

**Date:** Monday, June 25, 2007

**Time:** 9:00 a.m.

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



**Notice of Special Meeting  
Orange County Transportation Authority  
Board of Directors**

**Notice Is Hereby Given** that a Special Meeting of the Orange County Transportation Authority Board of Directors is hereby called to be held on:

**Monday, June 25, 2007, at 8:15 a.m.**

Orange County Transportation Authority  
600 South Main Street - Room 109  
Orange 92868

**Public Comments**

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 for all comments, unless different time limits are set by the Chairman subject to the approval of the Board of Directors.

**1. Closed Session**

- A. Pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Sherry Bolander regarding collective bargaining agreement negotiations with the Teamsters Local 952 representing the coach operators.
- B. Pursuant to Government Code Section 54956.9(b)(1).

**Adjournment**

The regular meeting of the OCTA/OCSAFE/OCSSAAV/OCLTA/OCTD follows at **9:00 a.m. on June 25, 2007**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

A handwritten signature in black ink, appearing to read "Carolyn V. Cavecche", is written over a horizontal line.

Carolyn V. Cavecche  
Chairman



## **BOARD AGENDA**

Orange County Transportation Authority Board Meeting  
OCTA Headquarters  
First Floor - Room 154, 600 South Main Street  
Orange, California  
*Monday, June 25, 2007, at 9:00 a.m.*

ACTIONS

### **REVISED**

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 Glaab

### **Pledge of Allegiance**

Director Rosen

### **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.



## **BOARD AGENDA**

ACTIONS

### **Special Matters**

**1. Special Recognition for Thirty Years of Safe Driving**

Presentation of award for achieving thirty years of safe driving.

**2. Presentation of Resolutions of Appreciation for Employees of the Month for June 2007**

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2007-31, 2007-32, 2007-33 to Jon Jackson, Coach Operator; Rudy Chavez, Maintenance; and Patrick Sampson, Administration, as Employees of the Month for June 2007.

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

Present Orange County Transportation Authority Resolution of Appreciation No. 2007-36 to Orange County Sheriff's Deputy Ron Byers.

**4. Resolution of Appreciation for Marty Bryant**

Present Orange County Transportation Authority Resolution of Appreciation No. 2007-47 to President and Chief Executive Officer for the Orange County Great Park, on the occasion of his retirement.

**5. Measure M Oversight Committee New Member Recruitment and Lottery**  
Alice T. Rogan/Ellen S. Burton

***Overview***

Measure M, first approved by voters in 1990 and renewed again by voters in 2006, calls for an oversight committee to serve as a watchdog over the program of transportation improvements. Each year, new members are recruited and selected to fill vacancies left by expired terms. The recruitment process has been completed for 2007 and a lottery must take place in public session to fill vacancies in the First, Fourth, and Fifth Supervisorial Districts.



## **BOARD AGENDA**

ACTIONS

### **5. (Continued)**

#### ***Recommendations***

- A. Pursuant to the Measure M Ordinance, conduct the lottery for final selection of new Measure M Oversight Committee members by drawing two names representing the First Supervisorial District, one name representing the Fourth Supervisorial District, and one name representing the Fifth Supervisorial District from the list of recommended finalists from Grand Jurors Association of Orange County.
  
- B. Adopt Orange County Local Transportation Authority Resolutions of Appreciation Nos. 2007-29 and 2007-30 for Ed Wylie and Gene Rodriguez, members of the Citizens Oversight Committee whose terms have expired

### **Consent Calendar (Items 6 through 24)**

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

#### **Orange County Transportation Authority Consent Calendar Matters**

### **6. Approval of Minutes**

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of June 11, 2007.

### **7. Approval of Resolutions of Appreciation for Employees of the Month for June 2007**

Adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2007-31, 2007-32, and 2007-33 to Jon Jackson, Coach Operator, Rudy Chavez, Maintenance, and Patrick Sampson, Administration, as Employees of the Month for June 2007.



## **BOARD AGENDA**

*ACTIONS*

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

Adopt Orange County Transportation Authority Resolution of Appreciation No. 2007-36 for Orange County Sheriff's Deputy Ron Byers.

**9. Approval of Resolution of Appreciation for Marty Bryant, City of Irvine**

Adopt Orange County Transportation Authority Resolution of Appreciation No. 2007-47 to President and Chief Executive Officer for the Orange County Great Park, on the occasion of his retirement.

**10. State Legislative Status Report**

Wendy Villa/P. Sue Zuhlke

***Overview***

A support position is requested for a bill related to abandoned vehicle programs. An oppose position is requested for a bill which places additional mandates on regional transportation plans and could result in a loss of funding. The California Air Resources Board is also considering regulations for in-use off-road diesel vehicles.

***Recommendations***

A. Adopt the following recommended positions on legislation:

Support AB 468 (Ruskin, D-Los Altos)  
Oppose SB 375 (Steinberg, D-Sacramento)

B. Consider proposed California Air Resources Board rulemaking for in-use off-road diesel vehicles



## **BOARD AGENDA**

ACTIONS

### **11. Federal Legislative Status Report**

Richard J. Bacigalupo

#### ***Overview***

This Federal Legislative Status Report provides an update on current issues pending in Washington, D.C., including fiscal year 2008 appropriations, technical corrections legislation, the National Defense Authorization Act, and early transportation reauthorization activities. An update on the re-procurement of lobbyist services is provided, as well as the most recent monthly reports from the federal lobbyists.

#### ***Recommendation***

Receive and file as an information item.

### **12. Draft 2007 State Route 91 Implementation Plan**

Kurt Brotcke/Kia Mortazavi

#### ***Overview***

Enabling legislation related to the 91 Express Lanes requires the Orange County Transportation Authority to annually issue a plan and proposed schedule for Riverside Freeway (State Route 91) improvement projects eligible for funding by potential excess toll revenue. The Draft 2007 State Route 91 Implementation Plan is provided for review and approval.

#### ***Recommendation***

Approve the Draft 2007 State Route 91 Implementation Plan.

### **13. Updated 2007 Technical Steering Committee Membership**

Jennifer Bergener/Kia Mortazavi

#### ***Overview***

A Technical Steering Committee is annually nominated to review major technical issues before they are presented to the larger Technical Advisory Committee. The Board of Directors originally approved the 2007 Technical Steering Committee members roster in February 2007. The vice-chairman has since retired, creating a vacancy on the committee. An updated membership roster is presented for Board of Directors approval.



## **BOARD AGENDA**

ACTIONS

13. (Continued)

*Recommendation*

Approve the updated 2007 Technical Steering Committee member roster.

14. **Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 9)**

Dipak Roy/Kia Mortazavi

*Overview*

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board of Directors approved construction of Americans with Disabilities Act improvements at the Orange County Transportation Authority's bus stops countywide. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures.

*Recommendation*

Authorize the Chief Executive Officer to execute Agreement C-7-0666 between the Orange County Transportation Authority and California Engineering & Contracting, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$458,305, for Americans with Disabilities Act bus stop modifications in the cities of San Juan Capistrano, Rancho Santa Margarita, and Mission Viejo.

15. **Amendment to Agreement for Temporary Staffing Services Contracts**

Lisa Arosteguy/James S. Kenan

*Overview*

On June 13, 2005, the Board of Directors approved an agreement with Corestaff Services, Focus On Temps, Inc., and PDQ Personnel Services, Inc. (now known as Select/Remedy Staffing), in the amount of \$340,000, to provide temporary staffing services. The firms were retained in accordance with the Orange County Transportation Authority's procurement procedures for professional services.





## **BOARD AGENDA**

ACTIONS

15. (Continued)

*Recommendation*

Authorize the Chief Executive Officer to execute Amendment No. 3 to on-call agreements C-5-0938 with Corestaff Services, C-5-2439 with Focus on Temps, Inc. and C-5-2438 with Select/Remedy Staffing, and the Orange County Transportation Authority, adding \$150,000 for the remainder of fiscal year 2006-07, for a total contract commitment of \$1,645,000 covering the period from July 1, 2005 through June 30, 2008.

16. **Citizens Advisory Committee Update**

Karen Taylor/Ellen S. Burton

*Overview*

The Orange County Transportation Authority's Citizens Advisory Committee has been meeting monthly for the past year. A summary of the Citizens Advisory Committee's activities and the appointment status are provided with this report.

*Committee Recommendations*

- A. Receive and file the Citizens Advisory Committee status report.
- B. Adopt resolutions of appreciation 2007-37 through 2007-41 and 2007-46, 2007-48 for members of the 2006-2007 Citizens Advisory Committee who will be leaving the committee.

### **Orange County Local Transportation Authority Consent Calendar Matters**

17. **Santa Ana Freeway (Interstate 5) Gateway Project Quarterly Update**

Charles Guess/Kia Mortazavi

*Overview*

The California Department of Transportation awarded a contract in May 2006, for the freeway widening and reconstruction of the Santa Ana Freeway (Interstate 5) from the Riverside Freeway (State Route 91) to the Los Angeles County line. This report provides an update on the status of construction.



## BOARD AGENDA

ACTIONS

17. (Continued)

*Recommendation*

Receive and file as an information item.

18. **Santa Ana Regional Transportation Center Pedestrian Bridge Improvement Project - Request for Budget Transfer**  
Dinah Minter/Kia Mortazavi

*Overview*

Construction of pedestrian safety improvements, including the pedestrian bridge crossing over the railroad tracks, were recently completed at the Santa Ana Regional Transportation Center. Project costs have exceeded the current budget and require a budget transfer of \$280,000 to fund this difference.

*Committee Recommendations*

- A. Authorize the use of \$245,000 of additional Commuter Urban Rail Endowment funds to cover the final cost associated with the pedestrian bridge project constructed at the Santa Ana Regional Transportation Center.
- B. Request the City of Santa Ana to pay \$35,000 to close out the project.

19. **Combined Transportation Funding Program Semi-Annual Review**  
Jennifer Bergener/Kia Mortazavi

*Overview*

Twice each year, Orange County Transportation Authority staff meets with local agencies to assess the status of projects funded as part of the Combined Transportation Funding Program. Changes to project allocations made by the local agencies are presented to the Board of Directors for review and approval.



## **BOARD AGENDA**

ACTIONS

### 19. (Continued)

#### *Recommendations*

- A. Approve adjustments to the Combined Transportation Funding Program project allocations as presented.
- B. Authorize the Chief Executive Officer to execute amendments to local agencies' master funding cooperative agreements to reflect approved project allocations.
- C. Approve amended guidelines to Combined Transportation Funding Program to expedite closeout of project allocations during project submittals.

### **Orange County Transit District Consent Calendar Matters**

#### 20. **Agreement for Countywide Coordinated Communications System Load Study**

Lloyd Banta/Beth McCormick

#### *Overview*

The Orange County Transportation Authority is currently conducting a study of the 500 and 800 megahertz communications systems. The purpose of the study is to identify an immediate replacement for the 500 megahertz system servicing the Community Transportation Services contracted fleet and a long-term plan for both radio communications systems. One of the alternatives identified is moving all voice traffic onto the County of Orange countywide communications system. The load study is required by the County of Orange Governance Committee to evaluate whether this alternative is feasible.

