Department of Transportation (Caltrans), cities, and other agencies.

Revenues – Federal Grants: Second quarter year-to-date revenues of \$18.5 million were 53.3 percent higher than the amended budget of \$12 million. The variance is due to reimbursement for OCTA's Santa Ana Bus Base construction (\$11.5 million). This grant was budgeted in FY 2003-04. OCTA was also reimbursed in this period for Paratransit vans (\$4.4 million) that were budgeted in FY 2002-03. Also, second quarter year-to-date budgeted revenue of \$9 million for preventative maintenance will not be received until the fourth quarter of this year.

Revenues – Other Financial Assistance: Second quarter year-to-date actuals of \$32.1 million are \$29.8 million more than the amended budget of \$2.3 million. This is due to receiving Traffic Congestion Relief Program (TCRP) money that was not budgeted in the current year (\$31.6 million) for the Garden Grove Freeway (State Route 22) project. This money was budgeted as revenue in FY 2002-03.

Expense Summary

During the first six months of FY 2004-05, the expenditure budget was increased by \$402.7 million to accommodate the award of the State Route 22 (SR-22) Design-Build contract and other current year activities. As the table on the next page indicates, the amended current year expenditure

budget is \$1,016 million. The following section focuses on variances between the amended budget and year-to-date expenses.

FY 2004-05 Amended Expenditure Budget

In Thousands

	Expenditures							
	c	Current Year	De	signations		Total		
Approved Budget	\$	603,112	\$	10,204	\$	613,316		
Amendments		402,707		-		402,707		
Total Amended Budget	\$	1,005,819	\$	10,204	\$	1,016,023		

Second quarter year-to-date expenditure actuals of \$580.1 million represent an 8.6 percent under-run to the year-to-date amended budget of \$634.6 million. Variances at the summary object level are presented in table form on the next page.

Second Quarter Expenditure Summary

In Thousands		•				
	Ar	mended	Actuals	\/s	ariance *	%
	E	Budget	Actuals	V C		70
Salaries and Benefits						
Salaries	\$	41,170	\$ 40,849	\$	(321)	-0.8%
Compensated Absences		5,049	 5,494		445	8.8%
Total Salaries		46,220	46,344		124	0.3%
Insurances		799	680		(119)	-14.9%
Other Benefits		2,285	1,917		(368)	-16.1%
Pensions		6, <u>448</u>	6,945		497	7.7%
Total Benefits		9,532	9,543		10	0.1%
Total Salaries & Benefits		55,752	55,886		135	0.2%
Services and Supplies						
Contributions to Other Agencies		51,820	34,281		(17,539)	-33.8%
Contract Transportation		18,889	15,933		(2,956)	-15.6%
Professional Services		27,066	13,287		(13,780)	-50.9%
Outside Services		17,103	12,651		(4,451)	-26.0%
Debt Service		19,591	19,281		(310)	-1.6%
Office Expense		1,687	1,011		(676)	-40.1%
Insurance Claims Expense		14,440	13,218		(1,222)	-8.5%
Tires & Tubes		681	558		(123)	-18.1%
Utilities		807	690		(117)	-14.5%
Miscellaneous Expense		551	532		(19)	-3.5%
Taxes		359	368		9	2.4%
Travel, Training, Mileage		249	214		(35)	-14.2%
Advertising Fees		293	170		(123)	-41.8%
Leases		2,337	2,356		19	0.8%
Insurance		· -	430		430	0.0%
Maintenance Expense		3,927	4,346		419	10.7%
Fuels & Lubricants		4,002	5,112		1,110	27.7%
Other Materials & Supplies		224	670		447	199.8%
Total Services & Supplies		164,025	125,109		(38,917)	-23.7%
Capital and Fixed Assets		•			•	
Construction in Progress		12,405	1,504		(10,902)	-87.9%
Capital Expense-Local Funding		7,465	1,258		(6,208)	-83.2%
Work In Process		394,889	396,340		1,451	0.4%
Capital Expense-Grant Funding		68	26		(42)	-62.0%
Total Capital and Fixed Assets		414,828	399,127		(15,701)	-3.8%
Total All Expenses	\$	634,605	\$ 580,122	\$	(54,483)	-8.6%
	-	<u>-</u>				

* (under) / over

Expenses – Salary and Benefits: Second quarter year-to-date actuals of \$55.89 million are 0.2 percent or \$0.1 million over the amended budget of \$55.75 million. The main reason for this positive variance is due to the labor re-classification status of administrative positions from exempt to non-exempt. As a result of this decision, overtime costs were \$0.6 million more than anticipated. However that additional overtime expense has been offset by

under-runs in salaries (\$0.3 million) and insurances (\$0.1 million). In addition, the positive variance in compensated absences (\$0.4 million) is offset by the negative variance in other benefits (\$0.4 million).

Expenses – Services and Supplies: Second quarter year-to-date services and supplies actuals of \$125.1 million are 23.7 percent below the amended budget of \$164 million. The main contributors to this under-run were contribution to other agencies (\$17.5 million), professional services (\$13.8 million), outside services (\$4.5 million), contract transportation (\$3 million), and insurance claims expense (\$1.2 million).

Expenses – Contributions to Other Agencies: The Measure M competitive projects and turnback program comprise 69 percent of the "Contributions to Other Agencies" line item (40 percent and 29 percent respectively). Under-runs in the competitive program total \$10.2 million or 58.3 percent of this line item variance and are the result of cities not requesting reimbursements at the rate OCTA has anticipated. The OCTA Board approved an amendment to the FY 2004-05 budget to provide assistance to cities in claiming these funds to complete these projects.

Expenses – Professional Services: Second quarter year-to-date actuals of \$13.3 million were under the amended budget of \$27.1 million. The under-run is primarily due to the Santa Ana Freeway (Interstate 5) North Right-of-Way (ROW) acquisition being delayed (\$3.5 million), due to ground water issues, and lower than anticipated expenses to date in preliminary engineering of The CenterLine Project (\$5.2 million).

Expenses – Outside Services: Second quarter year-to-date actuals of \$12.7 million were under the amended budget of \$17.1 million by 26 percent. The under-run is primarily due to maintenance supplies and services (\$2.6 million) and maintenance equipment repairs (\$1.1 million). The primary reason for both of these variances is mainly due to the time in which invoices are received. Furthermore, by the end of the FY the variance between actuals and amended budget will be minimal.

Expenses – Contract Transportation: Second quarter year-to-date actuals of \$15.9 million were under the amended budget of \$18.3 million by 15.6 percent. The variance is due to the invoice processing which is one month in arrears. The Laidlaw contract billings were \$3.2 million and Cofiroute was \$0.8 million for the month of December. When these billings are included in the actuals this category will be over budget by \$1.6 million. This means that the amount budgeted for Contract Transportation will likely need to be increased if the current trend continues.

Expenses – Insurance Claims: Second quarter year-to-date actuals of \$13 million are 9.8 percent less than the second quarter year-to-date amended budget of \$14.4 million. This is due to lower workers' compensation claim expenses of \$2.8 million actuals versus \$4.3 million that was budgeted. This variance is due to fluctuations in claim amounts on a monthly basis versus the budget but it is expected that the year end expense will be approximately the budgeted amount of \$8.5 million.

Expenses – Fuels and Lubricants: Second quarter year-to-date actuals of \$5.1 million were over the amended budget of \$4 million by 27.7 percent. The over-run is due to the increase in diesel fuel costs (\$0.8 million due to the budget cost of \$1.05 per gallon versus the actual \$1.52 per gallon) and liquefied natural gas (LNG fuel, \$0.2 million) due to more miles being run than budgeted.

Expenses – Capital and Fixed Assets: During the first six months capital and fixed asset actuals of \$399.1 million are 3.8 percent below the amended budget of \$414.8 million. This variance is due to construction of American Disabilities Act bus stop modifications phase three not yet encumbered (\$1.4 million), the articulated bus repair bays for the Garden Grove base (\$3 million), both of which are being delayed until March 2005, and the Interstate 5 North ROW acquisition being delayed due to ground water issues (\$8 million).

Fund Level Analysis

A fund level analysis as well as fund level financial schedules for the General Fund, Local Transportation Authority Fund, Orange County Transit District Fund, Riverside Freeway (91 Express Lanes) Fund, and the Internal Services Funds are included as Attachments A and B.

Summary

This summary report of budget-to-actuals provides information for the second quarter year-to-date fiscal year 2004-05 activities of the Orange County Transportation Authority. Second quarter revenues are 13.2 percent higher than the amended revenue budget, while the expenditures are 8.6 percent below budgeted levels during this same period. Staff recommends this report be received and filed as an information item by the Finance and Administration Committee.

Attachments

- A. Fund Level Analysis.
- B. Fund Level Financial Schedules

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Fund Level Analysis

General Fund – Revenue and Expense Summary

Second quarter year-to-date revenue actuals of \$0.1 million are 64.3 percent below the second quarter year-to-date amended budget of \$0.4 million. Second quarter year-to-date expenditure actuals of \$18.7 million are 4.6 percent under the second quarter year-to-date amended budget of \$19.6 million.

Note: Expenses in the General Fund are greater than revenues but the majority of the expense is allocated out to the other funds in the Orange County Transportation Authority (OCTA).

General Fund - Variance Analysis - Revenues

Revenues – Other Financial Assistance: Year-to-date actuals of negative \$0.4 million are 368 percent lower than the anticipated \$0.1 million budgeted for the same period. The reason for this variance is as follows:

Revenue in this category is received on a reimbursement basis, revenues budgeted here can be received in future years rather than the year in which they are reflected in the budget. On the other hand, reimbursement budgeted in prior years can be received in current year. This will lead to a variance between budgeted revenues and actual cash receipts primarily due to revenues not being recorded in the same period as encumbrances. Revenues received include reimbursement from California Department of Transportation (Caltrans), cities, and other agencies.

Revenues – State Grants: Second quarter year-to-date actuals of \$0.4 million are 100 percent more than the second quarter year-to-date amended budget. Since revenues in this category are received on a reimbursement basis, revenues received were budgeted in prior years. All of this revenue represents reimbursements from the state to the OCTA for expenditures on the soundwall program.

General Fund – Variance Analysis – Expenses

Expenses – Salaries and Benefits: Second quarter year-to-date actuals of \$12 million are 2 percent less than the second quarter year-to-date amended budget of \$12.3 million. Salaries are \$0.3 million under budget due to vacancies being higher than budgeted but this under-run is partially offset by an over-run in pension costs (\$0.2 million).

Expenses – Services and Supplies: During the first six months, actuals of \$6.5 million are 7.1 percent less than the amended budget of \$7 million for the same period. Detailed analysis by category follows below.

Expenses – Professional Services: Second quarter year-to-date actuals of \$2.2 million are 11.1 percent less than the second quarter year-to-date amended budget of \$2.5 million. The cause of this variance is primarily due to an under-run in professional services for technical resource support for projects (\$63K), outsourced desktop technician (\$64K), and Oracle specialized consulting (\$185K).

Expenses – Office Expense: Second quarter year-to-date actuals of \$0.4 million are 33.7 percent less than the second quarter year-to-date amended budget of \$0.7 million. This is due to an under-run in software (\$0.1 million) and PC workstations/hardware (\$0.1 million) purchases.

Local Transportation Authority (LTA) Fund – Revenue and Expense Summary

Second quarter year-to-date revenue actuals of \$152.4 million are 22.6 percent above the second quarter year-to-date amended budget of \$124.3 million. Second quarter year-to-date expenditure actuals of \$421.3 million are 4.9 percent under the second quarter year-to-date amended budget of \$443.3 million.

