

Date: Friday, October 6, 2006

Time: 9:00 a.m.

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



AGENDA

Orange County Transportation Authority Board Meeting
OCTA Headquarters
First Floor - Room 154, 600 South Main Street
Orange, California
Friday, October 6, 2006, at 9:00 a.m.

ACTIONS

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

Invocation

Director Correa

Pledge of Allegiance

Vice Chair Cavecche

Agenda Descriptions

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

Public Comments on Agenda Items

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



AGENDA

ACTIONS

Special Matters

1. **Sacramento Advocate Presentation**
Kevin Sloat/Richard J. Bacigalupo

Consent Calendar (Items 2 through 6)

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 September 25, 2006.

3. **Consultant Selection for Euclid Street Signal Synchronization Demonstration Project**
Anup Kulkarni/Paul C. Taylor

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board of Directors approved funding for consultant services to conduct the Euclid Street Signal Synchronization Demonstration Project. Offers were received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-6-0555 between the Orange County Transportation Authority and the top-ranked firm, Albert Grover & Associates, in an amount not to exceed \$455,083, for consultant services to conduct the Euclid Street Signal Synchronization Demonstration Project.



AGENDA

ACTIONS

4. **Public Hearing Scheduling Policy** Paul C. Taylor

Overview

The current policy of scheduling public hearings on behalf of the Orange County Transportation Authority is a two-step procedure. In order to streamline and clarify the process, a modification is offered for consideration.

Recommendation

Authorize the Chief Executive Officer to directly schedule legally noticed public hearings on the agenda of the Orange County Transportation Authority Board of Directors.

Orange County Service Authority For Freeway Emergencies Consent Calendar Matters

5. **Amendment to Agreement to Exercise Second Option Year for Motorist Services Management Support** Iain C. Fairweather/Paul C. Taylor

Overview

On October 25, 2004, the Board of Directors approved an agreement with Darrel Cohoon & Associates, in the amount of \$125,000, to provide consulting services and management support for the Motorist Services Department. Darrel Cohoon & Associates 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. 2 to Agreement C-4-0793 between the Orange County Transportation Authority and Darrel Cohoon & Associates, in an amount not to exceed \$100,000, to provide consulting services and management support for the Motorist Services Department.



AGENDA

ACTIONS

Orange County Transit District Consent Calendar Matters

6. **Amendment to Agreement for Bus System Schedule Checking**
Edmund A. Buckley/John D. Byrd

Overview

On December 13, 2004, the Board of Directors approved an agreement with Southland Communications & Data, Inc., in the amount of \$238,639, to provide bus system schedule checking services for calendar year 2005. The agreement included up to two option years for checking services for calendar years 2006 and 2007. Southland Communications and Data, Inc., was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-4-0896 between the Orange County Transportation Authority and Southland Communications and Data, Inc., and increase the maximum payment obligation by \$212,101 to \$703,978 to fund schedule-checking services for calendar year 2007.

Regular Calendar

7. **Santa Ana Freeway (Interstate 5) Gateway Project Update**
Charles Guess/Paul C. Taylor

Overview

Construction began in May 2006 to widen the Santa Ana Freeway (Interstate 5) from the Riverside Freeway (State Route 91) up to the Los Angeles County line. This report provides an update on the project.

Recommendation

Receive and file as an information item.



AGENDA

ACTIONS

Other Matters

8. **Veolia Performance Update**
Erin Rogers/John D. Byrd
9. **Chief Executive Officer's Goals**
10. **Chief Executive Officer's Report**
11. **Directors' Reports**
12. **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.

13. **Closed Session**

A Closed Session is not scheduled.

14. **Adjournment**

The next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board will be held at **9:00 a.m. on October 23, 2006**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.



Orange County Transportation Authority

Board of Directors' Meeting

Agenda

October 6, 2006

1. Year End Wrap-up
2. Recent Governor's Signatures and Vetoes on Legislation
3. November Election
4. Late Breaking Developments
5. Questions/Comments

Minutes of the Meeting of the
Orange County Transportation Authority
Orange County Service Authority for Freeway Emergencies
Orange County Local Transportation Authority
Orange County Transit District
Board of Directors
September 25, 2006

Call to Order

The September 25, 2006, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Brown at 9:03 a.m. at the Orange County Transportation Authority Headquarters, Orange, California.

Roll Call

Directors Present: Arthur C. Brown, Chairman
Carolyn Cavecche, Vice Chair
Peter Buffa
Bill Campbell
Lou Correa
Richard Dixon
Michael Duvall
Cathy Green
Gary Monahan
Chris Norby
Curt Pringle
Miguel Pulido
Susan Ritschel
Mark Rosen
James W. Silva
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
Wendy Knowles, Clerk of the Board
Laurena Weinert, Assistant Clerk of the Board
Kennard R. Smart, Jr., General Counsel
Members of the Press and the General Public

Directors Absent: Thomas W. Wilson

Invocation

Director Duvall gave the invocation.

Pledge of Allegiance

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

Public Comments on Agenda Items

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

Special Matters

1. Presentation of Resolutions of Appreciation for Employees of the Month for September 2006

Chairman Brown presented Orange County Transportation Authority Resolutions of Appreciation Nos. 2006-113, 2006-114, 2006-115 to Mary Blum, Coach Operator; Pao Lo, Maintenance; and Gordon Horn, Administration, as Employees of the Month for September 2006.

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

Chairman Brown presented Orange County Transportation Authority Resolution of Appreciation No. 2006-116 to Orange County Sheriff's Deputy Jack Songer.

3. Presentation of Resolution of Appreciation to Caltrans Design Manager on Garden Grove (State Route 22) Project

Chairman Brown presented Resolution 2006-118 for Lisa Alviso, Caltrans Design Manager, for her crucial role in successfully delivering the Garden Grove Freeway (State Route 22) Project to the citizens of Orange County.

Consent Calendar (Items 4 through 28)

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

Vice Chair Cavecche pulled item 10; Director Pringle pulled items 16 and 23.

Orange County Transportation Authority Consent Calendar Matters

4. Approval of Minutes

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of September 11, 2006.

5. Approval of Resolutions of Appreciation for Employees of the Month for September 2006

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2006-113, 2006-114, and 2006-115 to Mary Blum, Coach Operator, Pao Lo, Maintenance, and Gordon Horn, Administration, as Employees of the Month for September 2006.

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

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to adopt Orange County Transportation Authority Resolution of Appreciation No. 2006-116 for Orange County Sheriff's Deputy Jack Songer.

7. Approval of Resolution of Appreciation to Caltrans Design Manager, the Garden Grove Freeway (State Route 22) Project

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to approve Resolution 2006-118 for Lisa Alviso, Caltrans Design Manager, for her crucial role in successfully delivering the Garden Grove Freeway (State Route 22) Project to the citizens of Orange County.

8. Review of Investment Activities for October 2005 through March 2006

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to receive and file the Review of Investment Activities for October 2005 through March 2006, Internal Audit Report No. 06-033.

9. State Legislative Status Report

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

10. Orange County Transportation Authority's Draft 2007 State Legislative Platform

Vice Chair Cavecche pulled this item for comment and stated that she felt two suggestions made at Committee level should be highlighted at this time. The first was relative to goods movement – she requested that a statement be included that OCTA would make sure that local communities have their impacts mitigated.

Secondly, under high occupancy vehicle (HOV) lanes, the suggestion had been made that OCTA ask the Legislature to make all HOV lanes uniform throughout the State of California.

Director Campbell requested that although the Legislative and Government Affairs Committee voted to remove Section V(b), which reads, "Oppose efforts to create a conservancy that would affect the delivery of transportation projects under study or being implemented in the region", he felt this should be reinstated in the platform, and moved this recommendation.

A brief discussion followed, and a motion was made by Director Campbell, seconded by Director Norby, and declared passed by those present, to retain Section V(b), as stated above, in the legislative platform. Chairman Brown and Directors Correa, Green, Pulido, Rosen, and Silva voted in opposition.

Director Pringle stated that the platform should include support of legislation or legislative efforts to insure HOV lanes are treated in a consistent manner across the state.

Vice Chair Cavecche responded that this was addressed at Committee and felt that OCTA should sponsor legislation to allow HOV lanes to be uniform throughout the State of California.

A motion was made by Director Pringle and seconded by Vice Chair Cavecche, to add to the platform verbiage which states that OCTA shall support or sponsor legislation to ensure HOV lanes in Orange County allow for unrestricted egress and ingress of HOV lanes and also to have HOV lanes deregulated in off-peak periods for use by the general public.

Director Dixon suggested it may be better to state this would affect HOV lanes in Southern California, not just Orange County. Director Pringle agreed to modify his motion by stating that OCTA supports HOV lanes operations as a concept.

Director Buffa stated that he cannot support this recommendation as there may be other improvements to HOV lanes and how they are used, and also that there is information available from traffic engineers that should be brought back to committee.

After a brief discussion, a vote was taken, and the motion passed. Director Buffa voted in opposition.

10. (Continued)

Director Norby stated he suggested that regarding the driver's license issue, he feels that OCTA should look at and monitor all future changes to the driving age, as there have been bills introduced to raise the driving age, and to ban 16-year old drivers completely.

Director Norby stated that regarding the Levine Act (on page 4 of the staff report), his recommendation is that OCTA support on legislation that changes the Levine Act, as he feels it is bad public policy as it has not been indexed for inflation since its inception in 1982. Director Rosen agreed with these comments.

A motion was made by Director Norby, seconded by Director Rosen, and declared passed by those present, to include in the platform that OCTA supports reforming the Levine Act to make it more workable and more consistent with those standards that apply to other legislative bodies. Chairman Brown and Directors Correa, Green, and Silva voted in opposition.

A motion was made by Director Pringle, seconded by Vice Chair Cavecche, and declared passed by those present, to approve the main recommendation which would authorize staff to circulate copies of the Draft 2007 State Legislative Platform to advisory groups, Orange County legislative delegations, cities, and interested members of the public and to include the following modifications:

- a. Remove Section V(a), which reads: "Oppose changes to eminent domain laws that would otherwise inhibit construction of public transportation projects"; and
- b. Reinstate into platform Section V(b), which reads: "Oppose efforts to create a conservancy that would affect the delivery of transportation projects under study of being implemented in the region."
- c. Add to the platform verbiage which states that OCTA shall support or sponsor legislation to demonstrate support for HOV lanes operations as a concept and for unrestricted egress and ingress of HOV lanes; also to have HOV lanes deregulated in off-peak periods for use by the general public.
- d. Include in the platform that OCTA supports reforming the Levine Act to make it more workable and more consistent with those standards that apply to other legislative bodies.

11. Orange County Transportation Authority's Draft 2007 Federal Legislative Platform

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to authorize staff to circulate copies of the Draft 2007 Federal Legislative Platform to advisory groups, Orange County legislative delegations, cities, and interested members of the public.