#### *Recommendation*

Authorize the Chief Executive Officer to execute Agreement C-7-0804 between the Orange County Transportation Authority and Motorola, in an amount not to exceed \$50,000, for a countywide coordinated communications system load study.



## BOARD AGENDA

ACTIONS

21. **Agreement to Purchase Alternator Material Kits for 50 New Flyer Buses**  
Lloyd Banta/Beth McCormick

### *Overview*

The vehicle fleet operated by the Orange County Transportation Authority includes 50 New Flyer articulated buses. In the past two years, three separate fires have occurred related to alternators causing almost \$100,000 in damage. To remedy this, staff recommends replacing the alternators in these vehicles. Offers to obtain alternator material kits were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

### *Recommendation*

Authorize the Chief Executive Officer to execute Agreement C-7-0883 between the Orange County Transportation Authority and Complete Coach Works, in an amount not to exceed \$172,630, for the purchase of material kits for the installation of alternators on 50 New Flyer buses.

22. **Agreement to Purchase Material Kits for the Installation of Interior Lighting on 232 North American Bus Industry Buses**  
Lloyd Banta/Beth McCormick

### *Overview*

The vehicle fleet operated by the Orange County Transportation Authority include 232 North American Bus Industry Buses. When the fluorescent interior lighting on the vehicles begins to fail, the flickering activates the methane detectors causing service disruptions while the alarm signal is investigated. To improve service reliability of these vehicles and decrease maintenance costs, staff recommends replacement of the interior lights with solid state light emitting diodes. Offers to obtain these lighting kits were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.



## BOARD AGENDA

ACTIONS

22. (Continued)

*Recommendation*

Authorize the Chief Executive Officer to execute Agreement C-7-0882 between the Orange County Transportation Authority and TCB Industries, Inc., in an amount not to exceed \$491,195, for the purchase of material kits for the installation of solid state light emitting diodes interior lighting on 232 North American Bus Industry buses.

23. **Agreement for Compressed Natural Gas Fueling Upgrade on 12 Express Buses**

Lloyd Banta/Beth McCormick

*Overview*

The Orange County Transportation Authority's Fiscal Year 2006-07 Budget approved funds for the installation of an additional fueling receptacle on 12 recently purchased compressed natural gas express buses. The upgrade will allow the fueling of these buses at the Santa Ana Base fueling facility.

*Recommendation*

Authorize the Chief Executive Officer to execute Agreement C-7-0834 between the Orange County Transportation Authority and Creative Bus Sales, Inc., in an amount not to exceed \$87,098, for the installation of an additional fueling receptacle on 12 express buses.

24. **Agreements to Purchase and Install Bus Jack Stand Adapters**

Lloyd Banta/Beth McCormick

*Overview*

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board approved the purchase and installation of jack stand adapters. The jack stand adapters are required to facilitate the hoisting and supporting of buses during the maintenance of equipment. This will improve safety in the maintenance work areas.



## **BOARD AGENDA**

ACTIONS

### 24. (Continued)

#### *Recommendations*

- A. Authorize the Chief Executive Officer to issue Agreement C-7-0768 to New Flyer Industries Limited, in an amount not to exceed \$71,064, for the purchase of jack stand adapters.
- B. Authorize the Chief Executive Officer to issue Agreement C-7-0736 to Coach Retrofit Inc., for the installation of jack stand adapters on the buses, in an amount not to exceed \$39,750.

## **Regular Calendar**

### **Orange County Transit District Regular Calendar Matters**

#### 25. **ACCESS Service Update** Erin Rogers/Beth McCormick

##### *Overview*

At the March 26, 2007, Board of Directors meeting, the Veolia Transportation Services, Inc., evaluation period was extended for 60 days, until May 31, 2007. At that time, staff was directed to continue to provide weekly written updates, monthly presentations to the Transit Planning and Operations Committee, and a monthly consent calendar item to the Board of Directors. This report summarizes Veolia Transportation Services, Inc., performance, and is the final report for this evaluation period.

##### *Recommendations*

- A. Continue with Veolia Transportation Services, Inc., for the management and operation of ACCESS, Contracted Fixed Route, Stationlink, and Express Bus Service.
- B. Continue to monitor the performance of Veolia Transportation Services, Inc., against the contractual performance standards and provide quarterly reports to the Transit Planning and Operations Committee and the Board of Directors.



## **BOARD AGENDA**

*ACTIONS*

### **Other Matters**

**26. California Department of Transportation High-Occupancy Vehicle Lanes Update**

Update to be presented by James Pinheiro, Caltrans.

**27. Radio Frequency Communications Quarterly Report**  
Dennis Elefante/Beth McCormick

**28. 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.

**29. Chief Executive Officer's Report**

**30. Directors' Reports**

**31. Closed Session**

A. Pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Sherry Bolander regarding collective bargaining agreement negotiations with the Teamsters Local 952 representing the coach operators.

B. Pursuant to Government Code Section 54956.9(b) (1).

**32. Adjournment**

The next regularly scheduled meeting of the Board will be held at **9:00 a.m. on July 9, 2007**, at the OCTA Headquarters.







**June 25, 2007**

**To:** Members of the Board of Directors  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Measure M Oversight Committee New Member Recruitment and Lottery

### **Overview**

Measure M, first approved by voters in 1990 and renewed again by voters in 2006, calls for an oversight committee to serve as a watchdog over the program of transportation improvements. Each year, new members are recruited and selected to fill vacancies left by expired terms. The recruitment process has been completed for 2007 and a lottery must take place in public session to fill vacancies in the First, Fourth, and Fifth Supervisorial Districts.

### **Recommendations**

- A. Pursuant to the Measure M Ordinance, conduct the lottery for final selection of new Measure M Oversight Committee members by drawing two names representing the First Supervisorial District, one name representing the Fourth Supervisorial District, and one name representing the Fifth Supervisorial District from the list of recommended finalists from Grand Jurors Association of Orange County.
- B. Adopt Orange County Local Transportation Authority Resolutions of Appreciation Nos. 2007-29 and 2007-30 for Ed Wylie and Gene Rodriguez, members of the Citizens Oversight Committee whose terms have expired.

### **Background**

A Measure M oversight committee is required by the Traffic Improvement and Growth Management Plan Ordinance No. 2 (M1) as well as Ordinance No. 3 (M2). The oversight committee is an independent committee representing all five Supervisorial Districts in the County and is responsible for ensuring the transportation projects in Measure M are implemented according to the expenditure plan approved by the voters.

The Citizens Oversight Committee (COC) has been meeting since 1991. The COC is comprised of eight public members serving three-year terms, in addition to the County Auditor-Controller. The COC meets bi-monthly to review progress on the implementation of the Measure M program.

Each year, as terms on the COC come to an end, a recruitment is conducted to fill vacancies on the COC. As outlined in the M1 Ordinance, the recruitment process is conducted by the Grand Jurors Association of Orange County (GJAOC). This organization acts as an independent body serving in the interest of the Orange County citizens. In its role, the GJAOC appoints a five-member Citizens Oversight Committee Membership Selection Panel.

The Selection Panel conducted the first COC application/recruitment program from August to October 1990. The first lottery took place on November 15, 1990, and the individuals chosen began meeting in January 1991, serving staggered one-year, two-year, or three-year terms. Following the same recruitment process, new members serving three-year terms have joined the COC each year, replacing outgoing members whose terms have expired.

M2 calls for the COC to be transformed into the Taxpayers Oversight Committee (TOC). This year, the TOC will take on the role of the current COC and have essentially the same make-up and basic responsibilities, except with two additional members. In order to ensure balanced representation of all supervisorial districts, M2 calls for an 11-member committee with 10 citizens plus the Orange County Auditor-Controller. Each supervisorial district will then have two members at all times.

### ***Discussion***

On June 30, 2007, the terms of two members of the COC will expire. The membership roster is attached (Attachment A). The schedule for recruitment process for this year began in April (Attachment B) to fill vacancies in the First and Fourth Supervisorial Districts. Also, the positions of the two additional TOC members need to be filled for the First and Fifth Supervisorial Districts.

The GJAOC Selection Panel (Attachment C) concluded the recruitment process to fill the four vacant positions at the end of May. The Selection Panel used a fact sheet/application form for recruitment purposes (Attachment D). Applications were distributed to approximately 2,000 persons in the First, Fourth and Fifth Supervisorial Districts by utilizing direct mail to listings in the OCTA database. Advertisements were also placed in the *Los Angeles*

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*Times/Orange County Edition*, the *Orange County Register* and local newspapers, for a total estimated circulation of nearly 1.65 million readers.

The members of the Selection Panel screened nearly 62 applications from interested citizens. The Selection Panel looked closely at each applicant's community service record as well as experience in community and transportation issues. The Selection Panel considered each individual's ability to assess and analyze facts, desire to make the oversight committee a priority, involvement in community organizations, special skills or experience, and degree of knowledge of government. In addition, the Ordinance prohibits elected or appointed officials from serving on the oversight committee. Finalists with potential conflicts have agreed to resign from their elected positions if selected.

Following an initial screening process, personal interviews were conducted by the Selection Panel in an effort to gain as much insight as possible into the most qualified candidates.

The criteria listed in Policy Resolution No. 1, Section III, No. 3 of Ordinance No. 2, calls for a minimum of three, and no more than five candidates to be recommended for each supervisorial district. The Selection Panel is recommending 14 candidates for possible membership on the Committee: five from the First District, four from the Fourth District and five from the Fifth District. The list of finalists is included as Attachment E.

At the June 25, 2007, Board of Directors Meeting, the Chairman will select four persons by lottery to fill the vacant positions - two from the First District, one from the Fourth and one from the Fifth District. The four new members will begin serving their terms in July 2007, as part of the TOC. For the First Supervisorial District, the first name drawn will serve a three-year term and the second name drawn will serve a two-year term in order to ensure continuity on the committee. The representatives from the Fourth and Fifth Supervisorial Districts will serve three-year terms.

During the lottery process, the first name drawn from each supervisorial district will be the selected committee member. The remaining names will be drawn from each supervisorial district to establish a contingency list. Should a vacancy occur, finalists would be called upon to serve on the committee in the order in which their names were drawn.

**Resolutions for Outgoing Members**

Participation on the COC has been a three-year commitment. The volunteers who serve on the COC provide expertise and insight resulting in thoughtful discussion regarding implementation and oversight of Measure M. In recognition of this contribution to the citizens of Orange County, adoption of resolutions of appreciation is proposed for the following COC members who have completed their terms: Ed Wylie/First District and Gene Rodriguez/Fifth District (Attachment F).