Local Transportation Authority Fund - Variance Analysis - Revenues

Revenues – Taxes/Fees: In the LTA fund, the taxes/fees category solely records the ½ cent Measure M sales tax. Second quarter year-to-date actuals of \$114 million are 2.7 percent below the second quarter year-to-date amended budget of \$117.3 million. This variance is primarily due to a larger accrual reversal than was anticipated in the budgeted cashflow for this item. The expectation is that the actuals will match or exceed the budget by year end.

Revenues – Interest Income: Second quarter year-to-date actuals of \$5.8 million are 16.1 percent less than the second quarter year-to-date amended budget of \$6.9 million. This variance is primarily due to the fact actual interest rates have been lower than the budgeted interest rate of 3.5 percent.

Revenues – Other Financial Assistance: Revenue in this category is received on a reimbursement basis, revenues budgeted here can be received in future years rather than the year in which they are reflected in the budget. On the other hand, reimbursement budgeted in prior years can be received in current year. This will lead to a variance between budgeted revenues and actual cash receipts primarily due to revenues not being recorded in the same period as encumbrances. Second quarter year-to-date actuals of \$32.4 million is due to receiving Traffic Congestion Relief Program (TCRP) money that was not budgeted (\$31.6 million) for the Garden Grove Freeway (State Route 22) project.

Local Transportation Authority Fund – Variance Analysis – Expenses

Expenses – Total Services and Supplies: Second quarter year-to-date actuals of \$24.7 million are 37 percent less than the second quarter year-to-date amended budget of \$39.2 million. Variance analysis is presented below.

Expenses – Contributions to Other Agencies: Second quarter year-to-date actuals of \$20.4 million are 33.4 percent less than the second quarter year-to-date amended budget of \$30.6 million. This is due to an under-run in the competitive program of \$8.6 million as a result of cities requesting money at a slower rate than budgeted.

Expenses – Professional Services: Second quarter year-to-date actuals of \$3.9 million are 52.8 percent less than the second quarter year-to-date amended budget of \$8.3 million. This is due to a delay with the Interstate 5 (I-5) Far North project (\$3.5 million) because of ground water issues. The delay in the State Route 22 (SR-22) has resulted in the project manager services contract cost (\$0.1 million) being less than what was budgeted (\$0.6 million).

Expenses – Total Capital Expenditures: Second quarter year-to-date actuals of \$396.6 million are 1.8 percent less than the second quarter year-to-date amended budget of \$404 million.

Expenses – Construction in Progress: Second quarter year-to-date actuals of \$1 million are 90 percent below the second quarter year-to-date amended budget of \$10.4 million. This is due to the delay of the right-of-way land acquisition and construction management for the I-5 North project (\$8.1 million).

Expenses — Work in Process: Second quarter year-to-date actuals of \$395.7 million are 0.5 percent above the second quarter year-to-date amended budget of \$393.6 million. This variance is due to the over-run in the Right-of-Way land acquisition (\$2.8 million) for the SR-22, which is partially offset by the under-run in Right-of-Way utilities cost (\$0.4 million) and construction cost (\$0.3 million), also for the SR-22.

Orange County Transit District (OCTD) Fund – Revenue and Expense Summary

Second quarter year-to-date revenue actuals of \$59 million are 11.6 percent above the second quarter year-to-date amended budget of \$52.9 million. Second quarter year-to-date expenditure actuals of \$78.1 million are 11.1 percent under the second quarter year-to-date amended budget of \$87.9 million.

Orange County Transit District Fund - Variance Analysis - Revenues

Revenues – Federal Operating Grants: Since revenues in this category are received on a reimbursement basis, revenues budgeted here are received in

future years rather than the year in which they are reflected in the budget. This will lead to a variance between budgeted revenues and actual cash receipts. Second quarter year-to-date actuals of \$0.1 million are 94.5 percent below the second quarter year-to-date amended budget of \$2.1 million. This variance is due to not utilizing paratransit operating assistance under Section 5307 of the federal grants program until 2005-06 due to the one year extension with Laidlaw.

Revenues – Interest Income: Second quarter year-to-date actuals of \$2.4 million are 16.1 percent lower than the second quarter year-to-date amended budget of \$2.9 million. The variance is due to the budgeted interest rate being higher than the actual interest rate earned.

Revenues – Other Financial Assistance: Second quarter year-to-date actuals of \$32.1 million are \$29.8 million more than the amended budget of \$2.3 million. This is due to receiving Traffic Congestion Relief Program (TCRP) money that was not budgeted in the current year (\$31.6 million) for the State Route 22 (SR-22) project. This money was budgeted as revenue in FY 2002-03.

Revenues – Federal Capital Grants: Since revenues in this category are received on a reimbursement basis, revenues budgeted here are received in future years rather than the year in which they are reflected in the budget. This will lead to a variance between budgeted revenues and actual cash receipts. Second quarter year-to-date actuals of \$15.2 million are 52.5 percent greater than the second quarter year-to-date amended budget of \$10 million. These actuals reflect the fact that Federal Transit Administration (FTA) Section 5 and Section 9 Capital Assistance reimbursements were \$15.2 million for preventative maintenance versus \$9.3 million. Total budget amount for 2004-05 is \$20.1 million, this amount is expected to be fully reimbursed by year-end.

Orange County Transit District Fund – Variance Analysis – Expenses

Expenses – Total Salaries and Benefits: Second quarter year-to-date actuals of \$43.8 million are 0.9 percent more than the second quarter year-to-date amended budget of \$43.4 million. Salaries and compensated absences were over \$0.8 million, due mainly to non-exempt overtime (\$0.6 million), and pensions were over \$0.3 million, which is offset partially by the under-run in insurance (\$0.1 million), extra help (\$0.3 million), and benefits (\$0.3 million) such as uniform allowance and vacation payout.

Expenses – Total Services and Supplies: Second quarter year-to-date actuals of \$32.5 million are 7 percent less than the second quarter year-to-date amended budget of \$35 million. Detailed variance analysis is presented below.

Expenses – Contract Transportation: Second quarter year-to-date actuals of \$13.8 million are under the amended budget of \$16.1 million by 14.7 percent.

The under-run is due to the invoice processing which is one month in arrears. The total invoice amount for December 2004 was \$2.4 million which would account for the year-to-date variance.

Expenses – Professional Services: Second quarter year-to-date actuals of \$1.5 million are 32.3 percent less than the second quarter year-to-date amended budget of \$2.2 million. This is primarily due to the under-run in project management consultants that were hired to oversee the design and construction of bus base facility capital improvement projects (\$0.2 million) and the under-run in professional evaluation and determination of American with Disability Act (ADA) eligibility for the OCTA's ACCESS service (\$0.4 million).

Expenses – Total Capital Expenditures: Second quarter year-to-date actuals of \$1.8 million are 81.1 percent less than the second quarter year-to-date amended budget of \$9.5 million. This is due to a delay in the building of maintenance bays for the 60 foot articulated buses (\$3 million). It is anticipated that this project will resume in March 2005. Another cause for the variance is a delay in the Automated Coach Operators Reporting System re-engineering (\$1.0 million) and the ADA Bus Stop Modification project (\$1.4 million). The ADA Bus Stop Modification project consists of three phases, and within each phase there are packages. Currently, this project is in its third phase, which consists of 13 packages. Package I was awarded in July for \$0.3 million, packages II & III are currently out for bid (est. \$1 million). It is estimated that six packages will be completed by year-end (est. \$2.6 million), and packages 7-13 will be completed in fiscal year 2005-06.

91 Express Lanes Fund – Revenue and Expense Summary

Second quarter year-to-date revenue actuals of \$17 million are 9.6 percent above the quarter year-to-date amended budget of \$15.5 million. Second quarter year-to-date expenditure actuals of \$9.3 million are 37.8 percent under the second quarter year-to-date amended budget of \$15 million.

91 Express Lanes Fund - Variance Analysis - Revenues

Revenues – Miscellaneous Toll Road: Second quarter year-to-date actuals of \$2.4 million are 16.5 percent more than the second quarter year-to-date quarter amended budget of \$2.1 million. The collection of more backlogged violations than expected led to more non toll revenue than was budgeted.

Revenues – Toll Road: Second quarter year-to-date actuals of \$14.2 million are 8.8 percent greater than the second quarter year-to-date amended budget of \$13.1 million. This variance is due to the increase in traffic volume (11 percent) and more revenue from the interoperating agreement with the Transportation Corridor Agencies (TCA) for tollroad revenue. OCTA bills the TCA for TCA customers who use the SR-91 toll road (\$0.9 million).

91 Express Lanes Fund – Variance Analysis – Expenses

Expenses – Total Services and Supplies: Second quarter year-to-date actuals of \$9.3 million are 37.8 percent less than the second quarter year-to-date amended budget of \$15 million. Variance analysis is presented below.

Expenses — Outside Services: Second quarter year-to-date actuals of \$0.5 million are year-to-date 84.6 percent lower than the second quarter year-to-date amended budget of \$3.3 million. This is because the maintenance upgrade of the toll lanes budgeted in September is being delayed until the fourth quarter of FY 2004-05 (\$1.2 million).

Expenses – Professional Services: Second quarter year-to-date actuals of \$0.6 million are 78.2 percent less than the second quarter year-to-date amended budget of \$2.6 million. This is due to lower spending on 91 Auxiliary Environmental/Preliminary Engineering (\$2.5 million). This is expected to be spent by year-end.

Expenses – Total Capital Expenditures: Second quarter year-to-date actuals of \$0.5 million are 51.2 percent less than the amended budget of \$0.9 million. This is due to lease-hold improvements being under spent by \$0.3 million because of delays in executing the lease amendment and acquiring a project manager.

Internal Service Funds – Revenue and Expense Summary

The Internal Service Funds operate on a cost recovery method through an allocation chargeback such that revenues are less than costs before the allocation out to the other funds. Second quarter year-to-date revenue actuals of \$0.6 million are 68 percent under the second quarter year-to-date amended budget of \$2 million. Second quarter year-to-date expenditure actuals of \$13.3 million are 9.8 percent under the second quarter year-to-date amended budget of \$14.7 million.

Internal Service Funds - Variance Analysis - Revenues

Revenues – Charges for Services: Second quarter year-to-date actuals of \$13.3 million are 19.4 percent greater than the second quarter year-to-date amended budget of \$11.2 million. The variance is due to workers comp (\$0.7 million) and employee contribution to health care (\$0.7 million) revenue that has been higher than anticipated. In addition, the OCTA has used reserves for Property Liability/Property Damages (\$0.4 million) which was not budgeted.

Revenues – Interest Income: Second quarter year-to-date actuals of \$0.5 million are 27.5 percent less than second quarter year-to-date amended budget of \$0.7 million. The primary reason for this variance is because interest rates being earned on investments (2.5 percent) were lower than the budgeted rate

(3.5 percent). It is forecasted that interest yields will begin to increase steadily through the end of the fiscal year so that revenues will be higher but not completely recover.

Internal Service Funds – Variance Analysis – Expenses

Expenses – Total Services and Supplies: Second quarter year-to-date actuals of \$13.3 million are 9.8 percent less than the second quarter year-to-date amended budget of \$14.7 million. Variance analysis is presented below.

Expenses – Insurance Claims: Second quarter year-to-date actuals of \$13 million are 9.8 percent less than the second quarter year-to-date amended budget of \$14.4 million. This is due to lower workers' compensation claim expenses of \$2.8 million actuals versus \$4.3 million that was budgeted. No variance is expected at year-end.