12. Budget Amendment for Construction of the Buena Park Intermodal Facility

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

- A. Amend the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, expense Account 0010-7831-T3301-3SA, Local Transportation Authority, Contributions to Other Agencies, by \$7,426,000.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, revenue Account 0010-6041-T3301-M03, Local Transportation Authority, FTA Section 5309 Capital Assistance, by \$262,000, and Account 0010-6042-T3301-L43, Local Transportation Authority, FTA Section 5307 Capital Assistance, by \$ 4,500,000.

13. Budget Amendment for Parking Expansion at the Irvine Transportation Center

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

- A. Amend the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, expense Account 1751-7831-A4455-3TL (General Fund, Contributions to Other Agencies), by \$4,733,000.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, revenue Account 0001-6041-A4455-M13 (General Fund, FTA Section 5309 Capital Assistance), by \$2,500,000, and accounts 0001-6042-A4455-L10 and 0001-6042-A4455-L13 (General Fund, FTA Section 5307 Capital Assistance), by \$1,033,000 and \$1,200,000, respectively.

14. Retrofit Soundwall Funding Overview

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

- A. Direct staff to continue to fund design and construction of soundwalls through the State Transportation Improvement Program when possible.

14. (Continued)

- B. Direct staff to make funding of soundwalls with federal funds part of future legislative platforms.

15. Southern California National Freight Gateway Memorandum of Understanding

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to execute the Southern California National Freight Gateway Memorandum of Understanding.

16. Proposed Memorandum of Understanding with the California High-Speed Rail Authority

Director Pringle pulled this item for discussion and stated that the City of Anaheim, OCTA, and various other individuals have been working with the California High-Speed Rail Authority (CHSRA) to extend their rail from Union Station in Los Angeles into Orange County as far as the Anaheim Regional Transportation Intermodal Center (ARTIC). He stated that when the CHSRA was looking to establish the state-wide route, there were a great deal of concern in Orange County in the cities of Orange, Tustin, and San Clemente, among others, in terms of using the Los Angeles/San Diego Rail Corridor (LOSSAN) and right-of-way, and how those communities would be affected and impact to grade separations, particularly in Orange. He stated that the discussions with CHSRA was not to extend the rail, but to allow for an introductory point for the CHSRA to have southern terminus, not at Union Station but into Orange County into Anaheim. Director Pringle stated he supports further extension of a high-speed rail line into Orange County, but passing through Orange County if a route could be established with local and community support.

Director Pringle stated that staff negotiated a Memorandum of Understanding (MOU) with CHSRA staff of which the CHSRA is taking action later this week to move forward with Requests for Proposals (RFP) for engineering work. Therefore, the timeliness of this action is important so that OCTA has this relationship, and with that relationship, even though we are the last entrants into the process, we may be the first ones to have action being taken, and in this regard, this RFP could be funded to do the engineering and design work for the Anaheim-to-Union Station segment if approved today by the Board.

Director Pringle stated that the proposal is to use a portion of the funding from OCTA where \$25 million was set aside by the Board to do studies such as this in connection with regional routes, and the CHSRA would provide \$13 million of the initial funding for that engineering work. Once the engineering work is done, there could be private money invested or involved if it is a viable economic segment, or there are state pools of funds as well as the potential for a state bond.

16. (Continued)

Director Pringle advised that at Committee, two amendments to the original recommendation were added, and he requested they be removed at this time, and passed as originally presented. (The first amendment was to seek state reimbursement for the OCTA contribution; the second was to direct staff to explore including a train link further south into Orange County.)

Director Pringle stated that the money that was designated as funding does not allow for a full-segment study, as well as to pay for "battles" that may ensue in dealing with communities between Anaheim and Irvine.

Director Pringle offered a motion to approve recommendations "A" and "B", to modify recommendation "C" to state that OCTA would seek state reimbursement upon the passage of a state-wide bond for CHSRA, and to eliminate recommendation "D"; Director Dixon seconded this motion.

Director Pulido stated that regarding recommendation "D", he would like to offer an amendment to take this matter back to the Transit Planning and Operations Committee if that would be appropriate. Director Pringle agreed this would be appropriate.

Director Correa asked what the challenge is with discussing this with the City of Irvine. Director Pringle stated that to put it as part of the MOU would be his reluctance, and if it were a separate motion aside from that on the MOU, the motion could possibly clarify exactly what is trying to be achieved as opposed to concern for putting that as a component of the MOU.

Director Winterbottom stated that this issue will be brought back through the Transit Planning and Operations Committee, which he chairs, in the next 60-90 days for discussions with those cities involved.

Vote was taken on the motion, and it was declared passed unanimously. Director Ritschel stated that South Orange County would oppose any extension of a high-speed rail or expansion of the LOSSAN corridor to double- or triple-track along the existing right-of-way.

- A. Authorize the Chief Executive Officer to negotiate and execute a Memorandum of Understanding with the California High-Speed Rail Authority for a project-specific environmental document from Orange County to Los Angeles and an environmental assessment/feasibility study from Orange County to Ontario International Airport.
- B. Direct staff to return with a funding agreement for the project-specific environmental document by March 2007.
- C. Direct staff to seek state reimbursement upon the passage of a state-wide bond.

16. (Continued)

Vice Chair Cavecche commented that she would oppose any extension of the high-speed rail into Irvine.

17. Request to Hold Public Hearing for Fiscal Year 2006-07 Federal Transit Administration Section 5307 Program of Projects

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

A. Authorize a public hearing for the Federal Fiscal Year 2006-07 Section 5307 Program of Projects to be conducted at the November 13, 2006, Board of Directors meeting.

B. Direct staff to advertise a public hearing in local newspapers and notify interested public agencies.

18. Proposition 1B Program Development

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to direct staff to continue participating in the development of the Proposition 1B program guidelines.

19. 91 Express Lanes Concrete Median Barrier Modification Project

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to execute Cooperative Agreement C-6-0569 between the Orange County Transportation Authority and the California Department of Transportation, under which the California Department of Transportation will reimburse the Orange County Transportation Authority, in an amount not to exceed \$500,000, for construction and construction management of the 91 Express Lanes Concrete Median Barrier Modification Project.

20. Fiscal Year 2005-06 Fourth Quarter Budget Status Report

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

21. Fourth Quarter Fiscal Year 2005-06 Grant Status Report

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

22. Agreement for Health Services

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

- A. Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-5-0455 between the Orange County Transportation Authority and Kaiser Foundation Health Plan, Inc., in an estimated annual amount of \$881,000, for prepaid medical services through December 31, 2007. The annual 2007 Kaiser premium costs are estimates due to the fact the actual total annual premium will vary in accordance with actual enrollment.
- B. Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-5-2860 between the Orange County Transportation Authority and CIGNA Healthcare of California, in an estimated annual amount of \$1,014,000, for prepaid medical services through December 31, 2007. The annual 2007 CIGNA healthcare premium costs are estimates due to the fact the actual total annual premium will vary in accordance with actual enrollment.
- C. Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-5-2861 between the Orange County Transportation Authority and CIGNA Healthcare of California, in an estimated annual amount of \$3,068,000, for open access plus medical services through December 31, 2007. The annual 2007 CIGNA healthcare premium costs are estimates due to the fact the actual total annual premium will vary in accordance with actual enrollment.
- D. Authorize the Chief Executive Officer to execute Agreement C-6-0657 between the Orange County Transportation Authority and Vision Service Plan, in an estimated annual amount of \$111,000, for vision claims and administration services through December 31, 2009. The annual 2007 Vision Service Plan premium costs are estimates due to the fact the actual total annual premium will vary in accordance with actual enrollment.
- E. Authorize the Chief Executive Officer to execute Purchase Order C-6-0658 between the Orange County Transportation Authority and Lincoln Financial Group, in an estimated annual amount of \$151,000 for life and accidental death and dismemberment insurance through December 31, 2008. The annual 2007 Lincoln Financial Group premium costs are estimates due to the fact the actual total annual premium will vary in accordance with actual volume in the plan.

22. (Continued)

- F. Authorize the Chief Executive Officer to execute Purchase Order C-6-0659 between the Orange County Transportation Authority and Lincoln Financial Group, in an estimated annual amount of \$119,000, for short-term and long-term disability insurance through December 31, 2008. The annual 2007 Lincoln Financial Group premium costs are estimates due to the fact the actual total annual premium will vary in accordance with actual volume in the plan.
- G. Authorize the Chief Executive Officer to execute Purchase Order C-6-0660 between the Orange County Transportation Authority and Creative Benefits, Inc., in an estimated annual amount of \$8,500, for administering the Flexible Spending Account through December 31, 2009. The annual 2007 Creative Benefits, Inc. premium costs are estimates due to the fact the actual total annual premium will vary in accordance with actual enrollment.

23. Contractor Employee Health Benefits Incentive

This item was pulled by Director Pringle for discussion and explained that he supported this at the Committee level only to bring it forward to the full Board for consideration.

Virginia Abadessa, Manager of Contracts and Materials Management, provided a summary of what has taken place at previous meetings and the issue which brings this item to the Board at this time.

A motion was made by Director Pringle and seconded by Director Green to approve Option One: to adopt an incentive program that provides additional evaluation points to those contractors who offer affordable health insurance to their full-time employees who work exclusively at Orange County Transportation Authority.

Director Campbell stated he supports Option One and would like to amend the motion to direct staff to return on an annual basis to report how this process is working out.

Director Pringle inquired as to how the components of affordability and portability would be addressed in the future, and Chief Executive Officer (CEO), Arthur T. Leahy, responded that "affordability" would need to be defined.

Director Pringle offered an amendment to direct staff to bring those components back before the Finance and Administration Committee to articulate what the cost of the policy is before the program is initiated.

23. (Continued)

Discussion between Members followed and a roll call vote was taken with the following results:

Voting in favor: Chairman Brown and Directors Pringle, Green, Rosen, Ritschel, Correa, Silva, Campbell, Winterbottom, Pulido, Norby, and Monahan

Voting in Opposition: Vice Chair Cavecche and Directors Buffa, Duvall, and Dixon

The motion was declared passed by a vote of 12-4.

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

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

- A. Adopt Resolution No. 2006-111 to designate funds, in the amount of \$712,000, in the State Transit Assistance Fund to provide fare assistance for seniors and persons with disabilities.
- B. Authorize the Chief Executive Officer to prepare and submit claims against the State Transit Assistance Fund to the Orange County Auditor-Controller for the Fiscal Year 2006-07 Fare Stabilization Program.

25. State Transit Assistance Fund Claims for Fiscal Year 2006-07

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to adopt Resolution No. 2006-112 to authorize the filing of State Transit Assistance Fund claims, in the amount of \$36,937,156, to support public transportation.

26. Agreement for Orange County Rideshare Program Software and Database Services

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-6-0678 between the Orange County Transportation Authority and the Riverside County Transportation Commission, in an amount not to exceed \$227,498, to provide regional ridematching software and database maintenance services for an initial term from October 1, 2006 through June 30, 2009, with two one-year option terms.