**Summary**

The GJAOC Selection Panel has completed its recruitment for four positions on the Measure M Oversight Committee for the First, Fourth and Fifth Supervisorial Districts. The Panel has submitted the names of eligible candidates for the 2007 lottery to fill the four positions. Two resolutions of appreciation for outgoing COC members are included for Board adoption.

**Attachments**

- A. Measure M Citizens Oversight Committee Members – July 1, 2006 through June 30, 2007
- B. Measure M Oversight Committee 2007 Recruitment Schedule Supervisorial Districts One, Four and Five
- C. Grand Jurors Association of Orange County – Oversight Committee Selection Panel 2007
- D. Measure M Oversight Committee Application
- E. Measure M Oversight Committee 2007 Finalists
- F. Resolutions of Appreciation to Outgoing Members

**Prepared by:**

*Alice T. Rogan*

Alice T. Rogan  
Community Relations Officer  
(714) 560-5577

**Approved by:**

*Ellen S. Burton*

Ellen S. Burton  
Executive Director, External Affairs  
(714) 560-5923

**MEASURE M  
CITIZENS OVERSIGHT COMMITTEE MEMBERS  
JULY 1, 2006 THROUGH JUNE 30, 2007**

<u>District</u>	<u>Name</u>	<u>Term</u>	<u>Expiration</u>
1	Ed Wylie	3 Years	2007
2	Brooks Corbin	3 Years	2008
2	Gilbert Ishizu	3 Years	2009
3	Merlin Henry	3 Years	2008
3	Greg Moore	3 Years	2008
4	Frederick von Coelin	3 Years	2009
5	Gene Rodriguez	3 years	2007
5	James Kelly	3 years	2009
	David Sundstrom, Auditor-Controller		

**MEASURE M OVERSIGHT COMMITTEE  
2007 RECRUITMENT SCHEDULE  
SUPERVISORIAL DISTRICTS ONE, FOUR AND FIVE**

Jan 24	Planning meeting with Selection Panel Chair
April 2	Mail applications to the OCTA database
w/o 1	Advertisement appears in local papers within the First, Fourth and Fifth Supervisorial Districts
w/o 1	Press release distributed
1 & 5	Advertisement appears in the Orange County L.A. Times and the Orange County Register, Metro Section
19	Advertisement appears in the Orange County Register
25	First reading of applications by Selection Panel
May 1	Applications due
3	Second reading
7-18	Selection Panel interviews candidates
21	Selection panel submits list of finalists to OCTA
22-29	Legal review for conflict of interest
June 25	OCTA Chairman draws names

**GRAND JURORS ASSOCIATION OF ORANGE COUNTY  
OVERSIGHT COMMITTEE  
SELECTION PANEL  
2007**

Joe Moreland (Chair)

Peter Carter

Carol Morales

Rose Moreno

Glen Stroud

KEEP AN EYE ON YOUR TAX DOLLARS

## APPLY FOR THE 2007 MEASURE M OVERSIGHT COMMITTEE

### RESIDENTS NEEDED FROM THE FIRST, FOURTH AND FIFTH SUPERVISORIAL DISTRICTS

Measure M is the Transportation Ordinance and Plan approved first by Orange County voters in 1990 and renewed again by voters in 2006. The combined measures raise the sales tax in Orange County by one-half cent for a total period of 50 years to alleviate traffic congestion. This money is administered by the Orange County Transportation Authority (OCTA) and pays for specific voter-approved transportation projects for freeway improvements, local street and road improvements, and rail and transit programs specified in the Plan.

Measure M requires that an independent Oversight Committee ensure the integrity of the measure by acting as watchdog over the expenditures specified in the Transportation Ordinance and Plan.

#### The responsibilities of the 11-member Measure M Oversight Committee are to:

- Ensure all transportation revenue collected from Measure M is spent on the projects approved by the voters as part of the Plan;
- Ratify any changes in the Plan and recommend any major changes go back to the voters for approval;
- Participate in ensuring that all jurisdictions in Orange County conform with the requirements of Measure M before receipt of any tax monies for local projects;
- Hold annual public meetings regarding the expenditure and status of funds generated by Measure M;
- Review independent audits of issues regarding the Plan and performance of the Orange County Local Transportation Authority regarding the expenditure of Measure M sales tax monies.
- Annually certify whether Measure M funds have been spent in compliance with the Plan.

#### ► HOW ARE MEMBERS CHOSEN?

Measure M Oversight Committee candidates are chosen by the Grand Jurors Association of Orange County (GJAOC), which has formed a five-member Oversight Committee Selection Panel to conduct an extensive recruitment program. The panel screens all applications, conducts interviews and recommends candidates for membership on the Oversight Committee. The GJAOC is made up of former grand jurors who have a continuing concern for good government and whose purpose is to promote public understanding of the functions and purpose of the grand jury. The GJAOC is a neutral body serving the interests of the citizens of Orange County.

Measure M Oversight Committee members represent each of the five Orange County Supervisorial Districts and have been meeting regularly since 1990. At this time, the GJAOC is conducting a recruitment to fill four vacancies with two representatives from the First, one from the Fourth and one from the Fifth supervisorial districts. The GJAOC will recommend as many as five finalists from each district. The new members are to be chosen by lottery at the June 25, 2007 meeting of the OCTA Board of Directors. The terms for the new committee members will begin July 1, 2007. The representatives will serve three-year terms which expire on June 30, 2010. This is a volunteer position and no monetary compensation will be paid to committee members. The Chairperson is the elected Auditor-Controller of Orange County. The Auditor-Controller's term coincides with his/her elected term.

#### ► WHO CAN APPLY TO SERVE?

Any Orange County citizen 18 years or older may apply to serve on the Measure M Oversight Committee. Potential candidates will be reviewed on the basis of the following criteria:

1. Commitment and ability to participate in Oversight Committee meetings for a three-year term from July 1, 2007 to June 30, 2010. The Committee will maintain time and meeting requirements. The Committee currently meets bi-monthly.
2. Demonstrated interest and history of participation in community activities, with special emphasis on transportation-related activities.
3. Lack of conflict of interest with respect to the expenditure of the sales tax revenue generated by Measure M. All Oversight Committee members are required to sign a conflict of interest form when accepting appointment.
4. Elected or appointed city, district, county, state or federal officials are not eligible to serve.

#### DEADLINE FOR APPLICATION:

All applications **MUST** be received no later than **May 1, 2007**. For more information, call the GJAOC's Citizen Oversight Committee Selection Panel at (714) 970-9329. Please mail application to:

GJAOC's Measure M Oversight Committee  
Selection Panel  
P.O. Box 1154  
Yorba Linda, CA 92885-1154



**APPLICATION FOR MEASURE M OVERSIGHT COMMITTEE**

PLEASE TYPE OR PRINT USING DARK INK. ADDITIONAL SHEETS MAY BE ATTACHED IF NEEDED.

Name (Mr. Ms. Mrs.) \_\_\_\_\_ Email \_\_\_\_\_  
(circle one)

Business Address \_\_\_\_\_ City \_\_\_\_\_ Zip Code \_\_\_\_\_

Residence Address \_\_\_\_\_ City \_\_\_\_\_ Zip Code \_\_\_\_\_

Home Phone ( \_\_\_\_\_ ) \_\_\_\_\_ Business Phone ( \_\_\_\_\_ ) \_\_\_\_\_

Supervisory District Number \_\_\_\_\_ (Call Registrar of Voters at (714) 567-7586 to confirm your district.)

Are you presently employed? \_\_\_\_\_ not employed? \_\_\_\_\_ retired? \_\_\_\_\_

Present Occupation \_\_\_\_\_ Employer \_\_\_\_\_

Please state your ethnic origin (optional) \_\_\_\_\_

How long have you lived in Orange County? \_\_\_\_\_

Are you a citizen of the United States? .....  Yes  No

Are you a registered voter? .....  Yes  No

Are you related to, or closely associated with any elected official or public employee? .....  Yes  No  
If yes, please state the nature of the association.

\_\_\_\_\_

Have you ever been convicted of malfeasance in office, or of any felony? .....  Yes  No  
If yes, please explain.

\_\_\_\_\_

As a member of any profession or organization, or as a holder of any office, have you ever been suspended, disbarred, or otherwise disqualified? .....  Yes  No  
If yes, please explain.

\_\_\_\_\_

Do you personally have any past or pending issues related to development or transportation in any Orange County city? .....  Yes  No  
If yes, please explain.

\_\_\_\_\_

Are you currently serving with any organization in an elected or appointed capacity involved with planning or traffic matters? .....  Yes  No  
If yes, please explain.

\_\_\_\_\_

**KEEP AN EYE ON YOUR TAX DOLLARS**

Do you possess research abilities, including complex reading facility and capability to assess and analyze facts? . . . . .  Yes  No

Are you able and willing to define and evaluate issues without expressing a personal bias?  Yes  No

While no specific time commitment is predetermined, are you willing to make a conscientious effort for a period of three years to give membership on this committee a priority and participate as necessary? . . . . .  Yes  No

If you are presently active or have been active in the past five years in any organization, please give the organization name, nature of your activities and duties, and appropriate dates. (Attach sheet if necessary)

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In what transportation-related activities have you been involved?

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What do you know about Measure M?

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What specialized skill or expertise would you bring to the Oversight Committee?

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**EDUCATIONAL BACKGROUND:**

List highest grade completed, any degrees you hold and the college/university attended and date of graduation.

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**EMPLOYMENT BACKGROUND:**

List employment history for the last five years, including positions and titles held.

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**APPLICATION FOR MEASURE M OVERSIGHT COMMITTEE**

Why do you wish to be considered for membership on the Oversight Committee?

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**APPLICATION MUST BE RECEIVED BY MAY 1, 2007.**

Please send completed application to:

**GJAOC's Measure M Oversight Committee Selection Panel**  
P.O. Box 1154  
Yorba Linda, CA 92885-1154

For more information call (714) 970-9329.