Fund Level Financial Schedules

General Fund Revenues and Expenses

In Thousands Description Budget Actual Variance -387.4% (497)Other Financial Assistance 128 (368)166 (32)(198)-119.0% Interest Income -0.8% 59 59 (0)Fees and Fines 0.0% Federal Capital Grants 0.0% Federal Operating Grants 58 43 280.1% 15 Miscellanous State Grants 415 415 0.0% 369 132 (237)-64.3% **Total Revenues** -4.4% 8,207 7,842 (365)Salaries-Regular Employees 210 (115)-35.4% Extra Help Employees 326 676 (83)-10.9% Other Benefits 759 177 -4.8% 186 (9)Insurances 10.2% 1,222 Compensated Absences 1,110 113 1,702 1,911 209 12.3% Pensions Total Salaries & Supplies 12,290 12,040 (250)-2.0% 2,452 2,180 (273)-11.1% **Professional Services** (222)-33.7% Office Expense 659 437 (173)-12.3% **Outside Services** 1,402 1,229 -42.5% 273 157 (116)Utilities 159 129 (30)-18.8% Travel, Training, and Mileage 50 38 (12)-23.7% Other Materials and Supplies 191 185 (5) -2.8% Miscellanous Expense 5 0 (4) -95.0% Maintenace Expense 74 38 51.5% Advertising Fees 112 Leases 1,776 1,963 187 10.5% 113 106 1513.9% Contributions to other Agencies 7,047 6,543 (503)-7.1% Total Services & Supplies 227 78 -65.4% Capital Exp-Locally Funded (148)19,564 18,662 (902)-4.6% Expenses

^{*(}under) / over

Local Transportation Authority Fund (Measure M) Revenues and Expenses

In Thousands				
Description	Budget	Actual	Variance	%
Taxes/Fees	117,250	114,066	(3,184)	-2.7%
Interest Income	6,916	5,800	(1,116)	-16.1%
Rental Income	136	74	(62)	-45.7%
Miscellanous	4	-	(4)	-100.0%
Federal Capital Assistance Grants	-	23	23	0.0%
Other Financial Assistance	<u> </u>	32,399	32,399	0.0%
Total revenues	124,305	152,361	28,056	22.6%
Contributions to Other Agencies	30,588	20,370	(10,218)	-33.4%
Professional Services	8,275	3,903	(4,372)	-52.8%
Debt Service	318	279	(39)	-12.3%
Advertising Fees	3	1	(2)	-82.3%
Travel, Training, and Mileage	-	0	0	0.0%
Miscellanous Expense	0	1	1	263.6%
Office Expense	6	12	7	122.2%
Outside Services	55	160	104	188.1%
Total Serivces & Supplies	39,246	24,726	(14,519)	-37.0%
Construction in Progress	10,398	1,039	(9,359)	-90.0%
Capital Exp-Locally Funded	-	(169)	(169)	0.0%
Capital Exp-Grant Funded	68	26	(42)	-62.0%
Work in Process	393,569	395,720	2,151	0.5%
Total Capital	404,035	396,616	(7,419)	-1.8%
Total Expenses *(under) / over	443,280	421,342	(21,938)	-4.9%

Orange County Transit District Fund Revenues and Expenses

In Thousands	-			
Description	Budget	Actual	Variance	%
Federal Operating Grants	2,067	114	(1,953)	-94.5%
Interest Income	2,877	2,415	(462)	-16.1%
Farebox Revenue	15,940	15,814	(127)	-0.8%
Insurance Recoveries	119	105	(14)	-11.5%
Advertising Revenue	9,451	9,462	11	0.1%
Miscellanous	23	106	83	367.6%
Rental Income	145	516	371	255.1%
Taxes/Fees	3,704	4,256	552	14.9%
Other Financial Assistance	8,572	11,000	2,428	28.3%

Total revenues	52,879	59,004	6,126	11.6%
Extra Help Employees	586	288	(299)	-51.0%
Other Benefits	1,524	1,234	(290)	-19.0%
Insurances	611	501	(110)	-17.9%
Pensions	4,732	5,023	291	6.1%
Compensated Absences	3,931	4,262	331	8.4%
Salaries-Regular Employees	31,978	32,455	477	1.5%
Total Salaries & Supplies	43,363	43,762	399	0.9%

9,981

16,145

158 4,002

87,878

15,217

13,777

430

608

5,111

78,087

5,237

(2,369)

430

450

1,110

(9,790)

52.5%

-14.7%

0.0%

284.3%

27.7%

-11.1%

Contract transpersation	1			
Professional Services	2,153	1,458	(695)	-32.3%
Outside Services	5,424	4,775	(649)	-12.0%
Contributions to other Agencies	607	146	(461)	-76.0%
Debt Service	179	(90)	(269)	-150.4%
Leases	361	211	(150)	-41.5%
Office Expense	466	331	(135)	-29.0%
Tires and Tubes	681	558	(123)	-18.1%
Advertising Fees	78	30	(48)	-61.8%
Miscellaneous Expense	117	86	(31)	-26.6%
Taxes	296	283	(13)	-4.4%
Travel, Training, and Mileage	66	71	5	7.3%
Utilities	335	395	60	17.9%
Maintenace Expense	3,923	4,346	423	10.8%

Total Services & Supplies	34,992	32,526	(2,466)	-7.0%
Capital Exp-Locally Funded	6,301	891	(5,410)	-85.9%
Construction in Progress	1,903	289	(1,614)	-84.8%
Work in Process	1,320	620	(700)	-53.1%
Total Capital	9,524	1,799	(7,724)	-81.1%

^{*(}under) / over

Expenses

Federal Capital Grants

Contract Transportation

Fuels and Lubricants

Other Materials and Supplies

Insurance

Toll Road Fund Revenues and Expenses

In Thousands

Description	Budget	Actual	Variance	%
Interest Income	322	313	(8)	-2.6%
Rental Income	1	7	6	477.4%
Miscellaneous Toll Road Revenue	2,060	2,400	340	16.5%
Toll Road Revenue	13,095	14,245	1,150	8.8%
Total revenues	15,478	16,965	1,487	9.6%
Outside Services	3,337	515	(2,822)	-84.6%
Professional Services	2,567	559	(2,008)	-78.2%
Contract Transportation	2,744	2,157	(587)	-21.4%
Office Expense	470	224	(247)	-52.5%
Advertising Fees	135	28	(106)	-79.0%
Utilities	132	77	(55)	-41.8%
Leases	200	182	(18)	-9.0%
Miscellaneous Expense	102	89	(13)	-12.6%
Travel, Training, and Mileage	5	3	(2)	-34.0%
Debt Service	5,292	5,291	(1)	0.0%
Insurance Claims Expense	5	201	196	4281.6%
Total Services & Supplies	14,988	9,325	(5,664)	-37.8%
Capital Exp-Locally Funded	938	457	(481)	-51.2%
Work in Process		-	-	0.0%
Total Capital	938	457	(481)	-51.2%
Expenses	15,926	9,782	(6,144)	-38.6%

^{*(}under) / over

Internal Service Funds Revenues and Expenses

III I II UUGaiius	In	Thousands
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Description	Budget	Actual	Variance	%
Interest Income	743	539	(204)	-27.5%
Insurance Recoveries	84	104	20	23.6%
Charges for Services	11,184	13,349	2,164	19.4%
Total revenues	12,012	13,992	1,980	16.5%
Insurance Claims Expense	14,436	13,018	(1,418)	-9.8%
Outside Services	50	19	(31)	-62.5%
Professional Services	191	178	(14)	-7.2%
Miscellaneous Expense	2	1	(0)	-17.8%
Insurance	-	-	-	0.0%
Taxes	64	82	18	28.2%
Total Expenses	14,743	13,298	(1,445)	-9.8%

^{*(}under) / over





BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

WK

From: Wendy Knowles, Clerk of the Board

Subject Agreement for Health Brokerage Services

Finance and Administration Committee

February 23, 2005

Present: Directors Wilson, Duvall, Campbell, Correa, Ritschel, Silva and

Cavecche

Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement 4-1271 between the Orange County Transportation Authority and Mercer Human Resource Consulting, in the amount of \$265,000, for health brokerage services.



February 23, 2005

To: Finance and Administration Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Agreement for Health Brokerage Services

Overview

The Orange County Transportation Authority provides health benefits to its employees. A broker is necessary to assist the Benefits Department in placing the coverages. Offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Agreement 4-1271 between the Orange County Transportation Authority and Mercer Human Resource Consulting, in the amount of \$265,000, for health brokerage services.

Background

The Orange County Transportation Authority (OCTA) has used a broker of record to assist the Benefits Department to implement and maintain OCTA's benefit program for its employees. These services are required to maximize benefits and contain costs for OCTA and its employees. In the past, the broker's compensation has been by commissions paid by the carriers.

The broker of record provides the following services in addition to marketing and placing coverages: assists OCTA in developing a comprehensive, cost effective health and welfare program, supports and assists OCTA in resolving any carrier problems, projects claims for OCTA's self-funded plans, monitors and analyzes OCTA's self-funded plans, informs of new legislation that may affect OCTA and assists as necessary in implementing changes to maintain compliance, performs research and analysis as requested, develops benefit communication pieces, assists with open enrollment as requested, and assists with meetings to explain health plan changes to employees. The broker's compensation will be by firm-fixed price. Commissions paid by the carriers for placing blocks of business

with a specific insurance company must be disclosed to OCTA. These commissions will be deducted from the firmed-fixed price paid by OCTA.

Discussion

This procurement was handled in accordance with the OCTA's procedures for professional and technical services. In addition to price, 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 requirements, and technical expertise in the field.

The project was advertised on January 13, 2005, and January 17, 2005, in a newspaper of general circulation. Request for Proposals (RFP) were e-mailed to 79 consultants who were registered with OCTA under the Commodity Codes: Health/Hospitalization Services, Insurance - Administration, Insurance - Broker & Agents, and Insurance - Services on January 12, 2005. Written questions were received by January 20, 2005, and responses provided on January 21, 2005.

On January 31, 2005, five offers were received from the following firms: AON Consulting (AON), Driver Alliant Insurance Services (Driver), Gallagher Benefit Services of California, Mercer Human Resource Consulting (MERCER), and USI Insurance Services, Incorporated. An evaluation committee composed of staff from Treasury and Public Finance, Contracts Administration and Materials Management, Financial Planning and Analysis, Risk Management, and Employee Relations was established to review all offers submitted. The offers were evaluated on the basis of Qualifications of the Firm, Staffing and Project Organization, Work Plan, and Price. The committee determined the top three companies to be Mercer, Driver, and AON.

All three firms have very good qualifications, having been in business for more than 70 years with a nearby office to serve OCTA conveniently. All three firms are large with hundreds of public sector clients nationally. Mercer also does business with 23 transit properties across the United States, whereas AON only mentioned four transit properties and Driver mentioned none. Driver has established a special division within the company called the Public Entity Benefits Division, who handles only public entities' benefits.

Mercer proposed a team of four consultants with an average of 17 years of experience. AON proposed the smallest team, three consultants, with an average of 16 years whereas Driver proposed the largest team, five consultants, with an average of 13 years of experience. AON, the incumbent, estimated 229

hours annually would be needed to complete the scope of work with Mercer estimating 271 to 281 hours. Driver provided the highest estimate of 716 hours annually.