Orange County Local Transportation Authority Consent Calendar Matters

27. Garden Grove Freeway (State Route 22) Design-Build Project Construction Contingency and Project Update

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

Orange County Transit District Consent Calendar Matters

28. Amendment to Agreement for Bus Stop Maintenance

A motion was made by Director Campbell, seconded by Director Buffa, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-3-0810 between the Orange County Transportation Authority and ShelterCLEAN, Inc., in an amount not to exceed \$1,222,700, for preventive and corrective maintenance for the Orange County Transportation Authority's bus stops and zones.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

29. Rail Program Status Update

Darrell Johnson, Department Manager, Programming, Development and Commuter Rail, offered a verbal report to update the Board on the status of the rail program. He referred to Exhibit "C" of the staff report, wherein status of the Grade Crossing Safety Enhancement Program was detailed.

Director Pringle stated that he would like the lines other than LOSSAN lines included, and he would like to see the Placentia information included in future status documents.

Vice Chair Cavecche stated that the Board needs to make a policy on quiet zones, and she would like grade crossing funds used for quiet zones. She further stated that there needs to be noise mitigation for the cities and would like this looked at as part of the goods movement issue.

Director Ritschel requested that the definitions and differences of various types of rail crossings be presented

Chairman Brown and Director Dixon requested a presentation be given by Metrolink on quiet zones when new Board is constituted in January 2007.

29. (Continued)

Motion was made by Director Winterbottom, seconded by Director Campbell, and declared passed by those present, to receive this report as an information item.

Directors Pringle, Pulido, and Ritschel were not present for this vote.

30. Request to Award Contract for Customer Information Center Services

Ellen Burton, Executive Director of External Affairs, offered a brief overview of this item.

A motion was made by Director Winterbottom, seconded by Director Duvall, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-6-0461 between the Orange County Transportation Authority and Alta Resources, in an amount not to exceed \$6,917,366, to operate the Customer Information Center for an initial four and one-half-year term from January 1, 2007 through June 30, 2011, with three one-year option terms.

Directors Pringle, Pulido, and Ritschel were not present for this vote.

Other Matters

31. Veolia Performance Update

Erin Rogers, Manager of Contract Services, offered opening comments on the recent issues with the performance of Veolia for their contracted ACCESS service. Veolia, to date, is not in compliance with contracted service requirements. She indicated that their performance on the fixed route aspect of the contract is going well.

Ms. Rogers provided a PowerPoint presentation, highlighting contract performance in terms of standards and penalties, indicators for on-time performance, service delivery failures, customer complaints, and next steps.

Director Green inquired as to the total amount of penalties due at this point in time, and Ms. Rogers estimated it to be \$300-400,000, stating that data is not verified beyond the second week of September.

Vice Chair Cavecche asked the Veolia representatives, to come forward at this time. They introduced themselves as Sharon Crenchaw, Project Director, and Rick Kreiter, Chief Operating Officer. Vice Chair Cavecche asked these representatives if their company is capable of fulfilling the obligations of the contract, to which they responded they are.

31. (Continued)

Director Campbell commented that the data provided was only through the end of August and stated more current information should have been provided for today's meeting. Ms. Rogers explained that the more recent data was not verifiable at this time.

Director Duvall asked the Veolia representatives if they are bringing more drivers in from other areas, and the response was no drivers have been brought in from other areas at this time.

Ms. Crenchaw stated that this was not possible due to the fact that the State of California requires that any drivers that operate service in the state must be trained in the State of California.

Mr. Duvall referenced previous information provided regarding a number of drivers that were in training and opined that still leaves a large number of vacant positions.

Ms. Crenchaw stated that the drivers in training a few weeks ago have gotten through training, with the exception of eight of them, and are currently working. She informed the Board that training classes are set up for the next six weeks, and the intent is that simultaneous training will take place, combining groups of 20 in each class.

Director Duvall confirmed that drivers from other states would have to go through the entire certification for the state, and Ms. Crenchaw confirmed this information, and stated she was not aware if an emergency circumstance permit could be obtained. She further informed Members that the issue of driver shortage has been dealt with by engaging the taxi systems for drivers to assist.

Director Winterbottom requested staff to bring back information through the Transit Planning and Operations Committee regarding legal options available to the OCTA at this time in response to this situation.

Director Dixon inquired of Mr. Kreiter what the timeline is for resolving the serious issues. Mr. Kreiter responded that there would be significant improvement seen this next week, and Ms. Crenchaw stated that the 94 percent on-time performance standard should be reached within a month or sooner.

General Counsel stated that Veolia was required to provide a performance bond with the contract in the amount of approximately \$9.5 million. He stated that on the issue of possible termination, the contract provides that OCTA retains the right to terminate at any time at OCTA's convenience for any reason. In addition to the right to terminate for convenience, OCTA also has the right to terminate for Veolia's failure to perform if, in fact, OCTA proved they were in default or breach of the contract. Under those circumstances, if there were an actual breach or failure to perform, Veolia would be responsible for any excess procurement cost OCTA incurred.

31. (Continued)

Director Monahan asked for this information to come back to the Board very soon and keep Members aware of the situation. CEO, Arthur T. Leahy, assured the Board that no information would ever be withheld, and while it takes a couple weeks to validate the information, current data will be provided to the Board Members, both through Committee and at the full Board, frequently.

Director Winterbottom asked if the data from the first part of September would be available soon, and CEO, Arthur T. Leahy, responded it will be provided to Members as soon as possible.

Public comment was heard from Christie Rudder, who commented on complaints she has received regarding poor service, complaints receiving no response, etc. She also stated that the service from the Customer Call Center has improved.

CEO, Arthur T. Leahy, responded that Erin Rogers would meet with Ms. Rudder after today's meeting to gather these comments and get a response for her.

Chairman Brown stated that in his opinion, Veolia is currently in default of their contract and stated this will be his recommendation to the Board if this situation does not improve very soon.

32. Chief Executive Officer's Report

CEO, Arthur T. Leahy, reported that:

- √ OCTA is 67 days from completion on the Garden Grove (State Route 22) Project, and commented that it remains on-schedule;
- √ Staff will be providing later today a Southern California Association of Governments' (SCAG) white paper on goods movement, as requested;
- √ A meeting was held with Care Evaluators, a group who performs evaluations for ACCESS customers. They have opened an office on OCTA premises to perform eligibility assessments;
- √ The Rodeo is on Saturday, October 28, and any Board Member who wishes to participate in the driving competition should advise staff so training time (if desired) can be scheduled.

33. Directors' Reports

Director Winterbottom reminded the Board that he holds the record for the most number of wins from the Board Members who have competed in the Rodeo driving competitions over the years.

Director Campbell requested that Caltrans provide a presentation on their plan for keeping the freeways in Orange County clean. He stated he has observed that a good job is not being done and off-ramps in particular look very bad. He would like the objectives of this plan, what the standards are, frequency of work done, and why it is not being successfully done. Director Monahan asked that maintenance of landscaping be included in this presentation.

Director Quon commented that based on an earlier request by Director Pringle, Caltrans is working with OCTA staff and preparing a report sharing what the plan is, the resources that are being dedicated to this work, and what options are available to invite participation beyond the current "Adopt a Highway" program.

Director Campbell further requested a comparison to the resources being committed to other counties on a percentage basis. Director Quon responded that Caltrans will seek whatever data is available and mentioned that Assemblywoman Daucher introduced a bill some time ago inviting cities and counties to work with Caltrans to partner in this work.

Director Quon thanked the Board for recognizing Ms. Alvizo from Caltrans at the beginning of this meeting for her work on the Garden Grove Freeway Project.

Director Quon also stated that District 12 has done a travel time program, which can be seen on Interstate 5 and State Route 57. Nine changeable message signs are showing the duration required for certain destinations. The intent is to provide real-time information to the motorists so they can make choices in their commute.

Director Silva thanked Director Quon for her attention to a request he made regarding a problem in Costa Mesa.

Chairman Brown asked Director Correa to provide an update on the procurement ad hoc committee. Director Correa stated the committee is working on a survey of some of the firms who have done business with OCTA to find out if there is anything else which can be done to make the process more open to firms bidding on opportunities with the Authority. Rather than using OCTA staff, staff from the County Board of Supervisors is providing the effort on this. Director Correa stated they are looking at contracts over \$1 million and asked that more time be allowed to review and present the findings.

Chairman Brown requested that this come back in 30 days; Director Correa stated they will try to meet that timeline.

33. (Continued)

Chairman Brown stated that a letter of congratulations has been received from Assemblyman Tom Umberg for the recent issuance of a \$150,000 grant to OCTA from the California Integrated Waste Management Board through their rubberized asphalt incentive grant program, to help defray costs of the rubberized asphalt in parts of Garden Grove.

34. Public Comments

At this time, Chairman Brown offered members of the public to address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but advised that no action may be taken on off-agenda items unless authorized by law. He further stated that comments would be limited to three (3) minutes per speaker, unless different time limits were set by the Chairman subject to the approval of the Board of Directors.

No comments were offered by members of the public.

35. Closed Session

General Counsel, Kennard R. Smart, Jr., stated that a Closed Session would be held pursuant to Government Code Section 54956.9(a).

A motion was made by Director Campbell, seconded by Director Duvall, and declared approved unanimously by those present, to hiring the firm of Connor and Fletcher to represent the Orange County Transportation Authority in Cinergy Innovations, Inc. v. Orange County Transportation Authority; OCSC No. 06CC04130.

Directors Pringle, Dixon, Pulido, Norby, and Winterbottom were not present for this vote.

36. Adjournment

The meeting adjourned at 11:45 a.m. Chairman Brown announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board will be held at **9:00 a.m. on October 6, 2006**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

ATTEST

Wendy Knowles
Clerk of the Board

Arthur C. Brown
OCTA Chairman



TRANSMITTAL

BOARD COMMITTEE

October 6, 2006

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Consultant Selection for Euclid Street Signal Synchronization Demonstration Project

Regional Planning and Highways Committee

October 2, 2006

Present: Directors Cavecche, Correa, Dixon, Green, Monahan, Norby, Pringle, Ritschel, and Rosen
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-6-0555 between the Orange County Transportation Authority and the top-ranked firm, Albert Grover & Associates, in an amount not to exceed \$455,083, for consultant services to conduct the Euclid Street Signal Synchronization Demonstration Project.

Committee Comments

The Committee approved the recommended consultant for selection, and requested staff return with a future agenda item on signal synchronization goals and objectives. In addition, the Committee discussed receiving consultant selection scores by evaluator in advance of the Committee meeting in the future.

Note: Price (Revised by staff)

Staff referenced Attachment A, paragraph two, sentence two and verbally revised the Katz, Okitsu & Associates price of \$430,000 to the correct amount of \$440,000.



October 2, 2006

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer *ALC*
Subject: Consultant Selection for Euclid Street Signal Synchronization Demonstration Project

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board of Directors approved funding for consultant services to conduct the Euclid Street Signal Synchronization Demonstration Project. Offers were received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-6-0555 between the Orange County Transportation Authority and the top-ranked firm, Albert Grover & Associates, in an amount not to exceed \$455,083, for consultant services to conduct the Euclid Street Signal Synchronization Demonstration Project.