I hereby declare the information provided in this Application for the Measure M Oversight Committee is true, correct and complete to the best of my knowledge. I understand that my statements may be verified and I give permission to do so.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature



Orange County Transportation Authority  
550 South Main Street  
PO Box 14184  
Orange, CA 92863-1584

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**MEASURE M  
OVERSIGHT COMMITTEE  
2007 FINALISTS**

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**DISTRICT 1**

<u>NAME</u>	<u>CITY</u>
Narinder Mahal	Santa Ana
Linda Rogers	Garden Grove
Charles Smith	Westminster
Vivian Kirkpatrick-Pilger	Westminster
Phillip Russell	Westminster

**DISTRICT 4**

<u>NAME</u>	<u>CITY</u>
Craig Green	Placentia
Rose Coffin	La Habra
Roger Rawden	Fullerton
Arnel Sarmiento	Placentia

**DISTRICT 5**

<u>NAME</u>	<u>CITY</u>
Hamid Bahadori	Mission Viejo
Derek McGregor	Trabuco Canyon
Richard Gann	Ladera Ranch
Jed Pearson	San Juan Capistrano
Danni Murphy	Laguna Beach

# **Ed Wylie**

**WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of Ed Wylie to the successful implementation of Measure M to date; and**

**WHEREAS, be it known that Ed Wylie has served on the Measure M Citizens Oversight Committee from July 2004 to June 2007;**

**WHEREAS, Mr. Wylie served as Co-Chairman of the Measure M Citizens Oversight Committee for one year;**

**WHEREAS, Mr. Wylie has served on the Measure M Citizens Oversight Committee Growth Management Subcommittee for three years;**

**WHEREAS, representing the citizens of Orange County and the First Supervisorial District, Mr. Wylie displayed a keen perception and understanding of issues and the complexities of Measure M.**

**NOW, THEREFORE, BE IT RESOLVED that the Board of Directors does hereby acknowledge and appreciate the dedicated efforts of Mr. Wylie and his willingness to give up many hours of his personal time to ensure the will of the voters, and the integrity of Measure M is maintained.**

Dated: June 25, 2007

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**Carolyn V. Cavecche, Chairman  
Orange County Transportation Authority**

**OCTA Resolution No. 2007- 29**

# **Gene Rodriguez**

**WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of Gene Rodriguez to the successful implementation of Measure M to date; and**

**WHEREAS, be it known that Gene Rodriguez has served on the Measure M Citizens Oversight Committee from 2004 to 2007;**

**WHEREAS, Mr. Rodriguez has served on the Measure M Citizens Oversight Committee Growth Management Subcommittee for three years;**

**WHEREAS, Mr. Rodriguez also served as Chairman of the Measure M Citizens Oversight Committee Growth Management Subcommittee for one year;**

**WHEREAS, Mr. Rodriguez has acted in the best interest of the citizens of Orange County and the Fifth Supervisorial District.**

**NOW, THEREFORE, BE IT RESOLVED that the Board of Directors does hereby acknowledge and appreciate the dedicated efforts of Mr. Rodriguez and his willingness to give up many hours of his personal time to ensure the will of the voters, and the integrity of Measure M is maintained.**

Dated: June 25, 2007

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**Carolyn V. Cavecche, Chairman  
Orange County Transportation Authority**



Minutes of the Special 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  
June 11, 2007

## **Call to Order**

The June 11, 2007, special meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Cavecche at 8:15 a.m. at the OCTA Headquarters, Orange, California.

## **Roll Call**

Directors Present: Carolyn Cavecche, Chairman  
Chris Norby, Vice Chair  
Jerry Amante  
Patricia Bates  
Arthur C. Brown  
Peter Buffa  
Bill Campbell  
Cathy Green  
Allan Mansoor  
John Moorlach  
Janet Nguyen  
Mark Rosen  
Gregory T. Winterbottom

Also Present: Arthur T. Leahy, Chief Executive Officer  
Paul Taylor, Deputy Chief Executive Officer  
Kennard R. Smart, Jr., General Counsel  
Members of the Press and the General Public

Directors Absent: Richard Dixon  
Paul Glaab  
Curt Pringle  
Miguel Pulido



## Public Comments on Agenda Items

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

No public comments were offered by members of the public.

## Special Matters

### 1. Closed Session

A Closed Session was held:

- A. Pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Sherry Bolander regarding collective bargaining agreement negotiations with the Teamsters Local 952 representing the coach operators.
- B. Pursuant to Government Code Section 54956.9(a) to discuss Heyser v. Orange County Transportation Authority; OCSC No. 06CC08665.

The Board reconvened following this meeting, and there was no report out of this Closed Session.

### 2. Adjournment

The meeting was adjourned at 8:50 a.m. Chairman Cavecche announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSSAV Board will be held at **9:00 a.m. on June 11, 2007**, at OCTA Headquarters in Orange, California.

ATTEST

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Wendy Knowles  
Clerk of the Board

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Carolyn V. Cavecche  
OCTA Chairman

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  
June 11, 2007

## Call to Order

The June 11, 2007, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Cavecche at 9:02 a.m. at the Orange County Transportation Authority Headquarters, Orange, California.

## Roll Call

Directors Present: Carolyn Cavecche, Chairman  
Chris Norby, Vice Chair  
Jerry Amante  
Patricia Bates  
Arthur C. Brown  
Peter Buffa  
Bill Campbell  
Cathy Green  
Allan Mansoor  
John Moorlach  
Janet Nguyen  
Curt Pringle  
Miguel Pulido  
Mark Rosen  
Gregory T. Winterbottom  
Cindy Quon, Governor's Ex-Officio Member

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

Directors Absent: Richard Dixon  
Paul Glaab

## **Invocation**

Director Campbell gave the invocation.

## **Pledge of Allegiance**

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

## **Public Comments on Agenda Items**

Chairman Cavecche 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. Recognition of 2007 APTA Roadeo Team**

Beth McCormick, Interim General Manager of Transit, presented the APTA Roadeo Maintenance Team of Ray Consiglio, Rudy Chavez, and Anders Holst. Ms. McCormick presented Jon Jackson as the Coach Operator who participated in the Roadeo on behalf of OCTA.

Ms. McCormick also recognized Frank Scholl, who is on the APTA Roadeo Committee, for his hard work on the event.

### **2. Resolution of Appreciation to Gary Johnson, City of Anaheim**

Director Pringle presented a resolution of appreciation to Gary Johnson, Public Works Director with the City of Anaheim, and commended Mr. Johnson for his hard work and efforts over the past many years as he worked on many transportation projects that have been beneficial throughout Orange County.

### **3. Recommendations for the Public Hearing on the Orange County Transportation Authority's Fiscal Year 2007-08 Budget**

Chief Executive Officer (CEO), Arthur T. Leahy, provided opening comments on this year's proposed budget, stating that the budget has been thoroughly reviewed, is balanced and addresses concerns raised over the past few weeks and invited comments from the public and Board Members.

Wendy Knowles, Clerk of the Board, read into the record the process by which the public hearing was noticed.

**3. (Continued)**

Chairman Cavecche opened the Public Hearing regarding the OCTA's Proposed Fiscal Year 2007-08 Budget at this time and solicited comments from the public.

*(The minutes for the public hearing on OCTA's proposed budget were recorded verbatim by Barrister's Recording Service. That official record will be filed in the Clerk of the Board's office upon receipt by OCTA.)*

Public comment was heard from Patrick Kelly, Secretary/Treasurer for the Teamsters Local 952, who urged that a fair offer be given to Coach Operators in the current negotiation process.

Chairman Cavecche inquired if any other members of the public wished to address the Board regarding the budget. Hearing none, she inquired if the Board would like at this time to close the Public Hearing portion of today's meeting.

A motion was made by Director Winterbottom, seconded by Director Pulido, and declared passed by those present, to close the Public Hearing on the proposed budget.

Ken Phipps, Director of Finance, Administration and Human Resources, presented an overview of the proposed fiscal year's budget to the Board, recapping main points, current year accomplishments, and provisions of the proposed budget.

Chairman Cavecche opened the floor to Board Members for additional comments and discussion on the proposed budget.

A brief question and answer period followed, with no changes offered to the proposed budget.

Subsequently, a motion was made by Director Brown, seconded by Director Buffa, and declared passed by those present, to:

- A. Conduct a public hearing on the Orange County Transportation Authority's Fiscal Year 2007-08 Budget on June 11, 2007.
- B. Approve by resolution the Orange County Transportation Authority's Fiscal Year 2007-08 Budget.
- C. Approve changes to the Personnel and Salary Resolution; excluding the recommended change to delete the maximum dollar amount for relocation expenses.

**3. (Continued)**

- D. Authorize the Purchasing Agent to execute the software and hardware licensing, maintenance, and emergency support purchase orders and/or agreements.
- E. Elimination of the \$35,000 cap for relocation reimbursement be continued pending more information being provided for the Finance & Administration Committee review.

**Consent Calendar (Items 4 through 17)**

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

Director Rosen pulled item 4; Director Winterbottom pulled item 11.

A motion was made by Director Pulido, and seconded by Director Green, to approve the balance of the Consent Calendar matters. Those items which were pulled were heard and voted upon separately.

**Orange County Transportation Authority Consent Calendar Matters**

**4. Approval of Minutes**

Director Rosen pulled this item for correction and stated that on item 32, regarding the OCTA Bus Customer Awareness, Attitudes, and Satisfaction Survey, was recorded incorrectly in the minutes, and stated that questions 33 and 36 were to be left in the survey.

Noting that correction, a motion was made by Director Rosen, seconded by Director Campbell, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of May 29, 2007.

**5. Approval of Resolution of Appreciation to Gary Johnson, City of Anaheim**

A motion was made by Director Pulido, seconded by Director Green, and declared passed by those present, to approve the resolution of appreciation to Gary Johnson, Public Works Director for the City of Anaheim.

**6. Consultant Selection for the Orange County/Los Angeles Intercounty Transportation Study**

A motion was made by Director Pulido, seconded by Director Green, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement C-7-0658 between the Orange County Transportation Authority and IBI Group, in an amount not to exceed \$298,953, to conduct a study to develop conceptual alternatives for improving travel between Orange and Los Angeles counties.

**7. Funding for the City of La Habra Senior Shuttle Transportation Program**

A motion was made by Director Pulido, seconded by Director Green, and declared passed by those present, to authorize the Chief Executive Officer to execute a Memorandum of Understanding with the City of La Habra to provide public transit operating assistance of \$155,430, for fiscal year 2006-07, in exchange for an equivalent amount of Section 5309 federal grant funds.

**8. Third Quarter Fiscal Year 2006-07 Grant Status Report**

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

**9. Resolution to Establish the Orange County Local Transportation Authority Measure M Appropriations Limitation for Fiscal Year 2007-08**

A motion was made by Director Pulido, seconded by Director Green, and declared passed by those present, to adopt Orange County Local Transportation Authority/Measure M Resolution No. 2007-24 to establish the Orange County Local Transportation Authority/Measure M appropriations limit at \$1,182,377,210, for fiscal year 2007-08.

**10. Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limitation for Fiscal Year 2007-08**

A motion was made by Director Pulido, seconded by Director Green, and declared passed by those present, to adopt Orange County Transportation Authority Resolution No. 2007-23 to establish the Orange County Transportation Authority General Fund appropriations limit at \$7,794,258 for fiscal year 2007-08.

**11. Workers' Compensation Program Review**

Director Winterbottom pulled this item and emphasized the importance of this item and the cost savings which have resulted.

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

**12. Annual Insurance Program Review**

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

**13. Fiscal Year 2006-07 Third Quarter Budget Status Report**

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

**Orange County Local Transportation Authority Consent Calendar Matters**

**14. Consultant Selection for Pavement Management System Software Selection**

A motion was made by Director Pulido, seconded by Director Green, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement C-7-0656 between the Orange County Transportation Authority and Bucknam & Associates, Inc., in an amount not to exceed \$117,132, to review, evaluate, and recommend a uniform pavement management software system for Orange County.