All three firms provided additional resources in legal and actuarial consultants. AON also provided their Washington D.C., technical support/research team. Mercer provided the greatest number of additional resources which included consultants in consumer driven plans, cafeteria plans, health and productivity management, absence management, pharmacy management, behavioral care management, and other specialty consultants that OCTA might require.

All three firms provided a timeline to complete the scope of work. AON listed the services from the RFP scope of work and agreed to perform. No aggressive suggestions or initiatives were displayed in their work plan. Driver provided a good and complete work plan that detailed all of the items in the scope of work and how they would accomplish the work. Mercer provided an excellent plan that showed initiative with innovative ideas and thinking outside the box. Mercer covered all services requested in the RFP and described how they would accomplish the work. The work plan provided by Mercer was very easy to read and was very comprehensive.

The proposed price of each firm is shown in Attachment A. Driver provided the highest cost at \$289,000 for the initial term with Mercer following at \$265,000 and AON was the lowest at \$234,000. AON and Mercer stated that the increases in subsequent years would be due to the expected increase in doing business, labor, and operational costs. Driver did not specify why their price would increase in subsequent years.

Based on their findings, the evaluation committee recommends the following firm for consideration of an award:

Mercer Human Resource Consulting Newport Beach, California

Mercer clearly outperformed the other firms in developing a complete and comprehensive proposal. Mercer's proposed team had the most experience, they provided a detailed timeline to complete the work, and they discussed creative and innovative ideas. Mercer has extensive experience with public sector organizations and numerous transit agency clients. The reference check conducted for Mercer, as well as the other two firms, were positive. The references provided a high rating for Mercer's quality of services, quality of staff, and their responsiveness to the requirements of the agency.

Summary

Based on the material provided, staff recommends award of Agreement 4-1271 to Mercer Human Resource Consulting for a three-year period in the amount of \$265,000, for health brokerage services.

Attachment

A. Health Brokerage Services Pricing.

Prepared by:

Debbie Christensen Section Manager Employee Relations (714) 560-5811 Approved by:

James S. Kenan Executive Director

Finance, Administration and

Human Resources (714) 560-5678

ATTACHMENT A

HEALTH BROKERAGE SERVICES PRICING

Proposed Price	AON Consulting	Driver Alliant Insurance <u>Services</u>	Mercer Human Resource <u>Consulting</u>
Initial Term			
Term 1	\$105,000	\$130,000	\$120,000
Term 2	\$63,000	\$78,000	\$70,000
Term 3	\$66,000	<u>\$81,000</u>	<u>\$75,000</u>
Initial Term Total	\$234,000	\$289,000	\$265,000
Option Years			
Term 1	\$69,000	\$84,000	\$80,000
Term 2	<u>\$73,000</u>	<u>\$87,000</u>	<u>\$85,000</u>
Option Terms Total	\$142,000	\$171,000	\$165,000
Grand Total	\$376,000	\$460,000	\$430,000





BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To:

Members of the Board of Directors

WU

From:

Wendy Knowles, Clerk of the Board

Subject

Second Quarter Fiscal Year 2004-05 Bus Operations Monthly

Performance Measurement Report

Finance and Administration Committee

February 23, 2005

Present:

Directors Wilson, Duvall, Campbell, Correa, Ritschel, Silva and

Cavecche

Absent:

None

Committee Vote

This item was passed by all Committee Members present.

Committee Members Correa and Silva were not present to vote on this item.

Committee Recommendation

Receive and file as an information item for the Finance and Administration Committee.



February 23, 2005

To: Finance and Administration Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Second Quarter Fiscal Year 2004-05 Bus Operations Monthly

Performance Measurement Report

Overview

Orange County Transportation Authority recognizes the need for improved accountability and operational performance. With this in mind, the Bus Operations Monthly Performance Measurements report was developed in accordance with Executive Management direction. The Bus Operations Monthly Performance Measurements report serves as a tool to survey operational performance and as the nexus for process improvements.

Recommendation

Receive and file as an information item for the Finance and Administration Committee.

Background

In an effort to improve the operation of Orange County Transportation Authority's (OCTA) bus operations, staff has developed the Bus Operations Monthly Performance Measurements report. This report is designed to allow management to monitor and evaluate how their respective business units are performing against budgeted targets.

The fiscal year (FY) 2004-05 Bus Operations Monthly Performance Measurements report has been designed to allow management to focus on several key areas within Bus Operations and Community Transportation Services (CTS) with an emphasis on safety, reliability, efficiency and compliance with the Americans with Disabilities Act (ADA). This performance measurement report reverberates with the Chief Executive Officer's message of continuous improvement which has been communicated to all levels of management through recognition of key objectives and is aligned with the FY 2004-05 budget. The key objectives are linked to a broader set of

performance measures that will be monitored for both Bus Operations and CTS.

By utilizing these measurements, management will have the ability to analyze trends, and to assess the effectiveness and efficiency of the overall bus operations program. Through this process, management can implement change to improve bus operations performance and deliver a more cost effective system.

The following pages will detail the seven new key objectives and discuss other significant measurements.

Discussion

For FY 2004-05, Executive Management has emphasized the following key objectives for Bus Operations:

Bus Operations Key Objectives

Objective I - Reduce Accidents

To provide a safe and reliable service it is necessary to continually lower the number of accidents involving OCTA's buses or passengers. In this endeavor, data gathered from accidents will be analyzed to provide directions for improvement in training, communications, as well as physical improvements to bus stops. Through the second quarter FY 2004-05 accidents for bus operations have been reduced 20 percent to 708, 178 accidents less than the target of 886.

Objective II - Increase On-time Performance

OCTA's passengers rightfully expect that OCTA buses will arrive on time at locations specified in our published timetable. This is our contract with the public. Greater on-time performance will occur from more effective schedule-writing and improved operator training. This measure is produced from a sampling of schedule checks and supervisor checks. Through the second quarter, the on-time percentage for the system was 85.1 percent with a target of at least 85 percent. Each base manager is reviewing the monthly information to pinpoint on-time problems by individual line. A plan is then developed to assist the coach operators and provide timely data that can be used by the scheduling section to make adjustments.

Objective III - Reduce Customer Complaints

The coach operators are the ambassadors of OCTA and as such recognize the importance of a "Customer First" attitude. Through the second quarter, the total number of complaints was 1,834 which is 5.9 percent below the target of 1,948.

Objective IV – 100 Percent Compliance on Calling out Stops

To remain in compliance with the ADA federal legislation, coach operators are required to make announcements along the line unless an automatic annunciator is in operation as on newer buses. Through a sampling methodology of several types of checks, year-to-date through the second quarter has been at 84 percent. To ensure compliance, operators observed not calling out stops will be counseled.

Objective V - Increase Miles Between Road Calls

Miles between road calls is a direct measurement of the mechanical reliability of the OCTA bus fleet. The target for this measure has been increased this year from 9,000 miles to 10,000 miles between road calls. The maintenance department has put tremendous effort into several bus campaigns to increase the miles between road calls and through the second quarter, the maintenance department's effort has paid off, reaching 10,790 miles between road calls.

Objective VI - Improve Operator Pay Hour per Vehicle Hour

This is an efficiency measurement of how well OCTA utilizes the coach operator workforce. This is a ratio of operator pay hours over vehicle hours. The goal of this measurement is to trend downward closer to a 1 to 1 ratio. Through the second quarter, the ratio is 1.15 to 1 as compared to the target of 1.18 to 1 ratio.

Objective VII - Improve Maintenance Pay Hour per Vehicle Hour

This is a maintenance department efficiency measurement of the cost in hours to maintain the OCTA bus fleet. This is a ratio of maintenance pay hours over vehicle hours. The goal of this measurement is to trend downward. Through the second quarter, the ratio is 0.53 to 1.

Community Transportation Services Key Objectives

Objective I - Increase On-Time Performance

As mobile data terminals are installed in the small bus fleet, the ability to monitor on-time performance will become available. It is anticipated that this project will begin in late FY 2004-05 and be completed in FY 2005-06.

Objective II - Reduce Complaints

Through the second quarter of FY 2004-05, complaints have increased 55.4 percent to 1,712 versus the target of 1,102. This increase of complaints is indicative of changes from the Growth Management Study, fare changes, and increased number of passengers.

Objective III - Increase Miles Between Road Calls

The CTS goal for miles between road calls has also been raised from 29,000 to 30,000. The small vehicles used for these services have a much shorter life cycle resulting in a younger fleet compared to OCTA fixed route; thus, the vehicles should incur less road calls. The miles between road calls through the second quarter have been 23,761. The CTS maintenance field administrator will work with the contractor to address this issue and bring about conformity to the target.

Objective IV - Increase Boardings per Vehicle Revenue Hours - ACCESS

Boardings per revenue vehicle hour (RVH) have increased to 1.90 passengers from prior year of 1.78 passengers but short of the target of 1.96. This figure indicates increasingly efficient use of the RVH for this service.

Objective V - Increase Boardings per Vehicle Revenue Hours - Special Agency

Boardings per RVH have decreased 20.3 percent to 3.98 passengers under the target of five passengers. The number of passengers being serviced and the hours are both significantly lower this year. As the passengers and hours decrease, the economies of scale lessen, hence the lower productivity. Bus Operations: Other Measures of Interest

In contrast with other transit properties, OCTA has been fortunate to continue expanding bus service. Through careful service planning, scheduling, and improving operating efficiencies, OCTA has been able to increase by two percent or 18,202 RVH through the second quarter this year compared to the same period last year.

While OCTA adds more RVH, bus ridership continues to trend upward. Boardings have increased by two percent or 674,330 riders through the second quarter compared to the performance for the same period last year. The continued boardings trend indicates the positive impact OCTA bus service has in Orange County. Boardings per RVH (39.4) have increased by 5.9 percent compared to last year (37.21) and 4.7 percent over the budgeted target of 37.63.

The farebox recovery ratio is currently trending at 23.39 percent or 3.9 percent below the budgeted target and 15.5 percent lower than last year's level of 27.67 percent. The lower farebox recovery can be attributed to two factors. First, operating costs such as maintenance parts, diesel fuel, coach operator and maintenance salaries have increased over the same period last year. Second, revenues have not kept pace as anticipated, decreasing by \$27,677 or 0.1 percent over the same period as last year. In order to offset the rise in operating costs and lower fare revenue, OCTA has implemented a fare change in January 2005 in combination with identifying other cost-cutting measures within bus operations.

Customer comments are trending in a positive direction as transit management continues the "Putting the Customer First" campaign and coach operators have been focusing on providing improved customer service. The complaints per 100,000 boardings have shown a decrease of 12.6 percent to 5.38 through December 2004 compared to 6.15 for the same period last year.

Maintenance: Other Measures of Interest

The Maintenance Department has the challenging task of keeping an active fleet of 562 vehicles maintained and ready for service on a 24 hour, 7 day week schedule.

As prices and maintenance parts have increased, there has been a commensurate increase in the maintenance cost per mile through the second

quarter to \$0.57 compared to budget this year of \$0.48, an increase of 18.8 percent.

Paratransit: Other Measures of Interest

OCTA's paratransit service is comprised of both ACCESS and Special Agency Transportation. ACCESS represents the bulk of the two services and is required by the ADA. As the demand for ACCESS continues to increase, implementation of the recommendations that were developed from the Growth Management Study have begun. RVH and boardings do continue to grow compared to last year, but at a slightly lower rate.