Background

Expanding signal synchronization in a corridor is a cost-effective way to increase roadway throughput without major new construction. Signal synchronization technology optimizes signal timing along a series of traffic signals to improve traffic flow. When implemented, drivers in a synchronized corridor can often pass through a series of green lights before stopping.

In 2005, the Board of Directors (Board) directed staff to work with local agencies to recommend a potential demonstration project of inter-jurisdictional signal coordination. Cities in north Orange County generally preferred Euclid Street as an initial demonstration project for expanded, inter-jurisdictional signal synchronization. The Board approved Euclid Street as the north Orange County demonstration project. The project will implement signal

synchronization from the City of La Habra to the City of Fountain Valley. Staff is currently working on developing a Memorandum of Understanding with the involved agencies for the effort.

Discussion

This procurement was handled in accordance with the Orange County Transportation Authority's procedures for professional and technical services and was competitively bid. In addition to cost, other factors are considered in an award for professional and technical services. 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.

A Request for Proposals (RFP) was sent on August 4, 2006, to 296 firms registered on CAMMNET. The project was advertised on August 6 and August 7, 2006, in a newspaper of general circulation. Addendum No. 1 to the RFP was issued on August 10, 2006, to provide responses to questions submitted by prospective bidders. Addendum No. 2 to the RFP was issued on August 17, 2006, to provide guidance on the 50-page limit for the proposals.

On August 21, 2006, seven offers were received. An evaluation committee comprised of staff representing the Development Division and Contracts Administration and Materials Management Department was established to review all offers submitted. The offers were evaluated on the basis of the firm qualifications, staffing and project organization, work plan, and price.

The evaluation committee found three of the firms qualified for the work and interviewed each on September 6, 2006. The following is the ranking of the firms as determined by the combined scores of the proposal evaluation and interviews:

Firm and Location

Albert Grover & Associates
Fullerton, California

Katz, Okitsu & Associates
Tustin, California

Iteris, Inc.
Anaheim, California

Based on their findings, the evaluation committee recommends that Albert Grover & Associates be retained to perform the consulting work for the Euclid Street Signal Synchronization Demonstration Project. This recommendation is based on the proposal and interview offered by Albert Grover & Associates. The firm demonstrated extensive multi-agency signal optimization experience, provided an extremely detailed work plan, and offered a total of nine months of traffic monitoring services along Euclid Street. In short, Albert Grover & Associates has a high probability to complete the project successfully.

On September 18, 2006, staff presented the evaluation committee's recommendation to the Regional Planning and Highways Committee (Committee). As part of the Committee process, a representative from the firm Katz, Okitsu & Associates challenged the reasoning behind the findings by the evaluation committee, and staff agreed to come back to the Committee with further detail on the selection process. As a result, Attachment A provides additional information on the differences between the proposals which led to the recommendation of Albert Grover & Associates.

Fiscal Impact

The funding for consultant services to conduct the Euclid Street Signal Synchronization Demonstration Project was approved in the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, Development Division, Account 0010-7519-R5000-E5X.

Next Steps

The Euclid Street Signal Synchronization Demonstration Project will begin in October 2006. Staff will bring an item to the Board in fall 2006 discussing the public policy objectives that would be the focus of signal synchronization and the Euclid Street project. Based on Board guidance, the consultant will develop and implement optimized timing plans by spring 2007. It is anticipated that the project will be completed by October 2007 with the project results presented to the Board at that time.

Summary

Based on the information provided, staff recommends award of Agreement C-6-0555 to Albert Grover & Associates, in an amount not to exceed \$455,083, to perform the consultant work in support of the Euclid Street Signal Synchronization Demonstration Project.

Attachment

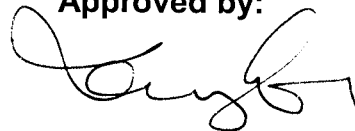
- A. Additional Detail on the Consultant Selection for Euclid Street Signal Synchronization Demonstration Project

Prepared by:



Anup Kulkarni
Section Manager II,
Regional Modeling
(714) 560-5867

Approved by:



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

Additional Detail on the Consultant Selection for Euclid Street Signal Synchronization Demonstration Project

The consultant selection process was based equally on the following criteria: qualifications of the firm; staffing and project organization; work plan; and cost and price. The procurement was a firm-fixed price contract. As part of the process, firms are encouraged to include enhancements and technical innovations to the project as part of their proposals. The committee evaluated the written proposals using the above criteria, and the following three firms were invited to interview on September 6, 2006:

Albert Grover & Associates (AGA)
Katz, Okitsu & Associates (KOA)
Iteris, Inc.

Based on scoring from the proposals, the evaluation committee recommended selecting AGA for the project. The selection reasoning is as follows:

Among the three firms interviewed, AGA provided an excellent technical proposal that demonstrated a thorough knowledge of the project. The proposal showed a high level of competence in performing and implementing multi-jurisdictional signal synchronization through previous experience, a key element for the success of the project as the Euclid Street corridor includes seven signal jurisdictions. In addition, AGA has developed and implemented synchronized timing plans for several local agencies involved in the Euclid Street project.

The AGA work plan included as part of the proposal was extremely detailed. It identified important technical issues and problems that need to be addressed for the success of the project and incorporated specific solutions to address them. Examples consisted of specific improvements to traffic controller communications and software. In addition, AGA included proactive monitoring support of the optimized corridor by proposing to survey the length of the corridor biweekly to identify any traffic changes that would require modifications to the signal timing. AGA's more detailed work plan is important given the ambitious schedule of the project.

On the basis of cost and price, AGA came in at \$455,000, below the project budget amount of \$473,000, but highest among the three firms. AGA also offered the most hours (2,975), with an average per hour cost of \$153. Both measures were considered in the evaluation.

Both KOA and Iteris submitted good technical proposals that showed an understanding of the project, its goals, and the Euclid corridor. KOA, and Iteris to a lesser degree, identified important issues and provided some potential solutions to those issues. However, the solutions in both work plans lacked the level of detail or innovation as provided by AGA.

In the interview presentation, AGA excelled. Both KOA and Iteris had good answers to interview questions, with KOA's somewhat better. Each of those proposers' presentations lacked details compared to that provided by AGA. In reviewing the proposed staff and project organization offered for this project, the evaluation committee concluded that all three of the project managers offered by the firms had ample experience in traffic signal timing development; however, the overall depth of experience from AGA's proposed project staff was rated higher than that of both Iteris and KOA, based on the signal timing experience outlined in the proposals.

The proposals by KOA and Iteris offered to respond to issues identified by OCTA after implementation, but did not provide a more proactive monitoring service similar to AGA. KOA and Iteris provided cost proposals that were well within the budgeted amount of \$473,000 and were lower than AGA. Iteris was the lowest cost firm of the three that were interviewed (\$380,000), followed by KOA (\$430,000). When comparing the staff hours proposed for this project, Iteris offered 2,643 hours and KOA offered at 2,590 hours, both lower than AGA. In terms of cost per hour of work, Iteris averaged \$144, below that of AGA; while KOA was at \$166 per hour, above that of AGA.

OCTA's overall proposal evaluation process calls for individual evaluators to give each proposer a score on a scale of 0 to 100. Procedures do not require that all or even a majority of evaluators score the same firm highest; the average of all scores for a proposer is that firm's final score. Three evaluators gave the highest score to AGA, one gave it to KOA, and one scored AGA and KOA the same. The average scores were: AGA 83, KOA 80, Iteris 78.

All three firms provided proposals that demonstrated competence in signal synchronization; however, based on the criteria developed to review the proposals, AGA was the top-ranked firm, and therefore, the evaluation committee is recommending the selection of AGA for the Euclid Street Signal Synchronization Project.



BOARD COMMITTEE TRANSMITTAL

October 6, 2006

To: Members of the Board of Directors
From: ^{OK} Wendy Knowles, Clerk of the Board
Subject: Public Hearing Scheduling Policy

Executive Committee

October 2, 2006

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

Committee Vote

The item was passed unanimously by those present.

Committee Recommendation

Authorize the Chief Executive Officer to directly schedule legally noticed public hearings on the agenda of the Orange County Transportation Authority Board of Directors.



October 2, 2006

To: Executive Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Public Hearing Scheduling Policy

Overview

The current policy of scheduling public hearings on behalf of the Orange County Transportation Authority is a two-step procedure. In order to streamline and clarify the process, a modification is offered for consideration.

Recommendation

Authorize the Chief Executive Officer to directly schedule legally noticed public hearings on the agenda of the Orange County Transportation Authority Board of Directors.

Background

Throughout the year it is necessary to hold public hearings on a variety of issues such as: system service changes, fare policy, Federal Transit Administration Sections 5307 and 5309 grant applications, Orange County Transportation Authority (OCTA) yearly budget approvals, the Congestion Management Program, and Measure M oversight and expenditures. A review of the records since 2002 reflects 60 staff reports associated with public hearings have been brought before the Board of Directors (Board).

Discussion

The current policy includes two steps with the item appearing twice on the Board agenda. Step One is an initial request to schedule a public hearing and is made to the Board through a recommendation in a staff report, and in Step Two the public hearing itself appears on the agenda for a regularly scheduled Board meeting. Staff requests the elimination of Step One, since the issue of whether to have a public hearing is not at the discretion of either the staff or Board of OCTA. Public hearings are required through statute or charter.

Other public agencies were polled to determine the procedure used (Attachment A). It was determined that in all cases, except the City of Anaheim, staff submits the public hearing notice directly to the Clerk of the Board's office for proper public notification, and the hearing is placed (without prior request) directly on the Board agenda.

A minor digression from that standard is followed by the Riverside County Transportation Commission (RCTC). At RCTC, the public hearing is placed by staff directly on the full Board agenda, with a notification given informally to the appropriate committee members. At OCTA, the same notification could be made informally at the appropriate committee meeting through the Chief Executive Officer's remarks.

In general, the dates for the execution of the public hearing are established by statute, must follow a specific timeline, and must be publicly noticed. The elimination of the request to the Board does not diminish OCTA's responsibility or capacity to have the public hearing; it simply streamlines the process. Staff will continue to provide a staff report with the public hearing addition to the agenda.

If the recommendation is approved, moving forward future public hearings will appear once on the agenda and will be conducted at Board meetings without the need for an additional staff report requesting permission.

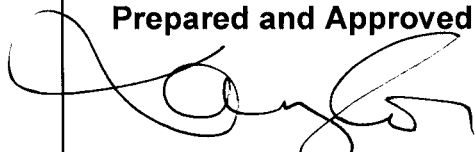
Summary

In order to bring OCTA procedures in line with the majority of public bodies throughout the County, staff will directly add public hearings to the Board agenda in accordance with state and federal guidelines.