**Orange County Transit District Consent Calendar Matters**

**15. Amendment to Agreement for the Purchase of 78 Compressed Natural Gas 40-Foot Buses**

A motion was made by Director Pulido, seconded by Director Green, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-5-0746 between the Orange County Transportation Authority and New Flyer of America, Inc., in an amount of \$40,500,000, increasing the maximum obligation of the contract to \$170,727,018.

**16. Agreement to Install Particulate Matter Soot Filters on 50 Articulated Buses**

A motion was made by Director Pulido, seconded by Director Green, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-7-0407 between the Orange County Transportation Authority and Fleet Services, Inc., in an amount not to exceed \$441,769 for the installation of particulate matter filters on 50 New Flyer articulated buses.

**17. Blanket Purchase Order for Test and Operation Gases for Liquefied Natural Gas Buses and Facilities**

A motion was made by Director Pulido, seconded by Director Green, and declared passed by those present, to authorize the Chief Executive Officer to execute Blanket Purchase Order C-7-0746 between the Orange County Transportation Authority and Cameron Welding Supply, in an amount not to exceed \$60,000, for test and operation gases for liquefied natural gas buses and facilities, for a one-year period with four one-year options.

## **Regular Calendar**

### **Orange County Transportation Authority Regular Calendar Matters**

**18. Agreement for Vanpool Providers and Launch of Vanpool Program**

Ellen Burton, Executive Director of External Affairs, presented this item to the Board and highlighted various aspects of the program and the work underway. Ms. Burton also introduced Sandy Boyle, OCTA's new Vanpool Program Manager.

Public comment was heard from Mike Davis, University of California at Irvine Transportation Coordinator, who provided comments in support of this program.

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

- A. Authorize the Chief Executive Officer to execute agreements between the Orange County Transportation Authority and Enterprise Rideshare, a subsidiary of Enterprise Rent-A-Car Company of Los Angeles; Midway Rideshare, a subsidiary of Midway Rent-A-Car, Incorporated; and VPSI, Incorporated for the period July 1, 2007 through June 30, 2010. The maximum cumulative obligation for vanpool participant support to all firms is not to exceed \$5,246,400.
- B. Direct staff to finalize and execute the Interagency Agreement for the Provision of Vanpool Services with Los Angeles, San Bernardino and Riverside county transportation commissions describing principles for compiling vanpool data for the purpose of reporting to the National Transit Database which serves as the basis for receiving Section 5307 Federal Transit Capital Funding apportionments.
- C. Direct staff to develop marketing materials in support of the vanpool program.



## Orange County Transit District Regular Calendar Matters

### 19. Orange County Transportation Authority's "Family of Transit Services"

Jorge Duran, Project Manager, Transit, presented this item for the Board and provided background on how services were provided over the past years, as well as the current "family of services" provided. Mr. Duran displayed the branding of the various services, and detailed the areas in the County served by the various types of service.

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

### 20. Bus Rapid Transit Program Implementation Plan

Deputy Chief Executive Officer, Paul Taylor, provided this presentation for the Board and highlighted:

- √ the corridors to be served,
- √ how the Bus Rapid Transit (BRT) service will be implemented,
- √ real-time passenger information system,
- √ transit signal priority,
- √ enhanced shelters,
- √ rolling stock,
- √ branding, and the
- √ BRT elements previously approved by the Board.

Director Pringle requested staff look into automated ticketing at bus shelters, and Director Amante requested information on the demographics of those who use the BRT service.

Director Campbell related his experience in York on a recent business trip and talked about their transit system. He requested that a representative from the York transit service be invited to present information on their system to the Board.

Directors Pringle and Mansoor requested staff look at the BRT service being able to continue further south on Harbor Boulevard to Hoag Hospital and the beach areas.

Public comment was heard from Gary Parkhouse, OCTA Coach Operator, who commented that a bus service was offered many years ago that limited the number of stops, and stated that it was very disruptive. He further commented that a decision on BRT should not be made until the current contract negotiations are complete.

**20. (Continued)**

Discussion followed, and in regard to the naming of the BRT, Board Members stated they would like more consideration given to the system name.

A motion was made by Vice Chairman Norby, seconded by Director Campbell, and declared passed by those present, to approve recommendations A through C, except for approval of the branding. The Board requested the branding element of the service come back through the Legislative and Government Affairs Committee for further discussion.

- A. Approve the Bus Rapid Transit Program Implementation Plan.
- B. Direct staff to perform the necessary actions to execute the program as per the implementation schedule; execute the procurement and implementation strategy; implement the bus rapid transit elements except for the recommended branding; and manage the program within the expenditure plan.
- C. Direct staff to file the Notice of Exemption with the Orange County Clerk.

**Other Matters**

**21. Second Quarter Review of Chief Executive Officer's Goals for 2007**

Chief Executive Officer (CEO), Arthur T. Leahy, presented a second quarter review of his goals established earlier in the year.

There were no comments or exceptions to the item presented.

**22. Public Comments**

At this time, Chairman Cavecche stated that members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action would be taken on off-agenda items unless authorized by law.

Public comments were heard from:

Rudy Dayyat, OCTA Coach Operator and Union Steward, offered comments on the current negotiations.

Tefere Gebre, Political Director for the Orange County Central Labor Council, stated his concerns for a potential work stoppage by coach operators.

**22. (Continued)**

John Kerr, resident of Costa Mesa, provided comments regarding his experiences with ACCESS service and the problems associated with using that service.

Amy Wilkerson, OCTA Coach Operator, addressed the Board with comments regarding raises in the current coach operator contract negotiations.

Doug Mangione, representing the International Brotherhood of Electrical Workers in Orange County, commented his organization stands in support of Teamsters Local 952 in their efforts for a fair contract.

Rob Lammers, resident of Brea, offered comments regarding improvements he has seen in ACCESS service and asked that he receive more information about the Metrolink connection to OCTA's service.

**23. Chief Executive Officer's Report**

CEO, Arthur T. Leahy, reported that he, along with Chairman Cavecche, Vice Chairman Norby, and Directors Amante, Buffa, and Campbell, were in New York meeting with the rating agencies, and it was felt by all that the meetings went very well.

Mr. Leahy informed Members that Elizabeth Fellows, Administrative Assistant to the CEO, returned today from maternity leave and he thanked Maureen Figueredo, Administrative Assistant to the Deputy CEO, for her work to handle responsibilities in the Executive Office in Ms. Fellows' absence.

Mr. Leahy stated that later this month, the pre-proposal conference will take place in Washington, D.C., as part of the process for the procurement of the federal advocates for OCTA.

A meeting will be held in Oakland on June 15 regarding the next 1B bond, goods movement portion, and OCTA will participate in those meetings.

**24. Directors' Reports**

Chairman Cavecche reported on her trip to New York from June 4-8, and congratulated Director Pringle on the Anaheim Ducks winning the Stanley Cup this past week.

Director Campbell reported he was in Toronto from June 1-4 attending the American Public Transportation Association's conference, then in New York for the bond rating meetings.

**24. (Continued)**

Director Campbell mentioned to CEO, Mr. Leahy, that there was an article in the Orange County Register regarding the Anaheim Regional Transportation Intermodal Center, which showed an element of CenterLine on the drawing. Director Campbell asked how that would have happened, and if there is any plans for CenterLine.

CEO, Mr. Leahy, responded that the Register had some old artwork they pulled for their article, and assured Members there is no funding for CenterLine, nor is there any effort underway for that kind of service.

Director Mansoor requested staff address the issues raised by the public speaker today and to provide a memo of explanation to Board Members.

Director Pringle provided a brief report on the Orange County Mayors' Summit, which took place last week. He also thanked Director Brown and CEO, Mr. Leahy, for their participation at the event.

Director Bates thanked staff for their work on recent South County issues and the Ortega Highway project.

Director Amante thanked staff for their work preparing participants for the New York trip and all the meetings which took place there. He also offered his congratulations to Director Pringle for the Anaheim Ducks' win of the Stanley Cup.

Directors Brown and Buffa reported they attended the New York bond rating meetings last week.

Director Green offered staff to provide any questions they would like addressed in an upcoming Huntington Beach survey to businesses regarding their employees' transit needs.

**25. Closed Session**

A Closed Session was not necessary as part of this meeting, as the items were covered in the earlier Special Meeting Closed Session.

**26. Adjournment**

The meeting adjourned at 11:22 a.m. Chairman Cavecche announced that the next regularly scheduled meeting of the Board will be held at **9:00 a.m. on June 25, 2007**, at the OCTA Headquarters.

ATTEST

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Wendy Knowles  
Clerk of the Board

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Carolyn V. Cavecche  
OCTA Chairman





ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

**JON JACKSON**

WHEREAS, the Orange County Transportation Authority recognizes and commends Jon Jackson; and

WHEREAS, be it known that Jon Jackson has been a principal player at the OCTA and has performed his responsibilities as a Coach Operator in a professional, safe, courteous, and reliable manner; and

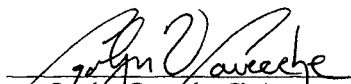
WHEREAS, Jon Jackson has demonstrated his integrity by maintaining an excellent work record for the last thirty years. His dedication exemplifies the high standards set forth for Orange County Transportation Authority employees; and

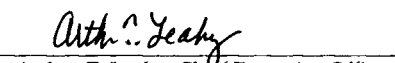
WHEREAS, Jon Jackson's teamwork and partnership is evident as a member of the Santa Ana Base and his can-do spirit has earned the respect of his fellow Coach Operators.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Jon Jackson as the Orange County Transportation Authority Coach Operator Employee of the Month for June 2007; and

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

Dated: June 25, 2007

  
Carolyn Cavacche, Chairman  
Orange County Transportation Authority

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

OCTA Resolution No. 2007-32





ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

RUDY CHAVEZ

WHEREAS, the Orange County Transportation Authority recognizes and commends Rudy Chavez; and

WHEREAS, be it known that Rudy Chavez is a valued member of the Maintenance Department. His diligence, industriousness, and conscientiousness in performing all tasks are recognized. Rudy consistently demonstrates a high level of achievement in assisting the Rebuild Section meet mission goals. Rudy's repair and maintenance skills of engines and transmissions are exceptional. His skills and superb attitude in performing all facets of his job earned him the respect of all that work with him; and

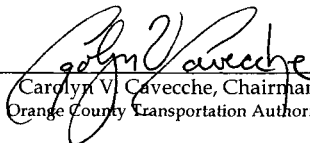
WHEREAS, Rudy is a 27-year employee, he is a highly skilled engine and transmission rebuild. These skills enable the Rebuild Section to provide quality rebuild components to the Maintenance Department for installation in the OCTA fleet; and

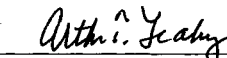
WHEREAS, his dedication to his duties and desire to excel are duly noted, and he is recognized as an outstanding Authority employee.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Rudy Chavez as the Orange County Transportation Authority Maintenance Employee of the Month for June 2007; and