RVH have increased by 8.3 percent or 22,818 through the second quarter as compared to the same period last year, while boardings have increased by 15.7 percent or 77,080 boardings over the same period. Boardings per RVH have increased to 1.90 from the prior year's performance of 1.78. This figure indicates increasingly efficient use of the RVH. These passengers are also traveling further distances when they utilize the ADA service, as revenue vehicle miles (RVM) have shown an increase of 11.2 percent or 459,059 RVM compared to the same period last year.

The Farebox Recovery Ratio has shown a decrease of 3.6 percent to 11.07 percent as compared to 11.49 percent for the same period last year.

In an effort to maintain ADA compliance, staff has been successful in achieving zero denials through December 2004.

Summary

The performance measurement report through the second quarter of FY 2004-05 represents a variety of areas that are moving in the right direction, such as expanding local bus with increased revenue vehicle hours and boardings for fixed route. Boardings per revenue hour have improved, the coach operator workforce is becoming more productive, and coach operator complaints are down. Paratransit continues to experience a significant demand for service but as staff continues implementation of the Growth Management Study recommendations, there will be improvements in productivity such as the increase in this quarter of boardings per revenue hour. The new key objectives will provide added focus into functional areas of the Orange County Transportation Authority bus business.

Attachment

A. Orange County Transportation Authority Monthly Performance Measurements Bus Operations December 2004.

Prepared by:

James L. Cook Jr. Financial Analyst,

Financial Planning & Analysis

(714) 560-5681

Approved by:

arnes S. Kenan

Executive Director, Finance

Administration and Human Resources

(714) 560-5678

THE ORANGE COUNTY TRANSPORTATION AUTHORITY

MONTHLY PERFORMANCE MEASUREMENTS

BUS OPERATIONS

DECEMBER 2004

IS A BOUND REPORT AND ON FILE IN THE

CLERK OF THE BOARD'S OFFICE





BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To:

Members of the Board of Directors

NK

From:

Wendy Knowles, Clerk of the Board

Subject

Agreements with the Union Pacific Railroad and the California

Department of Transportation for the Santa Ana Freeway (Interstate 5)

Far North Project

Regional Planning and Highways Committee

March 7, 2005

Present:

Directors Cavecche, Rosen, Brown, Green, Monahan, Pringle, and

Ritschel

Absent:

Directors Norby and Dixon

Committee Vote

This item was passed by all Committee Members present.

Director Pringle was not present to vote on this item.

Committee Recommendations

- A. Authorize the Chief Executive Officer to execute Agreement C-5-0632 in the amount of \$12,650,000 between the Orange County Transportation Authority and Union Pacific Railroad for the required relocation of railroad storage tracks.
- B. Authorize the Chief Executive Officer to execute Cooperative Agreement Caltrans 12-482 (Agreement C-5-0672) between the Orange County Transportation Authority and the California Department of Transportation in the amount of \$108,000 for landscaping design services and project design oversight.
- C. Direct Staff to return to the Board in April 2005, with a project update and a discussion of options for funding the Santa Ana Freeway (Interstate 5) Far North project.



March 7, 2005

To:

Regional Planning and Highways Committee

From:

Arthur T. Leah Chief Executive Officer

Subject:

Agreements with the Union Pacific Railroad and the California

Department of Transportation for the Santa Ana Freeway

(Interstate 5) Far North Project

Overview

The Orange County Transportation Authority proposes to enter into an agreement with the Union Pacific Railroad for storage track relocation and a cooperative agreement with the California Department of Transportation for landscaping design services and project design oversight.

Recommendations

- A. Authorize the Chief Executive Officer to execute Agreement C-5-0632 in the amount of \$12,650,000 between the Orange County Transportation Authority and Union Pacific Railroad for the required relocation of railroad storage tracks.
- B Authorize the Chief Executive Officer to execute Cooperative Agreement Caltrans 12-482 (Agreement C-5-0672) between the Orange County Transportation Authority and the California Department of Transportation in the amount of \$108,000 for landscaping design services and project design oversight.
- C. Direct Staff to return to the Board in April 2005, with a project update and a discussion of options for funding the Santa Ana Freeway (Interstate 5) Far North project.

Background

Recognizing the importance of improving the transportation network through Orange County, the Santa Ana Freeway (Interstate 5) was made the cornerstone of the Orange County Transportation Authority's (OCTA) Measure M Freeway Improvement Program. The last phase to improve

Interstate 5 (I-5) is the two-mile section from just north of the Riverside Freeway (State Route 91) to the Orange/Los Angeles County line. This project is commonly known as the I-5 Far North. The I-5 Far North consists of the following improvements:

- Addition of one general purpose lane and a High Occupancy Vehicle lane in each direction
- Addition of auxiliary lanes in each direction from State Route 91 (SR-91) to Beach Boulevard
- Aesthetically treated retaining walls and landscaping
- Reconstruction of the bridges at Stanton Avenue, Beach Boulevard, and Western Avenue
- Widening of the Artesia Boulevard undercrossing and interchange modification.

In late 2000, the State Transportation Congestion Relief Program (TCRP) was announced. This program provided funding for the ultimate improvements between the Orange County line and the San Gabriel Freeway (Interstate 605). Based on this action, the Los Angeles County Metropolitan Transportation Authority (LACMTA) expedited their timing for the extension of I-5 improvements beyond the Orange County line to the Interstate 605. This action prompted OCTA to advance the timing of I-5 improvements between the SR-91 and the Los Angeles County line. In addition, the project scope was expanded from the interim carpool lane to include one carpool lane and one mixed flow lane in each direction.

Because of the current state budget crisis, the TCRP funding, along with the bulk of matching State Transportation Improvement Program (STIP) funds managed by LACMTA was withdrawn, thereby, deferring the mainline I-5 improvements in Los Angeles County. However, Measure M funds have allowed OCTA to maintain it's commitment to it's portion of the project. The total project cost was estimated to be \$205 million, with \$72 million funded by STIP and \$133 million from Measure M.

Prior to the current state budget crisis, OCTA and the California Department of Transportation (Caltrans) worked to develop an implementation plan to deliver the project in the most timely and cost effective manner. The Board approved the approach to have both Caltrans and OCTA consultants design various project components. The plan consisted of Caltrans preparing roadway plans for a phase of the project and the OCTA consultant preparing roadway plans for the remaining phase and the structural plans for both phases. Caltrans is also acquiring right-of-way and entering into utility relocation agreements for

both phases. The combination of state funds and local tax dollars, along with the integration of the work elements, provided the best approach to deliver the project.

In September 2003, OCTA responded to anticipated delays in STIP funds resulting from state budget crisis and took additional steps to advance the I-5 Far North improvements. Available Measure M dollars were programmed for expenditure first and the state dollars were moved to a later phase of the project. Subsequently, the two phases were combined into one project and the OCTA consultant would prepare the plans, specifications, and estimate package for the entire project. On April 12, 2004, the OCTA Board of Directors reaffirmed their commitment to the I-5 Far North project and adopted a funding strategy to help ensure delivery of the improvements and avoid any further delay.

The current project schedule is as follows:

•	Complete design	May 2005
•	Acquire and certify right of way	June 2005
•	Advertise project for construction	September 2005
•	Award Construction Contract	December 2005
•	Complete Construction	June 2009

OCTA staff and its consultants are closely coordinating and working with Caltrans to meet this schedule.

Discussion

OCTA/Union Pacific Railroad (UPRR) Agreement

The acquisition of UPRR property and relocation and realignment of existing UPRR tracks between Stanton Avenue and Artesia Boulevard are required to widen the freeway. The freeway widening requires acquisition of UPRR property along the south side of the project and the relocation of two auxiliary Santa Ana Industrial Lead storage tracks to sites outside of the project area (Figure 1, Project Site). The Pacific Chemical Distribution (Track 863) will be permanently relocated to existing UPRR right-of-way between Carmenita Road and Bloomfield Avenue. The North Passing Siding (Track 864) will be relocated to existing UPRR right-of-way between Coyote Creek and Valley View Avenue (Figure 2, Storage Track Relocation Sites). The utilities, under easement granted by UPRR, in the track relocation area will also have to be protected or relocated to accommodate the storage tracks.

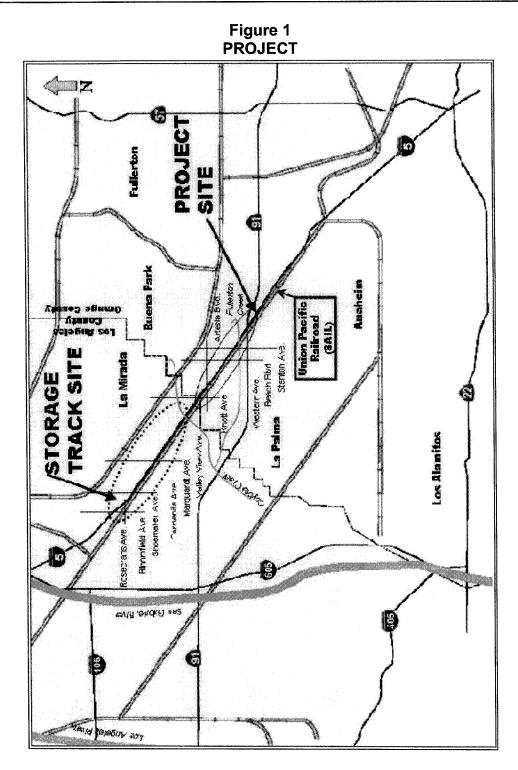
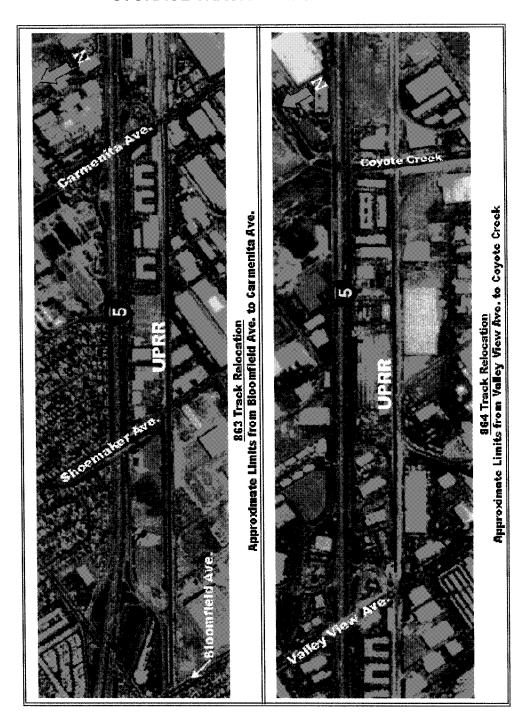


Figure 2 STORAGE TRACK RELOCATION SITES



Agreement C-5-0632 between OCTA and UPRR requires OCTA to:

- 1. Pay UPRR the lump sum amount of \$2,250,000 as mitigation for the impacts and costs incurred by UPRR for the permanent relocation of the two existing storage tracks. These impacts include, but are not limited to, any related operational, revenue, labor, and customer impacts associated with the relocation of the storage tracks from the project site.
- 2. Reimburse UPRR for the actual costs incurred by UPRR or its contractors to relocate the storage tracks and for the protection or relocation of utilities at the estimated cost of \$10,400,000.
- 3. Provide UPRR with consultant design and construction management services to prepare the UPRR design bid packages, inspect, and oversee the track relocation and utility relocation. URS, the OCTA design consultant, will provide these services under an existing agreement. This will ensure that the work and costs are closely monitored and managed.