Attachment

A. Public Hearing Procedures

Prepared and Approved by:



Paul C. Taylor, P.E.
Executive Director, Development
(714) 560-5374

Public Hearing Procedures

Transportation Corridor Agencies	Public hearing scheduled directly by staff *
Riverside County Transportation Commission	Public Hearing scheduled directly by staff
Metrolink	Public hearing scheduled directly by staff
County of Orange	Public hearing scheduled directly by staff
Irvine Ranch Water District	Public hearing scheduled directly by staff
City of Anaheim	Depends on type/purpose of public hearing
City of Santa Ana	Public hearing scheduled directly by staff
City of Irvine	Public hearing scheduled directly by staff

*Staff defined as executive in charge (i.e., chief executive officer, chief administrative officer, executive director)



TRANSMITTAL

BOARD COMMITTEE

October 6, 2006

To: Members of the Board of Directors
WK
From: Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement to Exercise Second Option Year for Motorist Services Management Support

Regional Planning and Highways Committee

October 2, 2006

Present: Directors Cavecche, Correa, Dixon, Green, Monahan, Norby, Pringle, Ritschel, and Rosen
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-4-0793 between the Orange County Transportation Authority and Darrel Cohoon & Associates, in an amount not to exceed \$100,000, to provide consulting services and management support for the Motorist Services Department.



October 2, 2006

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Agreement to Exercise Second Option Year for Motorist Services Management Support

Overview

On October 25, 2004, the Board of Directors approved an agreement with Darrel Cohoon & Associates, in the amount of \$125,000, to provide consulting services and management support for the Motorist Services Department. Darrel Cohoon & Associates 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. 2 to Agreement C-4-0793 between the Orange County Transportation Authority and Darrel Cohoon & Associates, in an amount not to exceed \$100,000, to provide consulting services and management support for the Motorist Services Department.

Background

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

For fiscal year 2006-07 numerous tasks are planned that are beyond the normal scope of day-to-day management of the operation. These include:

- Create specific initiatives to improve performance and cost effectiveness of the SAFE programs
- Recommend/develop specific initiatives with the statewide #399 Mobile Callbox Program
- Recommend/develop specific initiatives with the regional 511 Travelers Information Program
- Develop interagency relations (especially California Highway Patrol and California Department of Transportation), legislative analysis, and financial matters
- Develop a revision of the OCTAP regulations

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

Discussion

This procurement was originally handled in accordance with the Orange County Transportation Authority's (Authority) procedures for professional services. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement before expiration of the current option year.

The original agreement, awarded on October 25, 2004, was in the amount of \$125,000. This agreement has been amended previously (Attachment A). The total amount after approval of Amendment No. 2, the second and final option year, will be \$325,000.

Fiscal Impact

The additional work described in Amendment No. 2 to Agreement C-4-0793 was approved in the Authority's Fiscal Year 2006-07 Budget, Development, Motorist Service Department, accounts 0013-7519-AC320-AQC and 0014-7519-AC300-ACK, and is funded through local vehicle registration fees.

Summary

Based on the material provided, staff recommends approval of Amendment No. 2 to Agreement C-4-0793, in the amount of \$100,000, with Darrel Cohoon & Associates.

Attachment

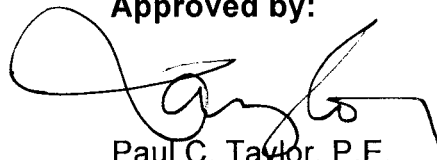
- A. Darrel Cohoon & Associates Agreement C-4-0793 Fact Sheet

Prepared by:



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

Approved by:



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

ATTACHMENT A

Darrel Cohoon & Associates Agreement C-4-0793 Fact Sheet

1. October 25, 2004, Agreement C-4-0793, \$125,000, approved by Board of Directors
 - To provide consulting services and management support for the Motorist Services Department
2. October 10, 2005, Amendment No. 1 to Agreement C-4-0793, \$100,000, approved by Board of Directors
 - To provide consulting services and management support for the Motorist Services Department
3. October 6, 2006, Amendment No. 2 to Agreement C-4-0793, \$100,000, pending approval by Board of Directors
 - To provide consulting services and management support for the Motorist Services Department

Total committed to Darrel Cohoon & Associates, Agreement C-4-0793: \$325,000.



October 6, 2006

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

Overview

On December 13, 2004, the Board of Directors approved an agreement with Southland Communications & Data, Inc., in the amount of \$238,639, to provide bus system schedule checking services for calendar year 2005. The agreement included up to two option years for checking services for calendar years 2006 and 2007. Southland Communications and Data, Inc., was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-4-0896 between the Orange County Transportation Authority and Southland Communications and Data, Inc., and increase the maximum payment obligation by \$212,101 to \$703,978 to fund schedule-checking services for calendar year 2007.

Background

The Orange County Transportation Authority (Authority) has a one-year contract with Southland Communications & Data, Inc., to provide consultant services for the bus system schedule-checking program. The contract includes two option years.

Under the terms of the agreement, the contractor observes and documents bus passenger boardings, on-time performance, and collects other information used to improve bus operations, scheduling, and service planning. Checking tasks include on-board bus schedule checks, street corner checks, and National Transit Database (NTD) passenger checks required by the Federal Transit Administration (FTA).

Discussion

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

The original agreement awarded on December 13, 2004, was in the amount of \$238,639. This agreement has been amended previously (Attachment A). The total amount after approval of Amendment No. 2 will be \$703,978.

Southland Communications & Data, Inc., continues to be responsive to the requirements of this contract. The contract extension will allow for continued monitoring of on-time performance and ridership levels, while furthering efforts for improving bus system efficiency. Finally, the contract extension will enable the Authority to continue to report NTD passenger check data, mandated by the FTA.

Fiscal Impact

The work described in Amendment No. 2 to Agreement C-4-0896 was approved in the Authority's Fiscal Year 2006-07 Budget, Transit, Operations Planning and Scheduling Department, Account 2128-7519-D4106-97S.


Summary

Staff recommends approval of Amendment No. 2 to Agreement C-4-0896 for the second option year, in the amount of \$212,101, with Southland Communications & Data, Inc.

Attachment

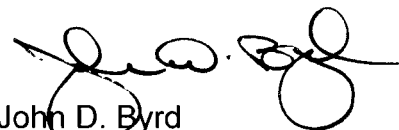
- A. Agreement C-4-0896 Fact Sheet, Southland Communications and Data, Inc.

Prepared by:



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

Approved by:



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

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

1. December 13, 2004, Agreement C-4-0896, \$238,639, approved by the Board of Directors
 - To provide consultant services to perform bus system schedule checking
2. October 14, 2005, Amendment No. 1, approved by the Board of Directors
 - To exercise first option term and add \$253,238
3. October 6, 2006, Amendment No. 2, pending approval by the Board of Directors.
 - To exercise second option term and add \$212,101.

Total committed to Southland Communications & Data, Inc., Agreement C-4-0896:
\$703,978



OCTA

TRANSMITTAL

BOARD COMMITTEE

October 6, 2006

To: Members of the Board of Directors
WK
From: Wendy Knowles, Clerk of the Board
Subject: Santa Ana Freeway (Interstate 5) Gateway Project Update

Regional Planning and Highways Committee

October 2, 2006

Present: Directors, Cavecche, Correa, Dixon, Green, Monahan, Norby,
Pringle, Ritschel, and Rosen
Absent: None

Committee Vote

No action was taken.

Staff Recommendation

Receive and file as an information item.



October 2, 2006

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Santa Ana Freeway (Interstate 5) Gateway Project Update

Overview

Construction began in May 2006 to widen the Santa Ana Freeway (Interstate 5) from the Riverside Freeway (State Route 91) up to the Los Angeles County line. This report provides an update on the project.

Recommendation

Receive and file as an information item.

Background

On February 27, 2006, the Orange County Transportation Authority (Authority) Board of Directors (Board) approved the \$314,321,179 million funding plan for the Santa Ana Freeway (Interstate 5) Gateway project. The majority of funding includes \$193,379,599 the California Department of Transportation (Caltrans) awarded in a contract to the joint venture of FCI Constructors/Balfour Beatty (FCI/BBCI) for construction. The remaining \$120,941,580 includes right-of-way costs and services, engineering, railroad track relocations, detour mitigation, and construction management costs required to complete the last two miles of Interstate 5 (I-5) improvements in Orange County as part of the Measure M Freeway Improvement Program.

In this traditional design-bid-build project, change order cost risks are assumed by the owner, Caltrans, because they are the party who is responsible for the project bid documents. To account for some of the unforeseen and changed conditions that occur during construction Caltrans allows for several supplemental work line items. However, when discrepancies between the bid documents and actual conditions are found during construction that are not covered by the supplemental work line items, the contractor will submit change orders. These can include items such as groundwater impacts, unforeseen site conditions, and unidentified or mislocated utility lines. A contingency

budget of \$11,852,601, approximately 6 percent of the construction contract value, was established for the supplemental work line items and contractor change orders for this project. As work progresses, the changes in project scope, identified as risk elements, are reviewed, negotiated, and managed as part of Caltrans oversight responsibilities. Once approved they will be paid for from the contingency fund.

Discussion

Construction Contingency

The contingency-funded change orders to date are \$694,153 and account for supplemental work line item costs for street flagging, traffic control, maintaining the existing highway facilities, water pollution control work, permits, and change orders for additional trenching for relocating utility lines, palm tree maintenance deletion, and Riverside Freeway (State Route 91) connector work. This work constitutes 6 percent of the original \$11,852,601. The current project contingency balance is \$11,158,448.

There are two significant forecasted contingency items that currently are being negotiated by Caltrans with FCI/BBCI:

- Premium time costs to construct Sanitary Sewer Line System 1, located on Western Avenue and Mission Street
- Acceleration costs due to utility conflicts to close Western Avenue on October 9, 2006, construct the new Western Avenue Bridge, and re-open the street by June 15, 2007

The total actual cost of these forecasted contingency items will be finalized in the next couple of weeks, but are anticipated to be approximately \$500,000 for both items. These change orders are being executed in the spirit of partnering between Caltrans and FCI/BBCI in order to prevent delays that could impact the completion date of mid-2010.

Project Update

At this time, activities are focusing on rebuilding the Fullerton Creek Channel bridge, moving utility lines, and preparing the Western Avenue bridge for demolition and reconstruction. In addition, crews are working on removing existing retaining walls, hauling soil to the Artesia Boulevard interchange, and building a soundwall at 8th Street. The outreach team has distributed more than 30 construction alerts and had nearly 65 meetings with local businesses,

organizations, and schools to communicate the project schedule and construction activities.

The project is currently 4 percent complete with work being categorized into the following project components:

Roadway widening from six total lanes to 10 lanes	2 percent complete
Reconstruct five bridges at:	0 percent complete
• Artesia Boulevard	
• Western Avenue	
• Stanton Avenue	
• Beach Boulevard east	
• Beach Boulevard west	
• Fullerton Creek Channel	
27 retaining walls	1 percent complete
• 5,113 lineal meters (16,874 lineal feet)	
Two sound walls	1 percent complete
• 374 lineal meters (1,235 lineal feet)	
Stormwater pumping plant	0 percent complete

Attachments A and B are photographs of work in progress at the Fullerton Creek Channel and the Artesia Boulevard interchange at the I-5 Gateway project site.