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

Dated: June 25, 2007

  
Carolyn V. Cavecche, Chairman  
Orange County Transportation Authority

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

OCTA Resolution No. 2007-31







ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

PATRICK SAMPSON

WHEREAS, the Orange County Transportation Authority recognizes and commends Patrick Sampson; and

WHEREAS, be it known that Patrick has performed his duties as a Senior Transportation Analyst for the Authority's Community Transportation Services Department, demonstrating the highest level of dedication, technical expertise, professionalism, and customer service in all his dealings with both Authority and contractor staff; and

WHEREAS, Patrick's knowledge and understanding of the Trapeze scheduling software, coupled with his in-depth understanding of ACCESS service operations, provide an invaluable resource to both Authority and contractor staff; and

WHEREAS, Patrick's contributions to the Authority, the Community Transportation Services Department, and the ACCESS program has ensured data integrity, improved operational efficiencies, and improved the quality of service provided to our customers; and


WHEREAS, Patrick's superior teamwork, can-do attitude, and dedication create a positive and productive working environment, demonstrating the highest standard of the OCTA values.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Patrick Sampson as the Orange County Transportation Authority Administrative Employee of the Month for June 2007; and

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

Dated: June 25, 2007

  
Carolyn V. Cavecche, Chairman  
Orange County Transportation Authority

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

OCTA Resolution No. 2007-33







ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

DEPUTY RON BYERS

WHEREAS, the Orange County Transportation Authority recognizes and commends Deputy Ron Byers; and

WHEREAS, Deputy Byers has been assigned to Transit Police Services since November 2005, handling the responsibilities involved with working at Transit Police Services with enthusiasm and a strong desire to provide the best service possible to OCTA, it's employees and the patrons who utilize the transportation system; and

WHEREAS, Deputy Byers has been charged with enforcing OCTAP regulations throughout the county, and has taken this task seriously, going above and beyond. Deputy Byers consistently issues a high number of warnings and citations referencing OCTAP regulations and is considered an expert amongst TPS personnel in regards to taxicab inspections; and

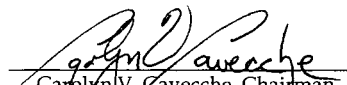
WHEREAS, Deputy Byers has been instrumental in the OCTA Annual Required Training Program, providing constructive input regarding the TPS outline and enthusiastically instructing as needed. This class for coach operators primarily focuses on security awareness, including terrorism, suspicious packages, suspicious persons and emergency response; and

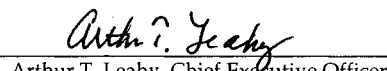
WHEREAS, Deputy Byers has consistently remained one of the most active deputies assigned to TPS, issuing numerous warnings, citations, and making arrests on a regular basis.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Deputy Ron Byers as the Orange County Transportation Authority Transit Police Services Employee of the Quarter for June 2007; and

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

Dated: June 25, 2007

  
Carolyn V. Cavecche, Chairman  
Orange County Transportation Authority

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

OCTA Resolution No. 2007-36







ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

**MARTY BRYANT**

*WHEREAS, Marty Bryant has served the residents of Orange County for more than 21 years, most recently as President and Chief Executive Officer for the Orange County Great Park and as Public Works Director for the City of Irvine, providing leadership and expertise in the development of local and regional infrastructure improvements; and*

*WHEREAS, through the years, Marty Bryant has been instrumental in helping the Orange County Transportation Authority meet its objective of being more responsive to the transportation needs of the cities of Orange County; and*

*WHEREAS, Marty Bryant has provided essential guidance to Orange County transportation infrastructure development as an active member of the Technical Advisory Committee; and*

*WHEREAS, through his involvement in transportation issues throughout the county, Marty Bryant has contributed to the success of the Measure M program and with the delivery of numerous projects within the City of Irvine such as the successful Irvine Transportation Center; and*

*WHEREAS, Marty Bryant was instrumental in the development of the Renewed Measure M plan that was approved by Orange County voters in November 2006 and will result in more than \$11.8 billion in improvements to Orange County's transportation system over 30 years; and*

*NOW, THEREFORE, BE IT RESOLVED that, the Orange County Transportation Authority Board of Directors is privileged to recognize his outstanding public service.*

*BE IT FURTHER RESOLVED that Marty Bryant is commended for his insight, leadership, and support in realizing the vision of the Orange County Transportation Authority to provide leadership in developing transportation solutions and that he has earned our sincerest thanks and appreciation.*

**Dated: June 25, 2007**

\_\_\_\_\_  
Carolyn V. Cavecche, Chairman  
Orange County Transportation Authority







MEMO

June 19, 2007

To: Members of the Board of Directors  
From: <sup>WK</sup> Wendy Knowles, Clerk of the Board  
Subject: **Board Committee Transmittal for Agenda Item**

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

Thank you.



*June 21, 2007*

**To:** Legislative and Government Affairs/Public Communications  
Committee

**From:** Arthur T. Leahy, Chief Executive Officer

**Subject:** State Legislative Status Report

**Overview**

A support position is requested for a bill related to abandoned vehicle programs. An oppose position is requested for a bill which places additional mandates on regional transportation plans and could result in a loss of funding. The California Air Resources Board is also considering regulations for in-use off-road diesel vehicles.

**Recommendations**

A. Adopt the following recommended positions on legislation:

Support AB 468 (Ruskin, D-Los Altos)  
Oppose SB 375 (Steinberg, D-Sacramento)

B. Consider proposed California Air Resources Board rulemaking for in-use off-road diesel vehicles

**Discussion**

**Newly Analyzed Legislation**

AB 468 (Ruskin, D-Los Altos) amends the California Vehicle Code (CVC) by clarifying how an area service authority can use funding for an abandoned vehicle abatement program. Under current law, a service authority must reimburse local agencies on a per vehicle abated basis. Recently, however, the California Highway Patrol (CHP) narrowed the definition of an abated vehicle, resulting in a decrease in abatements that would qualify for reimbursement. The overall cost of administering the program, however, does not change, meaning that local agencies will not receive enough money based on the new definition to administer the program. AB 468 will change this



scenario to allow a service authority to properly reimburse local agencies for the administration of the program.

AB 468 (Ruskin, D-Los Altos) would also amend the California Vehicle Code to authorize an area service authority to carry forward remaining abandoned vehicle revenues to the following fiscal year to be used for the abandoned vehicles abatement program. In addition, the one-year restriction on revenue retention would also be eliminated, allowing for flexibility in the amount of time an authority can retain excess revenues

During the Legislative and Government Affairs/Public Communications Committee (Committee) meeting on April 19, 2007, the Committee considered a previous version of this bill. At that time, the Committee requested that the bill be amended to ensure that the program revenues would only be used to fund projects expressly related to the abatement program. Afterwards, Orange County Transportation Authority (OCTA) staff worked with the author to secure amendments that would address existing issues with the program, but ensure excess revenues were still able to be returned to motorists consistent with existing law.

The Orange County Service Authority for Abandoned Vehicles (OCSSAAV) was created pursuant to state legislation in 1990 and is administered by OCTA. Membership is comprised of the County of Orange and all cities within Orange County and the program is funded through a \$1 per vehicle annual registration fee collected by the Department of Motor Vehicles (DMV). The level of reserves would be determined by the member agencies and the OCSSAAV. Funds remaining above the reserve level and program costs would still be reverted to the state. The state still also retains the option to stop collecting the fee if revenues exceed costs on a consistent basis.

An analysis of the bill is attached (Attachment A). Staff recommends: SUPPORT.

SB 375 (Steinberg, D-Sacramento) requires regional transportation planning agencies (RTPA) and metropolitan planning organizations in specifically identified counties (including Orange) to incorporate travel demand models and preferred growth scenarios (PGS) into their regional transportation plan (RTP) process in order to be eligible for state transportation funding through the State Transportation Improvement Program (STIP) starting January 2009. The June 4 amendments pushed out the enforcement date to after December 31, 2011, if projects are programmed in either the 2006 or 2008 STIP. A PGS focuses on a particular region, taking into account growth in population, transportation and other new developments that expand the need for additional infrastructure and municipal services, in order to project future growth, create plans and decide on the best growth scenario for that region.

SB 375 also requires the California Transportation Commission (CTC) to adopt guidelines for the use of travel demand models by RTPA's and provides for a variety of California Environmental Quality Act (CEQA) exemptions for RTPA's and localities which amend their RTP's and General Plans to be consistent with the adopted PGS.

Unless OCTA, as the RTPA, incorporated specific guidelines into the RTP process to account for a reduction in greenhouse gas emissions and also develop a PGS, OCTA would face a major reduction in state transportation funding. If signed into law, SB 375 would undermine the demographic projection process Orange County currently implements and limit OCTA's ability to draft policies which best serve Orange County residents.

Furthermore, one of the major concerns with the bill is OCTA does not possess land use authority; therefore, OCTA would be required to plan transportation projects which meet land use requirements not developed by OCTA. As a result, metropolitan planning organizations such as Southern California Association of Governments would be granted more authority in the regional planning process

An analysis of the bill is attached (Attachment B). Staff recommends: OPPOSE.

#### In-use Off-road Diesel Vehicle Proposed Rulemaking

In 2000, the California Air Resources Board (CARB) announced its intention to develop regulations designed to reduce particulate matter (PM) from all diesel-fueled engines in California by 75 percent by 2010 and by 85 percent by 2020. These regulations will affect approximately 180,000 unregistered diesel vehicles, including construction equipment such as bulldozers and forklifts. In addition, they will assist California in achieving compliance with federally mandated particulate matter (PM) and ozone levels. After a delay of seven years, CARB started the rulemaking process to adopt such regulations, with amendments requiring reductions of nitrogen oxide (NOx) from off-road engines in order to assist with federally mandated levels of ozone. On May 25, the CARB held a hearing regarding these proposed regulations.

According to a report from the Construction Industry Air Quality Coalition (CIAQC), the cost to meet these new regulations industry-wide is estimated to be \$13 billion from 2009-2020, which would be more than quadruple the \$3 billion assumed by CARB's report.

These regulations, if adopted, could also force delays and cost increases in the construction of the infrastructure bond projects approved by the voters in November last year, as compliance with the rules will be required of the

bidders on those projects. Regulatory costs would increase the costs of voter approved infrastructure bond projects by about \$2.1 billion, which represents approximately five percent of the authorized bond amounts. However, if certain regions such as the South Coast basin are unable to meet the federal requirements for PM 2.5 and ozone, this could lead to a suspension of federal transportation funding and permit approval by the Environmental Protection Agency.

CARB has scheduled a final vote on July 26 on these landmark rules, which will be phased in through 2020.

An analysis of the rulemaking is attached (Attachment C).

**Summary**

A support position is requested for AB 468 (Ruskin, D-Los Altos) which will clarify the administration of abandoned vehicle programs. An oppose position is requested for SB 375 (Steinberg, D-Sacramento), which mandates additional requirements for regional transportation plans, threatening a lot of funding. Information related to proposed in-use off-road diesel vehicle regulations is provided.