As part of the UPRR property acquisition, after the storage tracks are relocated, the main track will be realigned and any conflicting utilities within the project area will then be relocated to accommodate the freeway widening. This track work and utility relocation will be done under agreements between UPRR and Caltrans.

OCTA/Caltrans Cooperative Agreement

Staff is also requesting Board approval of Cooperative Agreement 12-482 (Agreement C-5-0672) between OCTA and Caltrans for project design oversight and the design of the replacement landscaping in the amount of \$108,000. OCTA's primary responsibility will be to provide the plans, specifications, and cost estimate for Caltrans approval and for Caltrans to advertise, award, and administer the construction contract. Under current statutes, OCTA is not able to bid and award a freeway project. The replacement planting will be designed, bid, and awarded by Caltrans to a contractor so that installation will occur right after the project is completed.

Project Cost and Funding

The project cost estimate has substantially increased during the past four years as it has gone through various metamorphoses. The current total project cost is estimated to be approximately \$251 million or approximately 23 percent

Agreements with the Union Pacific Railroad and the California Department of Transportation for the Santa Ana Freeway (Interstate 5) Far North Project

higher than the original estimate. The cost increase is mainly attributed to increased material and labor costs for construction, right-of-way, utilities, and the storage track relocation.

In addition, the resolution of the crisis facing the state and federal funding for highway improvements is still unknown and unresolved. In April 2004, the Board approved, along with other funding options, the submission to the State a request for Grant Anticipation Revenue Vehicle (GARVEE) bonds. Due to the uncertainty of the State budget, the issuance of GARVEE bonds for this project and all other GARVEE candidate projects has been put on hold by the State.

Staff will be returning to the Board next month with an update of the I-5 Far North project to present and discuss the various funding options for keeping this important project on track.

Fiscal Impact

Funds for these agreements were approved in the OCTA Fiscal Year 2005 Budget, Construction & Engineering, Accounts 0010-9081/F1610-83N and 0010-7519F/F1610-5HT and are funded through Measure M.

Summary

Staff requests approval of the Board of Directors for the Chief Executive to execute Agreement C-5-0632 in the amount of \$12,650,000 with UPRR for relocation of storage tracks and Cooperative Agreement 12-482 (Agreement C-5-0672) in the amount of \$108,000 with Caltrans for landscaping design services and project design oversight.

Attachment

None.

Prepared by:

John A. Garcia Program Manager (714) 560-5735 Approved by:

Stanley G. Phernambucq

Executive Director, Construction &

Engineering (714) 560-5440



Item 16.

BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

From: Wendy Knowles, Clerk of the Board

Subject Amendment to Professional Services Agreements for Combined

Transportation Funding Program Application Review Services

Regional Planning and Highways Committee

March 7, 2005

Present: Directors Cavecche, Rosen, Brown, Green, Monahan, Pringle, and

Ritschel

Absent: Directors Norby and Dixon

Committee Vote

This item was passed by all Committee Members present.

Director Pringle was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreements C-4-0280, C-4-0479, and C-4-0480 between the Orange County Transportation Authority and firms of COH & Associates, Inc., Urban Crossroads, and W.G. Zimmerman Engineering, Inc., to increase the maximum obligation by \$150,000 to a total amount not to exceed \$225,000, for fiscal year 2004-05 and to extend all agreements to August 31, 2005.



March 7, 2005

To: Regional Planning and Highways Committee

From: Arthur T. Leahyl, Chief Executive Officer

Subject: Amendment to Professional Services Agreements for Combined

Transportation Funding Program Application Review Services

Overview

On May 26, 2004, the Orange County Transportation Authority entered into agreements with three firms to provide review services for Measure M Streets and Roads payment requests and Combined Transportation Funding Programs applications for fiscal year 2004-05. All of the firms were retained in accordance with the Orange County Transportation Authority procurement procedures for professional and technical services. Board action is required to increase the current fiscal year total funding ceiling for these agreements and to extend the agreements to August 31, 2005.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreements C-4-0280, C-4-0479, and C-4-0480 between the Orange County Transportation Authority and firms of COH & Associates, Inc., Urban Crossroads, and W.G. Zimmerman Engineering, Inc., to increase the maximum obligation by \$150,000 to a total amount not to exceed \$225,000, for fiscal year 2004-05 and to extend all agreements to August 31, 2005.

Background

On November 8, 2004, the Orange County Transportation Authority (OCTA) issued a Combined Transportation Funding Programs (CTFP) Call for Projects to all eligible local agencies. This competitive process will provide \$248 million of funding for streets and roads improvement projects over the next five years. The CTFP encompasses Measure M Streets and Roads competitive programs, as well as federal sources such as the Regional Surface Transportation Program (RSTP). CTFP was created to provide local agencies with a common set of guidelines and project selection criteria for a variety of funding programs.

The Measure M element includes the Regional Streets and Roads component including: Smart Streets, Regionally Significant Interchanges, Intersection Improvements, Signal Coordination, and Transportation Demand Management. The Local Streets and Roads component includes the Master Plan of Arterial Highways and Growth Management Areas. Federal sources are also used in the CTFP to fund capital and street rehabilitation projects.

On January 24, 2005, 642 applications were received by the authority staff for the CTFP Call for Projects. In May 2004, staff retained consultant services in an amount of \$75,000 for the review of Measure M Streets and Roads payments and the CTFP Call for Projects. Additional resources are needed to complete the review of the applications.

Discussion

The original procurement was handled in accordance with the OCTA's procedures for professional and technical services. The original agreements were awarded on a competitive basis and appropriated \$75,000 in fiscal year (FY) 2004-05, of which all has been encumbered to date through contract task orders. To date, \$25,000 has been spent on the payment reviews and three contract task orders in the sum of \$50,000 have been issued for reviewing 140 applications. Recently two full-time OCTA staff who were part of the plan to review the applications have resigned from OCTA. Therefore, additional professional services are needed to assist staff in reviewing another 418 applications.

The proposed amendment, which is the first amendment to the subject agreements, will provide sufficient contracting authority to provide additional resources needed to review 418 CTFP applications. Amendment No. 1 will increase the total maximum obligation (contract-ceiling amount) by \$150,000. Including this Amendment No. 1, the total agreement amount will be \$225,000.

Fiscal Impact

Since OCTA does not have the internal resources to complete the CTFP application review process and to continue the review of payment requests, staff is seeking Board approval of authorization to use \$150,000 in Measure M funds to retain consultant services for these efforts. Although this level of activity was not envisioned when the FY 2004-05 budget was approved, there are sufficient Measure M funds in FY 2004-05 to accommodate the cost of the proposed amendment.

Summary

Staff recommends approval of Amendment No. 1 in the cumulative amount of \$150,000 to Agreements C-4-0280, C-4-0479, and C-4-0480 between OCTA and the firms of COH & Associates, Inc., Urban Crossroads, and W.G. Zimmerman Engineering, Inc., and extend all agreements to August 31, 2005.

Attachment

A. Consultant Review Services Fact Sheet

Prepared by:

Shohreh Dupuis Acting Manager,
Local Programs and
Commuter Rail Services

(714) 560-5673

Approved by:

Paul C. Taylor, P.E. Executive Director,

Planning, Development and

Commuter Services (714) 560-5431

Consultant Review Services Fact Sheet

Project Description: Provide review services for Measure M Streets & Roads

payment requests and the Combined Transportation Funding Program applications. Agreements were issued

with the following firms:

Agreements	Firm Names
C-4-0280	COH & Associates, Inc.
C-4-0479	Urban Crossroads
C-4-0480	W.G. Zimmerman Engineering, Inc.

- 1. May 26, 2004, entered into agreements with the above listed three firms in the total amount of not exceed \$75,000 for review services on an on-call basis.
- 2. Amendment No. 1 in the total amount of \$150,000, pending approval by the Board of Directors.

The total amount appropriated to agreements with the above selected firms for the fiscal year 2004-05 is \$225,000



<u>Item 17.</u>

BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

WK

From: Wendy Knowles, Clerk of the Board

Subject Amendment to Agreement for Late Night ACCESS Service

Transit Planning and Operations Committee

February 24, 2005

Present: Directors Winterbottom, Brown, Silva, and Green

Absent: Directors Pulido, Dixon, and Duvall

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-4-0416 between the Orange County Transportation Authority and Independent Taxi Owners Association to exercise the first option year to provide late night ACCESS service through June 30, 2006.



February 24, 2005

To: Transit Planning and Operations Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Amendment to Agreement for Late Night ACCESS Service

Overview

On April 12, 2004, the Board of Directors approved an agreement with Independent Taxi Owners Association, in the amount of \$275,000, to provide late night ACCESS service through June 30, 2005. Independent Taxi Owners Association was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-4-0416 between the Orange County Transportation Authority and Independent Taxi Owners Association to exercise the first option year to provide late night ACCESS service through June 30, 2006.

Background

On April 12, 2004, the Orange County Transportation Authority (Authority) Board of Directors awarded a contract to Independent Taxi Owners Association (Independent Taxi) to provide ACCESS service from 9:00 p.m. until 5:00 a.m. seven days a week. The Authority is required to provide ACCESS service the same days and hours as fixed route to comply with the Americans with Disabilities Act (ADA). Because demand for ACCESS service during the "owl" period is significantly less than demand during the day, resulting in fewer possible shared rides, this alternate service delivery method allows for the reimbursement of ACCESS trips based on the actual passenger miles traveled without incurring expenses for stand-by time during a period of low productivity. This supports the strategies outlined in the Paratransit Growth Management Plan, adopted by the Board in October 2004. While the initial period of service for late night ACCESS was 9:00 p.m. through 5:00 a.m., practical experience gained through operation from September through December 2004 resulted in a revision of those service hours to 10:00 p.m. through 4:00 a.m.

Discussion

This procurement was originally handled in accordance with the Authority's procedures for the bidding of professional services. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement to exercise the first option year of the contract from July 1, 2005, through June 30, 2006.

The original agreement awarded on July 26, 2004, was in the amount of \$275,000. Amendment No. 1 exercises the first option year extending the agreement for one year, without increasing the maximum obligation. Because the original start-up date was delayed from July 2004 to September 2004 and the number of service hours provided have been reduced, the original contract amount will be adequate to provide service through June 2006 (Attachment A).

Fiscal Impact

The work described in Amendment No. 1 to Agreement C-4-0416 will be included in the Authority's proposed fiscal year 2005-06 budget, Operations Division, Community Transportation Services, Account 2131-7311-D1208-B3S, and will be funded through Local Transportation Funds.

Summary

Staff recommends approval of Amendment No. 1 to Agreement C-4-0416 with Independent Taxi Owners Association to exercise the first option year and provide late night ACCESS service through June 30, 2006.

Attachment

A. Independent Taxi Owners Association, Agreement C-4-0416 Fact Sheet

Prepared by:

Beth McCormick

Department Manager, CTS

(714) 560-5964

Approved by:

William L. Foster

Executive Director, Bus Operations

(714) 560-5842

INDEPENDENT TAXI OWNERS ASSOCIATION Agreement C-4-0416 Fact Sheet

- 1. April 12, 2004, Agreement C-4-0416, \$275,000, approved by the Board of Directors.
 - Provide ACCESS service using a taxi operator for the late night hours (10:00 p.m. until 4:00 a.m.)
 - Reimbursement rate based on \$2.40 per revenue vehicle mile (miles traveled when passengers are on-board vehicle); mileage determined by Trapeze scheduling system
- 2. March 14, 2005, Amendment No. 1 to Agreement C-4-0416, pending approval by the Board of Directors.
 - Exercise the first option year of the agreement to continue to provide late night ACCESS service through June 30, 2006
 - Maintain existing mileage reimbursement rate, \$2.40 per revenue vehicle mile
 - No increase in maximum obligation necessary to continue to provide service through June 30, 2006

Total committed to Independent Taxi Owners Association, Agreement C-4-0416: \$275,000





BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To: Members of the Board of Directors

WK

From: Wendy Knowles, Clerk of the Board

Subject Chokepoint Program Status Report

Regional Planning and Highways Committee

March 7, 2005

Present: Directors Cavecche, Rosen, Brown, Green, Monahan, Pringle, and

Ritschel

Absent: Director Norby and Dixon

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Direct staff to continue cooperative efforts with the California Department of Transportation to develop projects in support of the Freeway Chokepoint Program.