Looking forward, the major milestone is the demolition and rebuilding of the Western Avenue bridge, which is scheduled to close on October 9 for nine months. Neighborhood meetings are planned for early October to review the project with the affected communities.

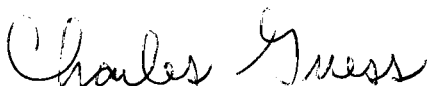
Summary

The Caltrans freeway widening construction contract with FCI/BBCI continues to progress on schedule and within budget.

Attachments

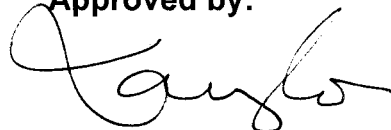
- A. Pile Driving Work at Fullerton Creek Channel
- B. Utility Relocation Work near Artesia Boulevard Interchange

Prepared by:



Charles Guess, P.E.
Program Manager
(714) 560-5775

Approved by:



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

Pile Driving Work at Fullerton Creek Channel



Utility Relocation Work near Artesia Boulevard Interchange



Veolia Performance Update

Board of Directors' Meeting

October 6, 2006

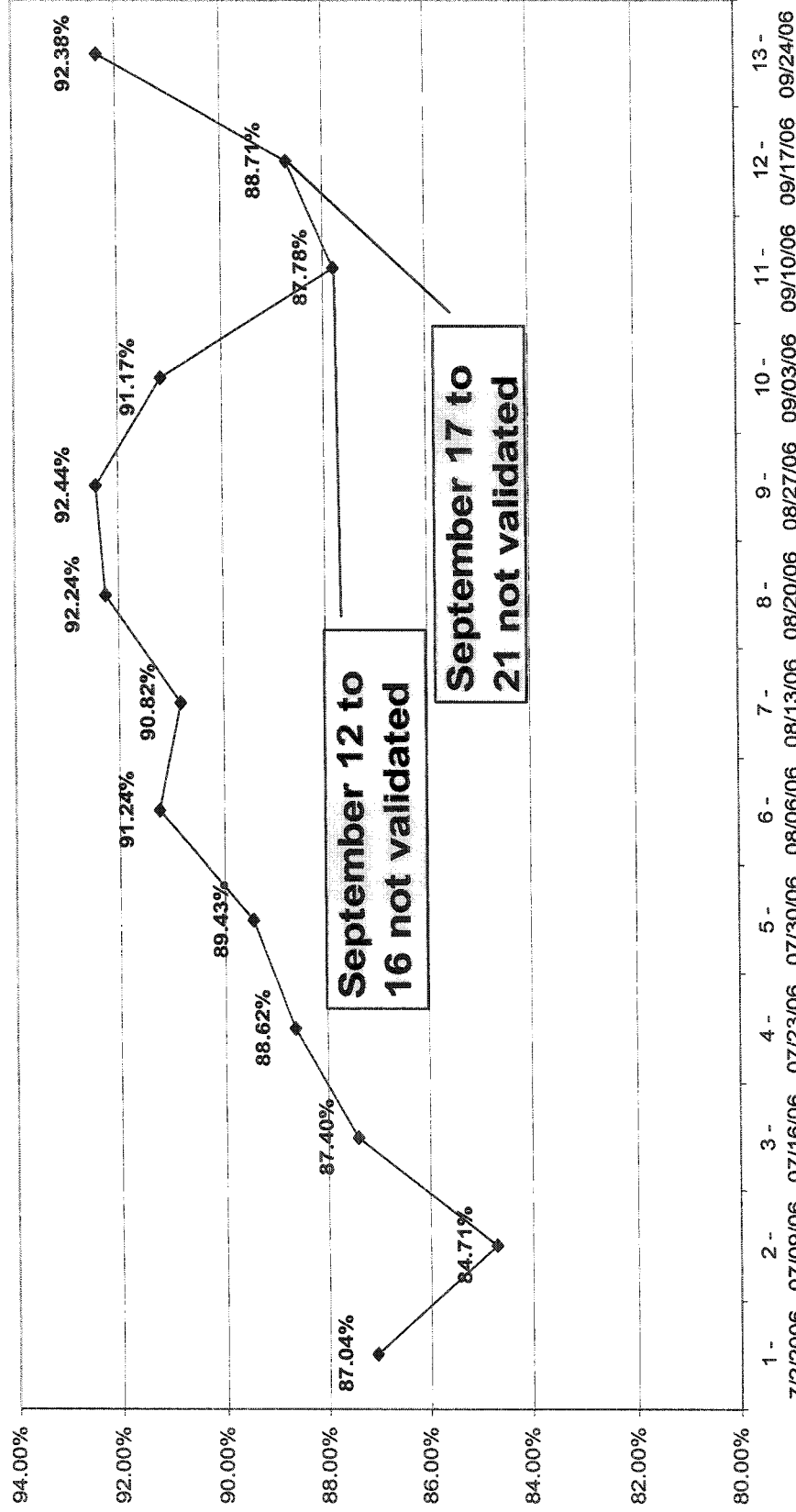


Contract Performance Standards and Penalties

Service Quality Indicators		Standard	Penalty
On-Time Performance		94%	\$5,000 for each percentage below standard
Service Delivery Failure		Zero	\$1,000 for each trip
Customer Comments		1 per thousand passengers	\$100 for each complaint over standard