**Attachments**

- A. Analysis of AB 468 (Ruskin, D-Los Altos)
- B. Analysis of SB 375 (Steinberg, D-Sacramento)
- C. California Air Resources Board Proposed In-Use Off-Road Diesel Vehicle Rulemaking
- D. Orange County Transportation Authority Legislative Matrix

**Prepared by:**



Kristin Essner  
Government Relations  
Representative  
(714) 560-5754

**Approved by:**



Wendy Villa  
Manager, State Relations  
(714) 560-5595

**BILL:** AB 468 (Ruskin, D-Los Altos)  
Introduced February 20, 2007  
Amended March 29, 2007  
Amended June 1, 2007

**SUBJECT:** Clarifies the use and purpose of revenues and expenses for the implementation of an abandoned vehicle abatement program

**STATUS:** Passed Assembly Transportation Committee 10-4  
Passed Assembly Appropriations Committee 12-5  
Passed Assembly 58-21  
Pending committee assignment in the Senate

**SUMMARY AS OF JUNE 6, 2007:**

AB 468 amends the California Vehicle Code (CVC) by clarifying how an area service authority can use funding for an abandoned vehicle abatement program. Under current law, a service authority must reimburse local agencies on a per vehicle abated basis. Recently, however, the California Highway Patrol (CHP) narrowed the definition of an abated vehicle, resulting in a decrease of abatements that would qualify for reimbursement. The overall cost of administering the program, however, does not change, meaning that local agencies will not receive enough money based on the new definition to administer the program. AB 468 will change this scenario to allow a service authority to properly reimburse local agencies for the administration of the program.

During the Legislative and Government Affairs/Public Communications Committee meeting on April 19, 2007, the Committee considered a previous version of this bill. At that time they expressed concerns about language that would allow remaining abandoned vehicle revenues to be used for expanded purposes, including such things as signal timing improvements. The Committee requested amendments to the bill to ensure that the program revenues would only be used to fund projects expressly related to the abatement program. Orange County Transportation Authority (OCTA) staff worked with the author to secure amendments that would still address existing issues with the program, but ensure excess revenues could still be returned to motorists consistent with existing law.

AB 468 would now amend the CVC to authorize the area service authority to carry forward remaining abandoned vehicle revenues to the following fiscal year to be used for the abandoned vehicles abatement program so that funding collected in a region can remain in the region for use and not be reverted to the state. Current law does not allow excess revenue to be used for other purposes in the county and requires that revenues received in excess of one year's program funds are to be reverted to the state and additional funds may no longer be collected. Under AB 468, the one-year restriction would also be eliminated, allowing for flexibility in the amount of time an authority can retain excess revenues and the means by which those funds can be used. The level of reserves would be determined by the member agencies and the authority. Funds remaining above the reserve level and program costs would still be reverted to the

state. The state still also retains the option to stop collecting the fee if revenues exceed costs on a consistent basis.

Lastly, AB 468 would require the service authority to report in the annual fiscal report both the total number of notices issued to vehicles during the fiscal year and the number of vehicles disposed of. In addition, beginning on January 1, 2010, and biennially after that, they would be required to submit a financial audit prepared by a qualified third party. Current law requires the service authority to issue a year-end financial report to the Controller by October 31 of each year.

### **EFFECTS ON ORANGE COUNTY:**

The Orange County Service Authority for Abandoned Vehicles (OCSAAV) was created pursuant to state legislation in 1990 and is administered by OCTA. Membership is comprised of the County of Orange and all cities within Orange County and the program is funded through a \$1 per vehicle annual registration fee collected by the Department of Motor Vehicles (DMV). Funding received for the program in Orange County is approximately \$2.4 million per year.

CVC 22710 gives the CHP the responsibility of establishing guidelines for abandoned vehicle authority (AVA) programs and requires local vehicle abatement programs to be consistent with those guidelines.

A recent interpretation of eligible expenses by the CHP could result in a loss of funding for abandoned vehicle programs in Orange County. This new interpretation of the guidelines requires that a vehicle must be made inoperable through disposal by a scrap yard or an automobile dismantler to be considered eligible for reimbursement under the abandoned vehicle program. Prior definitions permitted reimbursement so long as the vehicle was removed in some manner, either voluntarily or involuntarily, and did not require ultimate destruction of the vehicle. A 2006 OCSAAV audit found that member agencies submitted non-qualifying abatements resulting from an overall lack of clarity and difficulty in interpreting applicable CVC provisions.

In fiscal year (FY) 2005-2006, there were approximately 8,200 vehicle abatements reported. For FY 2006-2007, due to the new interpretation described above, the number of eligible claims is anticipated to drop to 100 to 500 vehicles. By statute, one-half of the approximately \$2.4 million in OCSAAV fee revenue must be allocated to member agencies based on their population while the other half must be allocated based on each member agency's number of abatements.

The CVC also requires that the amount paid per abatement must be "reasonable." The average payment per vehicle for FY 2005-2006 was approximately \$146. Using the new interpretation, if the funds were fully expended on a per-vehicle basis, the average payment per vehicle would range from \$2,400 to \$12,000. Generally, a reasonable cost to abate a vehicle would be in the range of \$200 to \$400.

If OCSAAV paid a reasonable \$400 per abatement, it would leave approximately \$1.16 million to \$1.2 million in AVA revenue unexpended. Any unexpended monies can be retained as reserves, but if the reserves exceed the amount expended in the previous fiscal year, excess revenues are reverted to the State Controller who is then required to suspend the fee for a year. OCSAAV's current level of reserves is approximately \$750,000. If the program is not substantially changed by AB 468, the reserves in FY 2006-2007 will exceed the previous year's expenditures, therefore requiring the State Controller to suspend the fee beginning FY 2008-2009.

**OCTA POSITION:**

Staff recommends: SUPPORT

AMENDED IN ASSEMBLY JUNE 1, 2007  
AMENDED IN ASSEMBLY MARCH 29, 2007  
CALIFORNIA LEGISLATURE—2007–08 REGULAR SESSION

**ASSEMBLY BILL**

**No. 468**

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**Introduced by Assembly Member Ruskin**

February 20, 2007

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An act to amend ~~Section~~ *Sections 9250.7 and 22710* of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 468, as amended, Ruskin. Vehicles: abatement of abandoned vehicles.

**Existing**

*(1) Existing law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property. The service authority is authorized to adopt an ordinance establishing procedures for the abatement, removal, and disposal, as a public nuisance, of an abandoned, wrecked, dismantled, or inoperative vehicle and for the recovery of costs.*

This bill ~~would define the term "abandoned vehicle"~~ and would authorize the service authority to use the fees imposed, as well as the moneys received from the Abandoned Vehicle Trust Fund for ~~the~~

~~abatement and removal, or the disposal of the above vehicles the costs associated with the enforcement of the ordinance adopted by the service authority. The service authority would be prohibited from recovering offsetting the costs of administering and of the abatement and removal, or disposal of an abandoned vehicle if those costs are reimbursed by other programs related to vehicles. The service authority would be required to adopt an ordinance establishing procedures to ensure that costs of vehicles abated and removed, or disposed of are not reimbursed by other programs. The service authority would be required to submit annually to the Department of California Highway Patrol information showing that the average cost per abandoned vehicle is reasonable within the service authority's jurisdiction vehicles towed under authorities other than the ordinance adopted by the service authority or when the costs are recovered by another provision of law. The service authority would be authorized to carry forward unexpended money in a fiscal year to the following fiscal year for the abandoned vehicle abatement program upon agreement with its member agencies. The service authority would be prohibited from carrying out an abandoned vehicle abatement from private property unless a 10-day notice has been issued for the abandoned vehicle and that period has expired. This 10-day notice requirement would not apply under specified circumstances. The service authority would be authorized to expend for specified purposes moneys received for the abatement of abandoned vehicles that are unexpended in a fiscal year in the following fiscal year.~~

*(2) Existing law requires a service authority to issue to the Controller a yearend fiscal report by October 31st of each year.*

*This bill would require the service authority additionally to include in the fiscal report the number of notices issued to a vehicle and the number of vehicles disposed of pursuant to the abandoned vehicle abatement program in the previous fiscal year. Beginning on January 1, 2010 and biennially thereafter, the service authority would be required to submit to the Controller a financial audit conducted by a qualified 3rd party.*

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

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

1 SECTION 1. Section 9250.7 of the Vehicle Code is amended  
2 to read:



1 9250.7. (a) (1) A service authority established under Section  
2 22710 may impose a service fee of one dollar (\$1) on all vehicles,  
3 except vehicles described in subdivision (a) of Section 5014.1,  
4 registered to an owner with an address in the county that  
5 established the service authority. The fee shall be paid to the  
6 department at the time of registration, or renewal of registration,  
7 or when renewal becomes delinquent, except on vehicles that are  
8 expressly exempted under this code from the payment of  
9 registration fees.

10 (2) In addition to the one dollar (\$1) service fee, and upon the  
11 implementation of the permanent trailer identification plate  
12 program, and as part of the Commercial Vehicle Registration Act  
13 of 2001, all commercial motor vehicles subject to Section 9400.1  
14 registered to an owner with an address in the county that  
15 established a service authority under this section shall pay an  
16 additional service fee of two dollars (\$2).

17 (b) The department, after deducting its administrative costs,  
18 shall transmit, at least quarterly, the net amount collected pursuant  
19 to subdivision (a) to the Treasurer for deposit in the Abandoned  
20 Vehicle Trust Fund, which is hereby created. All money in the  
21 fund is continuously appropriated to the Controller for allocation  
22 to a service authority that has an approved abandoned vehicle  
23 abatement program pursuant to Section 22710, and for payment  
24 of the administrative costs of the Controller. After deduction of  
25 its administrative costs, the Controller shall allocate the money in  
26 the Abandoned Vehicle Trust Fund to each service authority in  
27 proportion to the revenues received from the fee imposed by that  
28 authority pursuant to subdivision (a). If any funds received by a  
29 service authority pursuant to this section are not expended to abate  
30 abandoned vehicles pursuant to an approved abandoned vehicle  
31 abatement program that has been in existence for at least two full  
32 fiscal years within 90 days of the close of the fiscal year in which  
33 the funds were received and the amount of those funds exceeds  
34 the amount expended by the service authority for the abatement  
35 of abandoned vehicles in the previous fiscal year, the fee imposed  
36 pursuant to subdivision (a) shall be suspended for one year,  
37 commencing on July 1 following the Controller's determination  
38 pursuant to subdivision (e).