March 7, 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 hot spots 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. An update on the status of various projects is provided.

Recommendation

Direct staff to continue cooperative efforts with the California Department of Transportation to develop projects in support of the Freeway Chokepoint Program.

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 "shelf-ready" so solutions can be quickly implemented as funding opportunities come about. Getting a project "shelf-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 concept is refined and cleared environmentally.

Discussion

OCTA is the lead on preparing the technical work on some of the projects. At the same time, Caltrans is doing the technical work on more projects in coordination with OCTA. Since the last report to the Board in September 2004, there has been progress on several projects. The attached status report provides detailed information on the progress of each project under the OCTA Chokepoint Program (Attachment A). The report is organized by the following freeway corridors.

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

Highlights on the status of chokepoint projects being lead by Caltrans are also included in Attachment A. A map depicting the location of key chokepoint project areas is included for reference (Attachment B).

Summary

OCTA and Caltrans continue to work together to develop a slate of "shelf-ready" 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 March 2005
- B. Orange County Freeway Chokepoint Projects Map

Prepared by:

Mary Toutounchi Section Manager II Project Development (714) 560-5874 Approved by:

Paul C. Taylor, P.E. Executive Director

Planning, Development and Commuter

Services

(714) 560-5431

Chokepoint Program Status Report March 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	\$1,405,000	PR/ED	Completed Dec 2004
I-5 SB at Oso Parkway (OCTA)	Widen SB off-ramp to two lanes and construct SB auxiliary lane	\$12,532,000	PR/ED	June 2005
I-5 SB at Camino Capistrano (OCTA)	Widen SB off-ramp, widen Camino Capistrano and construct SB auxiliary lane	\$7,041,000	PR/ED	June 2006
I-5 SB at Avenida Pico (Caltrans)	Widen SB off-ramp	\$1,815,000	Design	July 2005

There are currently three chokepoint projects being developed along the I-5 Freeway that are managed by OCTA. Work on the SB I-5 Culver Drive PR/ED began December 2003 and it was completed two months ahead of schedule in December 2004. Due to the State budget crisis, funding for the design phase of this project has been shifted from FY 2004-05 to FY 2005-06 by the California Transportation Commission. Staff is developing an alternative funding plan to keep this project moving forward and will bring funding alternatives to the Board as part of a State Transportation Improvement Program (STIP) update in the next 45-60 days.

In addition, City of Irvine and 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 could 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 future 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.

Caltrans's safety project, which addresses the SB I-5 Culver off-ramp terminus (signal modification and additional signage), was also coordinated with preparation of the chokepoint project PR/ED phase. The design of Caltrans project has been finalized and construction is funded through the State Highway Operation and Protection Program (SHOPP). The construction will be completed by July 2005.

Work is continuing on the PR/ED for the I-5 at Camino Capistrano project to add a SB I-5 auxiliary lane and to 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 recent completed Natural Environmental Study (NES) recommends additional biological surveys to be conducted. The subject surveys for five potentially sensitive species are required to obtain environmental approval. A special status species survey protocol needs to be conducted for the Least Bell's Vireo, the southwestern Willow Flycatcher and the Arroyo Toad. Focused surveys need to be completed for the Southwestern Pond Turtle and the Two-Striped Garter Snake. These surveys must take place during Spring (March through July). Staff is currently in the process of amending the agreement between OCTA and Parsons Transportation Group to prepare the additional surveys to be included in the final environmental document. The final PR/ED is scheduled to be completed by June 2006.

The PR/ED for the SB I-5 at Oso Parkway project proposes to widen the SB and NB off-ramp, improve intersections as well as construct a SB auxiliary lane. 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 (PR), there is additional work needed to complete the environmental document and submit to Caltrans for final review. Staff is currently seeking OCTA Board of Directors approval to amend the agreement between OCTA and consultant to proceed. If approved, the scheduled completion of the PR/ED will be extended six months, from December 2004 to June 2005, to accommodate the additional work. A separate staff report has been prepared for the proposed contract amendment and will be presented to the Board March 14, 2005.

The final design for the widening of the SB I-5 at Avenida Pico off-ramp has been placed on hold because of the utility impact investigation by Caltrans staff. As a result of field investigation, Caltrans design engineer requested additional potholing to verify the location of the utility lines not identified on the utility plans provided by the utility companies. The newly discovered utility lines are within the foundation of the proposed retaining wall. The targeted date to finalize the design phase is July 2005, and the construction phase is programmed and scheduled for 2005-06. The total project cost is \$2.23 million.

Riverside Freeway (State Route 91)

Location	Description	Project Cost Est.	Next Steps
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 will begin March 2005
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 the 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 next phase of the project, and Caltrans has approved the scope of work and work plan. Procurement to select a consultant to prepare the PR/ED has been completed and OCTA staff are waiting for the audit report in order to start the cost negotiation. The final PR/ED is scheduled to be completed between 18 to 24 months depending on the types of the environmental documents required for Caltrans and all the regulatory agencies approval.

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 the winter 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	June 2005

Work on the PSR for the I-5/SR-55 interchange is underway to identify potential improvements for the interchange area between the 4th Street off-ramp to the north and Newport Boulevard to the south on the I-5, and on SR-55 from 4th 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 completed. A status report on the project, was presented to the Board in July 2004. The draft PR has been submitted to Caltrans functional units for their review and comments. As part of the review process, OCTA staff will be meeting with Caltrans Headquarter's geometrician to discuss design exception fact sheets. The expected completion date for environmental phase of this project is June 2005. A report to the Board on the project, along with the conceptual solutions being explored, is tentatively scheduled for Board presentation on April 11, 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 two PSRs are scheduled for completion in Summer 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	PSR	PSR completed March 2003 PR/ED to be initiated in FY 04/05
SR-57 NB Katella Avenue to Lincoln Avenue (OCTA)	Add auxiliary lane and fully standard median	PSR- PDS	PSR completed June 2003 shelf-ready

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.

As part of coordination process, Caltrans management requested to prepare the PR/ED phase work. Since there is no agreement in place between OCTA and Caltrans for such reimbursable work, and due to the timeline issues, OCTA will use professional services to prepare this phase of the project.

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 2006-07 State Transportation Improvement Program 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 design phase has already started in October 2004 and the construction is scheduled for 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 Spring 2005.

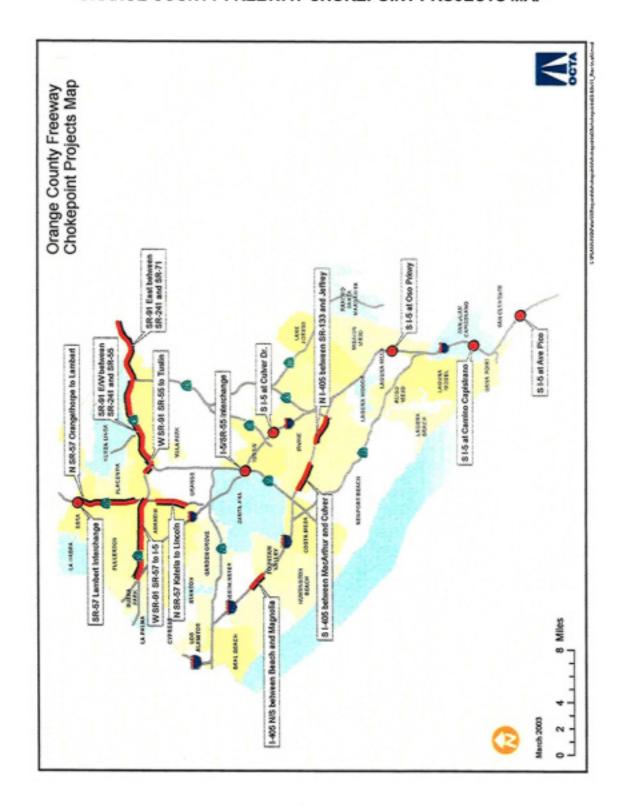
Caltrans Chokepoint Projects

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 with draft study currently in review
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	Design complete - Construction delayed due to lack of funding. If CTC funding is received in March 2005, construction can begin July 2005.
I-405 NB Jeffrey to Culver	Auxiliary Lane	PSR complete

ATTACHMENT B

ORANGE COUNTY FREEWAY CHOKEPOINT PROJECTS MAP







BOARD COMMITTEE TRANSMITTAL

March 14, 2005

To:

Members of the Board of Directors

From:

Wendy Knowles, Clerk of the Board

Subject

Garden Grove Freeway (State Route 22) Design-Build Project Update

Regional Planning and Highways Committee

March 7, 2005

Present:

Directors Cavecche, Rosen, Brown, Green, Monahan, Pringle, and

Ritschel

Absent:

Directors Norby and Dixon

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file for information



March 7, 2005

To: Regional Planning and Highways Committee

From: Arthur T. Learly, Chief Executive Officer

Subject: Garden Grove Freeway (State Route 22) Design-Build Project

Update

Overview

On August 23, 2004, the Orange County Transportation Authority's Board of Directors awarded a design-build contract to improve 12 miles of the Garden Grove Freeway (State Route 22) from Valley View Street east to the Costa Mesa Freeway (State Route 55) interchange. Staff presents an update of the first project to be constructed in the State of California on an active freeway using the design-build delivery method.

Recommendation

Receive and file for information.

Background

On October 11, 2001, the Orange County Transportation Authority's Board of Directors (Board) approved the implementation of Garden Grove Freeway (State Route 22) improvements using the design-build approach. Design-build is an innovative method of contracting under which one entity performs both final engineering design and construction under one contract. In a traditional delivery scenario, these two elements are performed consecutively. In a design-build project they are performed concurrently resulting in significant time savings.

The State Route 22 (SR-22) High Occupancy Vehicle (HOV) project is a partnership between the Orange County Transportation Authority (Authority), the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), the joint venture design builder, Granite-Myers-Rados (GMR) and the corridor cities, including the Cites of Orange, Santa Ana, Garden Grove, Westminster, Seal Beach, and Los Alamitos. The SR-22 project begins at the Valley View Street interchange in Garden Grove/Westminister, and continuing east to the Costa Mesa Freeway (State Route 55) Interchange. This 12 mile stretch of freeway includes the following major improvements:

- HOV lanes in each direction between Valley View Street and State Route
 55 (SR-55)
- Auxiliary lanes between interchanges at various locations and a continuous auxiliary lane in each direction between the Santa Ana Freeway (Interstate 5) and Beach Boulevard
- A braid between the southbound Orange Freeway (State Route 57) connector and the City Drive ramps on westbound SR-22 to eliminate the existing weave
- A collector-distributor road on eastbound SR-22 between City Drive and the Interstate 5 (I-5)/SR-22/State Route 57 (SR-57) Interchange
- Various interchange improvements, construction of additional soundwalls, replacement planting, and aesthetic enhancements.