Service Quality Indicator On-Time Performance

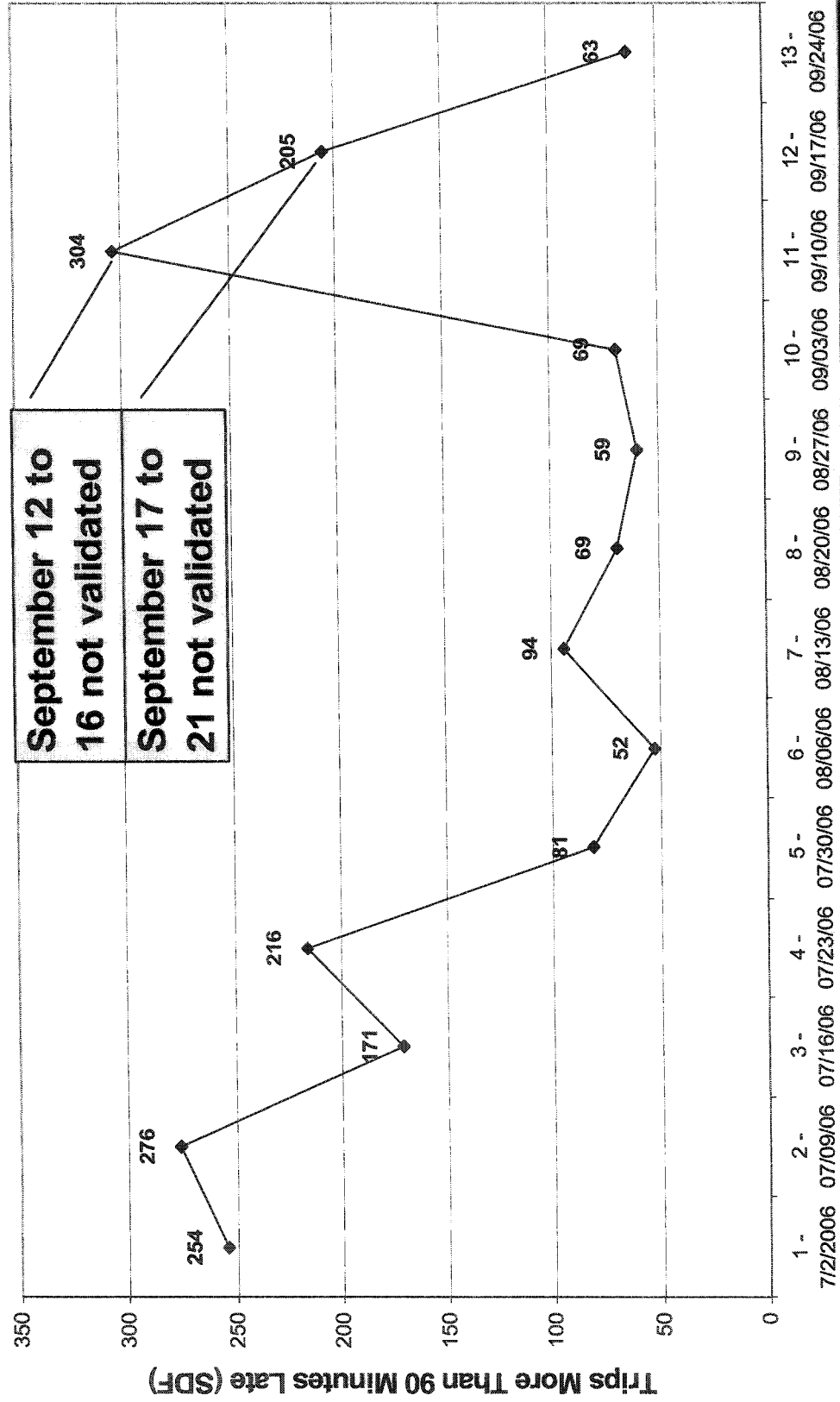
Contract Standard – 94% on-time



On Time and Early

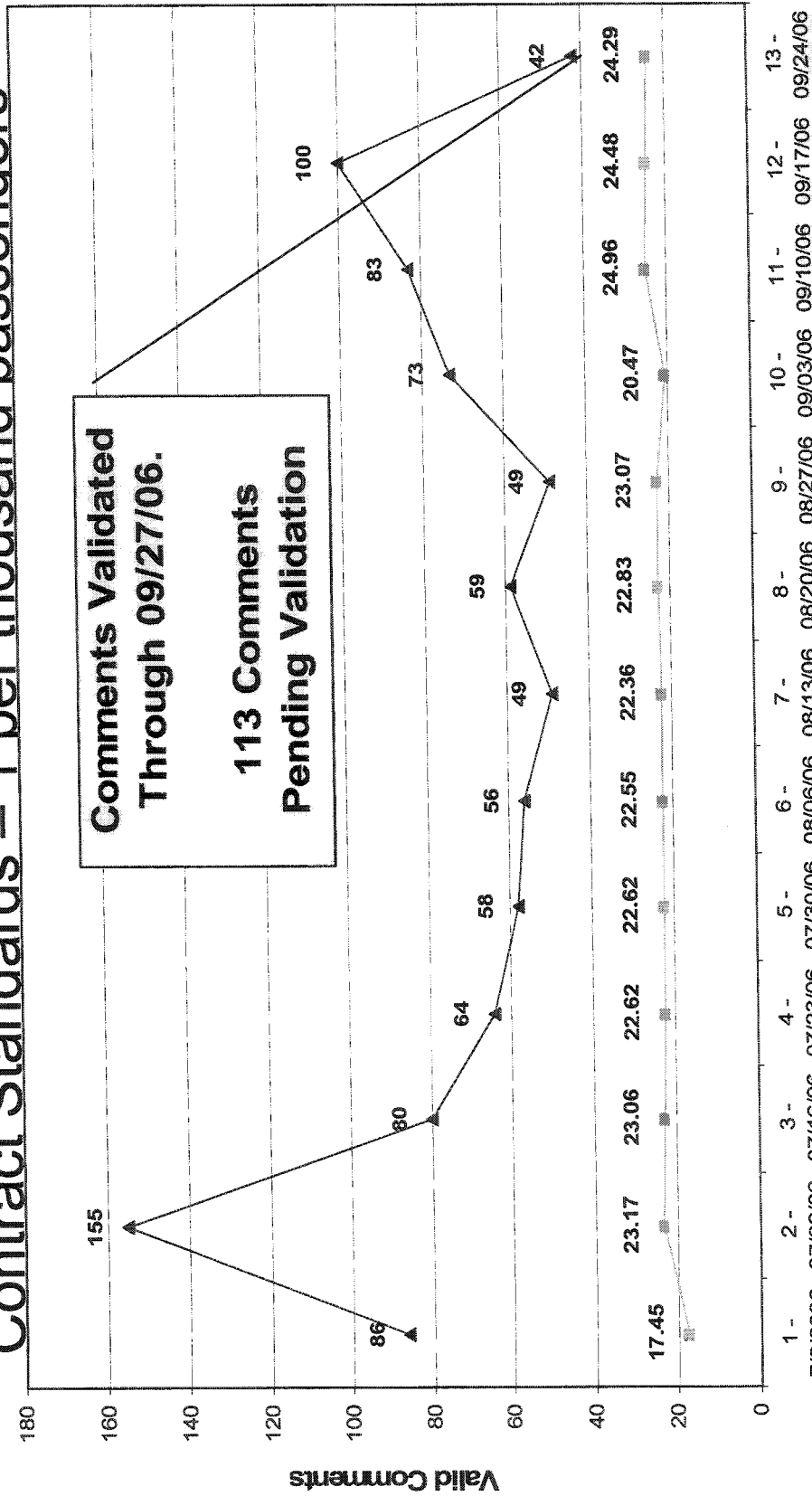


Service Delivery Failure



Service Quality Indicator Customer Complaints

Contract Standards – 1 per thousand passengers



Comment Standard < Valid Comments

Actions Taken

- Formal correspondence from CEO to Veolia Executive Management addressing contract compliance
- Formal correspondence to Veolia from Contract Manager requiring submittal of a 30 and 60 day plan to remedy performance issues and comply with contract
- Meeting held with CEO and Veolia Executive Management
- Corporate support from Veolia in the areas of dispatch, scheduling, driver recruiting, hiring and training
- Increased use of taxi subcontractors to meet service demand

Next Steps


- **Continue to monitor performance indicators daily**
- **Monitor progress against 30 and 60 day plan**
- **Continue to proactively address customer service issues**
- **Begin assessing penalties September 1**
- **Provide updates to Transit Planning and Operations Committee and Board of Directors**



MEMO

October 6, 2006

To: Chairman Arthur C. Brown
Vice Chair Carolyn Cavecche
Members of the Board of Directors

From:  Arthur T. Leahy, Chief Executive Officer

Subject: **Chief Executive Officer's Goals Status Report**

This is the report on the Chief Executive Officer's goals for the third quarter for calendar year 2006.

The goals are comprehensive and address a wide range of key performance areas for the Orange County Transportation Authority. They also provide a useful instrument for monitoring results during the year.

I will update the Board of Directors on the status of the goals on a quarterly basis.

ATL:be
Attachment

CEO's GoalTime FrameArea of
ConcentrationStatusSummary**February**

1	OCTA to hold SR-22 press communications and/or events.	February - November 2006	External Affairs	Next Milestone: CONN 3 Demolition and New Replacement Connector Opening Sept. 24	Staff will plan communications and/or events targeting multiple stakeholders involving the Board of Directors to commemorate key project milestones. Examples of such milestones include the opening of the realigned EB SR-22 to NB SR-57/I-5 and eastbound SR-22 to SB I-5 connectors, the opening of the reconstructed Lewis Street Bridge and project completion in November.
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March

2	Staff will develop implementation strategy for SR-22/I-405 Connector Project for Board approval.	March 2006	Development	Approved by BOD 7/24	Completed
3	Staff will secure Board approval of the 2006 Comprehensive Business Plan (CBP) and use the assumptions from the base year as the starting point for the FY 2006-07 budget.	March 2006	Finance, Administration & Human Resources	Approved by BOD 3/27	Completed
4	OCTA will award ACCESS, Contracted Fixed Route, StationLink, and Express Bus Service contract. Weekly status reports are to be provided to Board during transition period and for 90 days following move to Irvine Base with monthly reports thereafter.	March 2006	Transit	Approved by BOD 2/27	Completed
5	OCTA will secure funding for I-5 Gateway Freeway Widening contract.	March 2006	Development	Approved by BOD 2/27	Completed
6	Staff will provide status and budget for Euclid signal synchronization project.	March 2006	Development	Approved by BOD 3/27	Completed

* Deferred based on BOD decision to transfer \$30 million from the project to the I-5 Gateway

CEO Goal Reference Number	CEO's Goal	Time Frame	Area of Concentration	Status	Summary
First Quarter					
7	OCTA staff will conduct a workshop to review procurement process	First Quarter	Finance, Administration & Human Resources	Workshop conducted on 3/27 Update to F&A 8/11 and Exec on 10/2 Final BOD action scheduled for 4th Quarter	The procurement workshop will be an opportunity for staff to familiarize the Board with the current request for proposals evaluation process including how evaluation criteria and weights are determined.
April					
8	OCTA will host APTA Bus and Paratransit Conference/Roaddeo.	April 28, 2006	Transit / External Affairs	Completed 5/3	Completed
9	Pending Board direction, staff to finalize Measure M plan for consideration by cities and Board of Supervisors and request resolutions from cities and Board of Supervisors approving the Measure M Plan.	April-May 2006	External Affairs / Special Projects	Approved by BOD 4/24	Completed
10	Caltrans will report to Board regarding HOV Lane change process.	April 2006	Development	Approved by BOD 4/10	Completed
May					
11	Staff will test & accept first article CNG bus.	May-September 2006	Transit	First article CNG bus scheduled for October	Upon arrival, staff will inspect first article CNG bus; confirm it meets all specifications/contract and requirements. The buses will operate in fixed route service, and staff will verify performance and durability.
June					
12	OCTA will begin weekend Metrolink service. Staff to make monthly status reports to the Board through September.	June 2006	Development	Started 6/3	Completed
13	OCTA staff and consultant will complete design for the CNG fueling system at the Santa Ana Bus Base.	June 2006	Development	Construction began 6/12 Scheduled for completion March '07	Staff will complete the CNG fueling station design with the contractor, Trillium. This will require coordination with utility companies, regulatory agencies, and OCTA staff.

CEO's GoalTime FrameArea of
ConcentrationStatusSummaryCEO Goal
Reference
Number**June cont.**

14	Staff will secure Board approval for the 2006-07 Annual Budget, which is balanced, without an unplanned use of reserves, and is consistent with the CBP and Board-approved goals, policies, and procedures.	June 2006	Finance, Administration & Human Resources	Approved by BOD 6/12	Completed
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CEO Goal
Reference
Number**Second Quarter**

15	Staff to initiate South County Major Investment Study.	Second Quarter	Development	Work began in June. Policy Committee meeting held in August.	Staff will prepare a comprehensive multimodal long-range plan for transportation improvements and priorities. The study covers all of south county up to SR-55 and will take 18-month to complete.
16	Staff to implement new collective bargaining agreements with Teamsters for maintenance bargaining unit, as well as Transportation Communications Union.	Second Quarter	Employee/ Labor Relations, & Civil Rights	BOD Approved agreement with Teamsters Local 952 on 3/27 and TCU on 4/24.	Completed

CEO Goal
Reference
Number**July**

17	Staff to implement Express Bus Service on SR-57.	July 1, 2006	Transit	Service implemented 7/1	Completed
18	When approved by majority of cities with a majority of the incorporated population and OCTA Board, OCTA requests Board of Supervisors place renewed Measure M on ballot.	July 2006	External Affairs / Special Projects	Approved by BOD 7/24	Completed

CEO's Goal

Time Frame

Area of
Concentration

Status

Summary

July cont.

19	Staff to complete Long-Range Transportation Plan and short-range action element.	July 2006	Development	Approved by BOD 7/24	Completed
20	OCTA to transition ACCESS service and move contracted services to Irvine Base.	July 2006	Transit	Service transitioned on 7/1	Completed

August

21	Staff to complete callbox reductions and conversion to digital service, per action taken by Board last year.	August 2006	Development	Equipment purchased - upgrade 50% complete Reductions Completed June 22	Federal mandate requires that OCSAFE convert the call box communication system from analog cellular service to digital cellular service. The system conversion was delayed by equipment availability. Completed
22	Staff to initiate review of State and Federal legislative goals and assess future advocacy effort requirements.	August 2006	State and Federal Relations	Reviews of the federal and state advocates will be presented to LGA on Oct. 19, 2006 and Nov. 16, 2006, respectively. Strategy sessions will be held in November and December. Future federal advocacy needs will be further addressed following the November election.	Each of the state and federal advocate contracts expire this year and will need consideration by the Board for extension. This goal was established to conduct a thorough review of the advocacy firms for consideration of ongoing representation in Sacramento and Washington, D.C.

CEO's GoalTime FrameArea of
ConcentrationStatusSummary**September**

23	Staff to complete assessment of freeway infrastructure protection capabilities and request approval of future course of action from the Security Working Group.	September 2006	Security Threat Assessment	To Security Working Group in October	In conjunction with Caltrans, staff will investigate the capabilities of freeway infrastructure by: 1. Conduct a blast simulation test on an existing freeway column to determine the need for additional hardening.
24	OCTA to implement Express Bus Service on SR-91 through a cooperative agreement with Riverside Transit Agency.	September 10, 2006	Transit	Service initiated 9/11	Completed

Third Quarter

25	Staff to advance work on Riverside-Orange corridor improvements.	Third Quarter	Development	Initial mtg held 9/8	See items 25a-c Including Riverside Orange Corridor Authority establishment - Cooperative Agreement executed.
25a	Staff to initiate Ortega Highway Safety Study.	Third Quarter	Development	Scope under development	OCTA will develop engineering concepts to improve safety and operations of Ortega Highway from the future SR-241 to Lake Ellsinore. The plan builds on recommendations from the recently completed Major Investment Study.
25b	Staff to initiate PE for SR-91 improvements and viaduct.	Third Quarter	Development	Scope under development	In this study conceptual engineering for the proposed SR-91 improvements between SR-241 and I-15, including elevated lanes and reversible lanes (contingent on Board approval) will be initiated.
25c	Staff to initiate Irvine-Corona feasibility study.	Third Quarter	Development	RCTC lead agency. First ROCA meeting on Sept. 2	Technical studies related to the Irvine-Corona Expressway (new corridor) will be initiated. These studies will range from geotechnical investigation of "Corridor B" from the recently completed Major Investment Study to further definition of various conceptual alignments (contingent on Board approval).