There have been a number of Board actions and project milestones for the SR-22 design-build project. They are as follows:

Action / Milestone	Date
Approval of design-build delivery method	Oct, 2001
Measure M Citizen Oversight Committee approved	Nov, 2001
amendment to freeway component of expenditure plan	
Approval of procurement plan using "Best Value" process	July, 2002
and release of Request for Qualifications	
Approval of procurement strategy	March, 2003
Approval of Environmental Impact Statement/Environmental	March, 2003
Impact Report	
Approval of release of Request for Proposal	Sept, 2003
Proposals received	March, 2004
Request for Best and Final Offer (BAFO)	May, 2004
BAFO Proposals Received	June, 2004
Board awarded design-build project to joint venture GMR	Aug 23, 2004
Notice to Proceed (NTP) issued – work begins	Sept 22, 2004
Roadway work scheduled for completion	Nov 30, 2006

Discussion

The SR-22 design-build project is by far the largest single project contracted directly by the Authority. In fact, the SR-22 project is the largest freeway project currently in construction in the State of California. Construction activities began on the project almost immediately after the NTP was issued. Some of the activities that have occurred include clearing and grubbing in the areas adjacent to the freeway, setting K-rails along the construction zone, and lane re-striping which allowed traffic to be moved towards the median, making room for the outside widening. Early work currently underway also includes the

reconstruction of Metropolitan Drive, material fabrication, utility relocation, and bridge demolition. The project is approximately 21 percent complete, with 167 contract days elapsed, and 633 days remaining.

The Board approved overall project budget for the SR-22 project is \$490 million. This includes the \$390 million design-build contract and \$100 million in other program costs including project management support, legal services, right-of-way, Caltrans oversight, other construction costs, and a \$16 million construction contingency allocation. The funding consists of a combination of Measure M freeway funds, State Traffic Congestion Relief Program (TCRP), Congestion Mitigation and Air Quality (CMAQ), and city contributions. The sources of funds are provided in the following chart:

Funding Source	Contribution
Measure M	\$321,408,000
CMAQ	\$101,276,000
TCRP	\$56,316,000
Cities	\$11,000,000
Total	\$490,000,000

To provide sufficient funding for the overall project, the Board approved amending the Measure M Expenditure Plan to increase SR-22 funding by \$123.7. The additional Measure M funding commitment is required in the event future TCRP funding is not available. The Authority has submitted the required documentation to the California Transportation Commission requesting the final SR-22 allocation of \$123.7 million, however, TCRP allocation requests are currently on hold. The state budget proposed by the Governor for fiscal year 2005-06 does not include any funds for the TCRP. The possibility exists that the program may be restored in future fiscal years, and that option will continue to be pursued.

The Authority is actively seeking reimbursement of the current TCRP allocation, with a commensurate reduction in the use of Measure M funds for any amount received. The TCRP allocations for the SR-22 project amount to \$56.3 million including \$4.2 million payable to Caltrans for project oversight. TCRP billings through December 31, 2004, total \$45.2 million with \$44.8 million reimbursable to Measure M. The balance has been reimbursed to the Authority's Capital Projects fund for expenses incurred prior to the addition of the SR-22 project to the Measure M Ordinance.

One of the essential components of the SR-22 HOV project is right-of-way acquisition. Fifty-nine separate interests in real property have been identified

for acquisition. This is comprised of two full-take acquisitions, 57 partial-take acquisitions, and temporary construction easements (TCEs).

The following summarizes the status of the right-of-way acquisitions:

<u>Parcels</u> 59
2
57
29
5
4
19
2

The Authority is committed to minimizing the impacts and inform the local communities during construction of the SR-22 improvements. One example of reducing the impact is that only 5 of the 51 ramps to be reconstructed will require closure. Two of those closures will be for one month whereas the three remaining will be for one week each. A critical tool to address the construction impacts is an informative public awareness effort. The Authority is endeavoring to mitigate concerns of those affected and proactively inform target audiences about the project activities, schedule, and ultimate project benefits.

When community members are notified of construction needs and benefits they typically are much more tolerant of construction. Advance notification of impacts and communicating with the public has played an instrumental role in identifying and resolving sensitive issues before they become critical. To facilitate the public awareness effort, neighborhood meetings are held on Saturday mornings directly in the impacted areas. To date, 25 of these neighborhood meetings have taken place. In addition, six formal open houses were held early in the project throughout the corridor to provide information and answer questions.

Summary

The Authority continues to develop and construct the first project to be constructed in the State of California on an active freeway using the innovative design-build delivery method. Staff will return periodically to provide project updates as construction continues and major milestones are reached.

Attachment

None.

Prepared/by:

T. Rick Grebner, P.E. Program Manager (714) 560-5729

Approved by: Charles P. Suest

for Stanley G. Phernambucq Executive Director,

Construction & Engineering

(714) 560-5440



March 14, 2005

To:

Members of the Board of Directors

AN

From:

Arthur T. Leahy, Chief Executive Officer

Subject:

Chief Executive Officer's Goals for 2005

Overview

The Board of Directors and the Chief Executive Officer agreed upon a set of goals for 2005.

Recommendation

Receive and file the Chief Executive Officer's Goals for 2005.

Discussion

Attachment A outlines and references the Chief Executive Officer's goals by number, time frame, area of concentration and status. It also surveys and establishes an extensive, comprehensive, and wide-ranging list of key areas upon which to assess the agency's progress during the year.

Based on timing issues, vis-à-vis, the Orange County Transportation Authority's (OCTA) discussions with the California Department of Transportation (Caltrans), the Chief Executive Officer (CEO) requested that the status of "Review causes, issues associated with State Route 55 (SR-55)/Interstate 405 (I-405) bridge problems" CEO Goal Reference Number 3, page three, (Attachment A), be moved to the third quarter of the calendar year. This request was discussed with Chairman Bill Campbell on March 1, 2005.

As stated in Goal 7 (listed on page two), the Minimum Operating System (MOS) I and II segments were opened in accordance with the CEO Goal and with the deadline agreed-to with Caltrans in November 2004. Caltrans is now indicating that MOS-III will be delayed from March 31, 2005 to late April 2005, due to the heavy rains experienced this season. OCTA staff continues to work with Caltrans to get this segment completed as soon as possible.

Summary

A set of annual goals has been established for the Chief Executive Officer.

Attachment

A. Goals for Calendar Year 2005

Prepared by:

Barry Engelberg

Manager of Special Projects

(714) 560-5362

CEO Goal Reference	CEO's Goals January	<u>Time Frame</u>	Area of Concentration	<u>Status</u>
Number 18	Implement fare increase a) Effective 1/1/05 b) Achieve operating ratio of 25 percent, an increase over the 23 percent figure in 2004 c) Increase bus revenue to \$53.4 million, and increase of 15.5 percent over 2004	January 1, 2005	Bus System	Completed Report on Quarterly Basis Report on Quarterly Basis
26	Complete new Board Room construction	January 10, 2005	Board Related Activities	Completed
23	Complete new member orientation sessions	January 2005	Board Related Activities	Completed

TACHMENT /

	CEO's Goals	Time Frame	Concentration	<u>Status</u>
CEO Goal Reference Number				
24	Hold Board retreat on immediate major issues	February 28, 2005	Board Related Activities	Completed 1/24/05
1	Decide whether to proceed with planning for possible Measure M renewal vote in November 2006	February 2005	Major Policy Issues	Completed 2/28/05
2	Decide what to do with the Centerline Project	February 2005	Major Policy Issues	Completed 2/14/05
11	Re-bid the operating contract	Released RFP in February	91 Express Lanes	Completed RFP Released 2/24/05

Area of

March

27	Complete Central County definition of alternatives	March 2005	Major Planning Activities	
31	Implement Board decision regarding CenterLine and report to Board as relates to contracts for engineering, right-of-way, outreach and all other activities	March 2005	Fixed-Guideway	To Board in March
14	Dynamic pricing: assessing realtime pricing methods. Meeting w/consultants	March 2005	91 Express Lanes	
7	Open SR-55/I-405 bridges	March 1, 2005	Construction Projects	MOS I, completed 12/23/04 MOS II, completed 12/15/04 MOS III, delayed to April

CEO's Goals		CEO's Goals Area of Concentration		<u>Status</u>	
CEO Goal Reference Number	1 st Quarter				
22	Complete mechanics labor contract negotiations	1 st Quarter	Bus System	Negotiation dates Scheduled with Teamsters Local 952 Through March 25, 2005	
25	Review federal advocacy activities, priorities, and contracts	1 st Quarter	Board Related Activities		
	April				
3	Review causes, issues associated with SR-55/I-405 bridge problems	April 2005	Major Policy Issues	Request to be moved to third quarter of calendar year. Change in agreement approved on 3/1/05	
33	Review current approach to local outreach including assessment of ways to improve program effectiveness. Evaluate staffing levels, use of contractors, and objectives in time for '05-'06 budget development	April 2005	Local Outreach Management		

Revised 3/1/05 3

	CEO's Goals	Time Frame	Area of Concentration	<u>Status</u>
CEO Goal Reference Number	May			
8	Complete Santa Ana Bus Base	May 1, 2005	Construction Projects	
21	Open Santa Ana Bus Base	May 1, 2005	Construction Projects	
4	Explore freight movement issues and develop action plan	May 2005	Major Policy Issues	
29	South County MIS Notice to Proceed	May 2005	Major Policy Issues	
	June			
13	Develop FY 2006 Budget which reflects Board goals and priorities	June 30, 2005	91 Express Lanes	

		Area of		
	CEO's Goals	Time Frame	Concentration	<u>Status</u>
CEO Goal Reference Number	July			
32	Develop/modify financial and implementation plans to reflect Board direction regarding CenterLine, potential other technologies, and Measure M rail funds	July 1, 2005	Fixed-Guideway	
20	Implement ACCESS service changes	July 1, 2005	Bus System	
15	Explore with TCA areas for potential increased cooperation, especially in such areas as operations and marketing	July 2005	91 Express Lanes	
	October			
10	Complete Peralta Hills Soundwall	October 2005	Construction Projects	
· · · · · · · · · · · · · · · · · · ·	December			
30	Complete Riverside-Orange County Major Investment Study	December 2005	Major Planning Activities	
9	Complete design, ROW acquisition, and award I-5 construction contract	December 31, 2005	Construction Projects	

CEO's Goals		Time Frame	Area of Concentration	<u>Status</u>
CEO Goal Reference Number	4 th Quarter			
34	Signal Synchronization: a) Develop pilot project to implement signal synchronization on a major arterial to include identification of arteries b) Enter into cooperative agreements with Caltrans, county, and cities c) Issuance of RFP for design and on-going management	4 th Quarter	Local Outreach Management	

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	CEO's Goals	Time Frame	Concentration	<u>Status</u>
CEO Goal Reference Number	Yearlong			
12	Achieve patronage and revenue projections: need to develop from FY projections	Yearlong	91 Express Lanes	
5	Continue Security Review and Planning	Yearlong	Major Policy Issues	
6	Maintain SR-22 widening on-time and on-budget	Yearlong	Major Policy Issues	
19	Operate 80 percent on-time service and 10,000 miles between road calls	Yearlong	Bus Service	
16	Provide 2,461,000 hours of revenue service a) Provide 32,703,000 revenue miles, a 2.6 percent increase over 2004	Yearlong	Bus Service	
17	Provide 69,500,000 passenger rides, the same as in 2004	Yearlong	Bus Service	

Area of