Third Quarter cont.

26	OCTA staff and south Orange County cities to select corridor for South County Signal Synchronization Project.	Third Quarter	Development	Selection of Oso Parkway Approved by BOD 7/28	Completed
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October

27	Staff to work with the Board to maximize annual federal appropriations for OCTA transportation projects.	October 2006	Government Relations	FY 2007 appropriations process is ongoing. An update will be provided in November	The OCTA Board of Directors adopted a fiscal year 2007 appropriations project list, which includes 14 projects totaling \$97,180,000. The goal is to reach a minimum of \$10 million in earmarks for OCTA projects for FY07, which amounts to a little more than 10 percent of the total request. It would also represent an increase in congressional earmarks of 40 percent over fiscal year 2006.
28	Cities to begin construction of the SR-90 Imperial Highway Smart Streets Project.	October 2006	Development	Segments B & C delayed by cities, to be advertised by Brea in Dec. '06	This is a local Smart Streets Project. The cities include La Habra, Brea and Fullerton. The project will be split to allow Brea and Fullerton (Segments B&C) to proceed with project, while La Habra (Segment A) addresses local issues.
28a	Segment A: LA County line to Harbor Blvd (La Habra)*	Yearlong	Development	City of La Habra is lead. Construction delayed due to noise mitigation and right-of-way issues.	Smart Streets Project Segment A consists of re-striping to 6 lanes from L.A. County line to Idaho Street; providing continuous raised median from County line to Beach Blvd; widening of intersections at Beach Blvd., Idaho, Euclid, & Harbor; construction of bus pads, ADA bus stop modifications, bus turnouts, & soundwalls at various locations, and drainage improvements.
28b	Segment B: Harbor Blvd to SR-57 (Fullerton)	October 2006	Development	Segments B & C delayed by cities, to be advertised by Brea in Dec. '06	Smart Streets Project, Segment B consists of re-striping to 6 lanes from Harbor Blvd. to Berry Street; median modifications at the Puente Street intersection; and constructing bus pads, ADA bus stop modifications, bus turnouts, & soundwalls at various locations
28c	Segment C: SR-57 to Rose Drive (Brea)	October 2006	Development	Segments B & C delayed by cities, to be advertised by Brea in Dec. '06	Smart Streets Project Segment C consists of adding a lane eastbound from Valencia Avenue to the Brea city limits; constructing median modifications at intersections, including Valencia Avenue & Rose Street; and constructing bus pads, ADA bus stop modifications, bus turnouts, & soundwalls at various locations.

CEO's Goal Time Frame Area of Concentration Status Summary

CEO Goal
Reference
Number

October cont.

29	OCTA to procure contractor to operate Customer Information Center.	October 2006	External Affairs	Scheduled for BOD 9/25	The current contract for the Customer Information Center will expire at the end of 2006. The center provides bus-routing information to passengers and sells bus passes. A Request for Proposals for a new contractor will be issued this summer with a contractor being awarded in October 2006.
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CEO Goal
Reference
Number

November

30	GMR to meet the substantial contractual completion of the SR-22.	November 30, 2006	Development	On Schedule	GMR will complete the improvements to the SR-22 project by the 800 day milestone. The date of completion will be no later than November 30, 2006.
31	OCTA to provide technical support for the design of video surveillance system standards (VSS) for the installation of a closed circuit TV camera at the Fullerton Transportation Center.	November 2006	Development	Standards being finalized	A federal grant to OCTA is being used by the city under agreement with OCTA. The city is the lead agency and prepares plans and procurement that reflect the VSS protocol developed by OCTA. Standards developed as a model for use at other locations in addition to Fullerton
32	Caltrans will award the contract for SR-90 Bridge and Grade Separation.	November 2006	Development	Caltrans will open bids on 10/26/06 Bid award on schedule for November	Caltrans Imperial Hwy. grade separation in Anaheim/Yorba Linda should be "Ready To List" in June 06. Construction to OCTA oversight will focus on city agreements and Adelphia relocation issues.

CEO Goal
Reference
Number

December

33	OCTA Board to approve Comprehensive Annual Financial Report (CAFR).	December 2006	Finance, Administration & Human Resources	External Auditors began final fieldwork 9/11	The Comprehensive Annual Financial Report (CAFR) is the generally accepted publication for reporting audited financial statements and other financial information about the governmental entity.
34	OCTA to draft project report and environmental document for first new eastbound lane on SR-91.	December 2006	Development	On Schedule	Staff will complete the draft environmental report to add a new eastbound lane to SR-91 from SR-241 to SR-71.
35	Staff to report to Board regarding Measure M results and implementation.	December 2006	Special Projects		Assuming Measure M appears on the ballot, staff will present a report on the November 6th ballot results and next steps needed to be taken.

CEO's Goal **Time Frame** **Area of Concentration** **Status** **Summary**

CEO Goal Reference Number

Fourth Quarter

36	Staff to develop AAP/EEO plan for Triennial submission and approval by FTA.	Fourth Quarter	Employee/Labor Relations, & Civil Rights	The AAP/EEO Plan will be completed and submitted to the FTA by early October.	The FTA requires each transit agency receiving federal funds to submit an AAP/EEO Plan for review and approval every three years. the Labor/Employee Relations & Civil Rights Division will develop and submit this plan to the FTA for review and approval.
37	Staff to develop and submit Triennial Title VI Report to FTA.	Fourth Quarter	Employee/Labor Relations, & Civil Rights	The Title VI Report will be completed and submitted to the FTA by early October.	The FTA requires each transit agency receiving federal funds to submit a Title VI Report every three years for its review and approval. The Labor/Employee Relations & Civil Rights Division will develop and submit this report to the FTA for review and approval.

CEO Goal Reference Number

Year Long

38	OCTA will achieve an operating ratio of 25 percent, the same as in 2005.	Yearlong	Transit	FY05 vs FY06 up 16% to 25.20%	The operating ratio is the ratio of farebox revenue to operating cost based on projected growth in ridership.
39	OCTA will increase bus revenue to \$49.2 million, an increase of 2.2 percent over 2005. Jan -Jul 06 OCTA will provide 1.851 million hours of revenue an increase of 2.0% OCTA will provide 23.4 million revenue miles, a 0.8 percent increase	Yearlong	Transit	FY05 vs FY06 up 9.7% to \$52.2 million Jan-Jul 2006 - 1,079,460 Revenue Vehicle Hours Provided 58% of budget for this year Jan-Jul 2006 - 13,585,691 Revenue Vehicles Miles Provided 57% of budget for this year	OCTA will operate 1.866 million annual revenue vehicle hours of bus service, an increase of 57,000 annual hours over 2005. OCTA will provide 23.8 million annual revenue vehicle miles of bus service, an increase of over 400,000 miles over 2005.
40	OCTA will provide 68.1 million passenger rides, a 2.2 percent increase over 2005.	Yearlong	Transit	Jan-July 2006 39,485,543 vs Jan-July 2005 38,067,886 3.7% increase and 58% of the estimate for this year	Passenger rides are estimated to increase by approximately 1.5 million rides to 68.1 million annually, an increase of 2.2 percent over 2005.

Year Long cont.

<u>CEO's Goal</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>	<u>Summary</u>
41 OCTA will operate 85 percent on-time service and 11,000 miles between road calls.	Yearlong	Transit	On-time performance for July 2006 = 87% Jan-July 2006 86.5%	On time service distance/miles traveled by fixed route buses between mechanical failures not caused by accident or driver error. In January 2006, the fixed route system achieved an on-time performance of 84.9%. For the past 12 months, on-time performance for all scheduled trips has maintained at least 85% on-time performance, which is the system wide goal for this performance measure.
42 OCTA staff to conduct workplace harassment prevention training for management, administration, and bargaining unit employees.	Yearlong	Employee/Labor Relations, & Civil Rights	Ongoing	In accordance with California AB 1825, the Labor/Employee Relations & Civil Rights Division will conduct bi-annual training for supervisors and management personnel on workplace harassment and discrimination prevention. The Division staff will also conduct training for all coach operators as part of their Annual Required Training as well as for mechanics and administrative employees.
43 OCTA will meet the following goals on the SR-91 Express Lanes: (a) 13,500,000 trips on the lanes (b) \$37,000,000 in toll revenue	Yearlong	Finance, Administration & Human Resources	1st quarter CEO Goals a) goal: 3,065,000 actuals: 3,511,000 b) goal: \$8,989,000 actuals: \$10,808,000 2nd quarter a) goal: 3,123,843 actuals: 3,608,855 b) goal: \$9,131,113 actuals: \$11,704,939	To maintain consistency with bond indenture requirements, the SR-91 Express Lanes 2006 revenue and vehicle trip goals are derived from annualized estimates of Vollmer weekly traffic and revenue forecasts. Traffic and revenue have outstripped Vollmer forecasts by at least 15 percent.
44 Staff will consider additional bus base, long-range facilities assessment.	Yearlong	Transit	Closed escrow on Laidlaw Transit Service property on Construction Circle 8/31	Based on growth projections substantiated by the Comprehensive Business Plan, staff will assess facility needs for all bus and Para Transit for the next 15 years. Short-range transit strategy to be completed by 1st Quarter 2007.
45 Staff will evaluate options for developing ARTIC; to integrate Orange County's transportation system with proposed regional systems .	Yearlong	Development	Purchase of Property Approved by BOD 8/28	OCTA will work with the City of Anaheim to develop the Anaheim Regional Transportation Intermodal Center in conjunction with Metrolink expansion plans, bus rapid transit deployment, and high-speed rail proposals.

46	CEO's Goal	Time Frame	Area of Concentration	Status	Summary
	Staff will support regional efforts to address goods movement needs along the Orangethorpe corridor.	Yearlong	Development	Southern California National Freight Gateway Memorandum of Understanding to BOD 9/25	Staff will ensure that Orange County's projects/priorities are included in various regional goods movement studies and plans.
47	<p>Staff will monitor and evaluate the CIGNA Health Plan for the following:</p> <ul style="list-style-type: none"> a) Claim rate accuracy: 95% of total audited claims paid correctly b) Time to process: 90% of claims processed in 14 business days c) Average Speed of Answer: ASA for calls to Call Center shall be no longer than 45 seconds d) Abandonment rate: no greater than 5% of calls result in caller termination before speaking to customer service. 	Yearlong	Finance, Administration & Human Resources	<ul style="list-style-type: none"> a) 99.0 % b) 99.0 % c) 18.6 % d) 1.0 % 	Staff will monitor and evaluate the CIGNA Health Plan. CIGNA was recently added as OCTA's health care provider for medical services for administrative employees and Board Members. The items listed under CEO goals are the performance goals contained in the agreement.