39 (c) Every service authority that imposes a fee authorized by  
40 subdivision (a) shall issue a fiscal yearend report to the Controller

- 1 on or before October 31 of each year summarizing all of the  
2 following:
- 3 (1) The total revenues received by the service authority during  
4 the previous fiscal year.
- 5 (2) The total expenditures by the service authority during the  
6 previous fiscal year.
- 7 (3) The total number of vehicles abated during the previous  
8 fiscal year.
- 9 (4) The average cost per abatement during the previous fiscal  
10 year.
- 11 (5) Any additional, unexpended fee revenues for the service  
12 authority during the previous fiscal year.
- 13 (6) *The number of notices issued to vehicles during the previous*  
14 *fiscal year.*
- 15 (7) *The number of vehicles disposed of pursuant to an ordinance*  
16 *adopted pursuant to Section 22710 during the previous fiscal year.*
- 17 (d) Each service authority that fails to submit the report required  
18 pursuant to subdivision (c) by October 31 of each year shall have  
19 its fee pursuant to subdivision (a) suspended for one year  
20 commencing on July 1 following the Controller's determination  
21 pursuant to subdivision (e).
- 22 (e) On or before January 1 annually, the Controller shall review  
23 the fiscal yearend reports, submitted by each service authority  
24 pursuant to subdivision (c) and due no later than October 31, to  
25 determine if fee revenues are being utilized in a manner consistent  
26 with the service authority's approved program. If the Controller  
27 determines that the use of the fee revenues is not consistent with  
28 the service authority's program as approved by the California  
29 Highway Patrol, or that an excess of fee revenues exists, as  
30 specified in subdivision (b), the authority to collect the fee shall  
31 be suspended for one year pursuant to subdivision (b). If the  
32 Controller determines that a service authority has not submitted a  
33 fiscal yearend report as required in subdivision (c), the  
34 authorization to collect the service fee shall be suspended for one  
35 year pursuant to subdivisions (b) and (d). The Controller shall  
36 inform the Department of Motor Vehicles on or before January 1  
37 annually, that the authority to collect the fee is suspended. A  
38 suspension shall only occur if the service authority has been in  
39 existence for at least two full fiscal years and the revenue fee  
40 surpluses are in excess of those allowed under this section, the use

1 of the fee revenue is not consistent with the service authority's  
2 approved program, or the required fiscal yearend report has not  
3 been submitted by October 31.

4 (f) On or before January 1 annually, the Controller shall prepare  
5 and submit to the Legislature a revenue and expenditure summary  
6 for each service authority established under Section 22710 that  
7 includes, but is not limited to, all of the following:

8 (1) The total revenues received by each service authority.

9 (2) The total expenditures by each service authority.

10 (3) The unexpended revenues for each service authority.

11 (4) The total number of vehicle abatements for each service  
12 authority.

13 (5) The average cost per abatement as provided by each service  
14 authority to the Controller pursuant to subdivision (c).

15 (g) *On or before January 1, 2010 and biennial thereafter, the*  
16 *service authority shall submit to the Controller a financial audit*  
17 *of the service authority conducted by a qualified independent third*  
18 *party.*

19 ~~(g)~~

20 (h) The fee imposed by a service authority shall remain in effect  
21 only for a period of 10 years from the date that the actual collection  
22 of the fee commenced unless the fee is extended pursuant to this  
23 subdivision. The fee may be extended in increments of up to 10  
24 years each if the board of supervisors of the county, by a two-thirds  
25 vote, and a majority of the cities having a majority of the  
26 incorporated population within the county adopt resolutions  
27 providing for the extension of the fee.

28 *SEC. 2. Section 22710 of the Vehicle Code is amended to read:*

29 22710. (a) A service authority for the abatement of abandoned  
30 vehicles may be established, and a one dollar (\$1) vehicle  
31 registration fee imposed, in ~~any~~ a county if the board of supervisors  
32 of the county, by a two-thirds vote, and a majority of the cities  
33 having a majority of the incorporated population within the county  
34 have adopted resolutions providing for the establishment of the  
35 authority and imposition of the fee. The membership of the  
36 authority shall be determined by concurrence of the board of  
37 supervisors and a majority vote of the majority of the cities within  
38 the county having a majority of the incorporated population.

39 (b) The authority may contract and may undertake any act  
40 convenient or necessary to carry out ~~any~~ a law relating to the

1 authority. The authority shall be staffed by existing personnel of  
2 the city, county, or county transportation commission.

3 (c) (1) Notwithstanding any other provision of law, a service  
4 authority may adopt an ordinance establishing procedures for the  
5 abatement, removal, and disposal, as a public nuisance, of ~~any an~~  
6 abandoned, wrecked, dismantled, or inoperative vehicle or part  
7 ~~thereof of the vehicle~~ from private or public property; and for the  
8 recovery, pursuant to Section 25845 or 38773.5 of the Government  
9 Code, or assumption by the service authority, of costs ~~of~~  
10 ~~administration and that removal and disposal. The actual removal~~  
11 ~~and disposal of a vehicle associated with the enforcement of the~~  
12 *ordinance. Cost recovery shall only be undertaken by an entity*  
13 *that may be a county or city or the department, pursuant to contract*  
14 *with the service authority as provided in this section.*

15 (2) (A) The money received by an authority pursuant to Section  
16 9250.7 and this section shall be used only for the abatement,  
17 removal, ~~and or the~~ disposal as a public nuisance of any abandoned,  
18 wrecked, dismantled, or inoperative vehicle or part ~~thereof of the~~  
19 *vehicle from private or public property. The money received shall*  
20 *not be used to offset the costs of vehicles towed under authorities*  
21 *other than an ordinance adopted pursuant to paragraph (1) or*  
22 *when costs are recovered under Section 22850.5.*

23 (B) *The money received by a service authority pursuant to*  
24 *Section 9250.7 and this section that are unexpended in a fiscal*  
25 *year may be carried forward by the service authority for the*  
26 *abandoned vehicle abatement program in the following fiscal year*  
27 *as agreed upon by the service authority and its member agencies.*

28 (d) (1) An abandoned vehicle abatement program and plan of  
29 a service authority shall be implemented only with the approval  
30 of the county and a majority of the cities having a majority of the  
31 incorporated population.

32 (2) (A) The department shall provide guidelines for an  
33 abandoned vehicle abatement program. An authority's abandoned  
34 vehicle abatement plan and program shall be consistent with those  
35 guidelines, and shall provide for, but not be limited to, an estimate  
36 of the number of abandoned vehicles, a disposal and enforcement  
37 strategy including contractual agreements, and appropriate fiscal  
38 controls.

39 The

1 (B) The department's guidelines provided pursuant to this  
2 paragraph shall include, but not be limited to, requiring each service  
3 authority receiving funds from the Abandoned Vehicle Trust Fund  
4 to report to the Controller on an annual basis pursuant to  
5 subdivision (c) of Section 9250.7, in a manner prescribed by the  
6 department, and pursuant to an approved abandoned vehicle  
7 abatement program.

8 (C) A service authority shall not carry out an abandoned vehicle  
9 abatement from a private property unless a 10-day notice has been  
10 issued for the abandoned vehicle and that notice has expired.

11 (D) A service authority may carry out an abandoned vehicle  
12 abatement from a public property after providing a notice as  
13 specified by the ordinance and that notice has expired.

14 (3) After a plan has been approved pursuant to paragraph (1),  
15 the service authority shall, not later than August 1 of the year in  
16 which the plan was approved, submit it to the department for  
17 review, and the department shall, not later than October 1 of that  
18 same year, either approve the plan as submitted or make  
19 recommendations for revision. After the plan has received the  
20 department's approval as being consistent with the department's  
21 guidelines, the service authority shall submit it to the Controller.

22 (4) Except as provided in subdivision (e), the Controller shall  
23 ~~not make no allocations~~ an allocation for a fiscal year, commencing  
24 on July 1 following the Controller's determination to suspend a  
25 service authority when a service authority has failed to comply  
26 with the provisions set forth in Section 9250.7.

27 (5) ~~No~~ A governmental agency shall not receive ~~any~~ funds from  
28 a service authority for the abatement of abandoned vehicles  
29 pursuant to an approved abandoned vehicle abatement program  
30 unless the governmental agency has submitted an annual report to  
31 the service authority stating the manner in which the funds were  
32 expended, and the number of vehicles abated. The governmental  
33 agency shall receive that percentage of the total funds collected  
34 by the service authority that is equal to its share of the formula  
35 calculated pursuant to paragraph (6).

36 (6) Each service authority shall calculate a formula for  
37 apportioning funds to each governmental agency that receives  
38 funds from the service authority and submit that formula to the  
39 Controller with the annual report required pursuant to paragraph  
40 (2). The formula shall apportion 50 percent of the funds received

1 by the service authority to a governmental agency based on the  
2 percentage of vehicles abated by that governmental agency of the  
3 total number of abandoned vehicles abated by all member agencies,  
4 and 50 percent based on population and geographic area, as  
5 determined by the service authority. When the formula is first  
6 submitted to the Controller, and each time the formula is revised  
7 thereafter, the service authority shall include a detailed explanation  
8 of how the service authority determined the apportionment between  
9 per capita abatements and service area.

10 (7) Notwithstanding any other provision of this subdivision, the  
11 Controller may allocate to the service authority in the County of  
12 Humboldt the net amount of the abandoned vehicle abatement  
13 funds received from the fee imposed by that authority, as described  
14 in subdivision (b) of Section 9250.7, for calendar years 2000 and  
15 2001.

16 (e) ~~Any~~ A plan that has been submitted to the Controller pursuant  
17 to subdivision (d) may be revised pursuant to the procedure  
18 prescribed in that subdivision, including compliance with any dates  
19 described therein for submission to the department and the  
20 Controller, respectively, in the year in which the revisions are  
21 proposed by the service authority. Compliance with that procedure  
22 shall only be required if the revisions are substantial.

23 (f) For purposes of this section, “abandoned vehicle abatement”  
24 means the removal of a vehicle from public or private property by  
25 towing or any other means after the vehicle has been marked as  
26 abandoned by an official of a governmental agency that is a  
27 member of the service authority.

28 (g) A service authority shall cease to exist on the date that all  
29 revenues received by the authority pursuant to this section and  
30 Section 9250.7 have been expended.

31 (h) *In the event of a conflict with other provisions of law, this*  
32 *section shall govern the disbursement of money collected pursuant*  
33 *to this section and from the Abandoned Vehicle Abatement Trust*  
34 *Fund for the implementation of the abandoned vehicle abatement*  
35 *program.*

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**All matter omitted in this version of the bill  
appears in the bill as amended in the  
Assembly, 3-29-07 (JR11)**

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**BILL:** SB 375 (Steinberg, D-Sacramento)  
Introduced February 21, 2007  
Amended April 17, 2007  
Amended May 2, 2007  
Amended June 4, 2007

**SUBJECT:** Requires regional transportation planning agencies to develop preferred growth scenarios and travel demand models, creates additional greenhouse gas emission reduction requirements, and provides CEQA relief for localities who comply with the preferred growth scenarios

**STATUS:** Passed Senate Environmental Quality Committee 5-2  
Passed Senate Transportation and Housing Committee 7-1  
Passed Senate Appropriations Committee 10-6  
Passed Senate Floor 21-15  
Pending committee assignment in the Assembly

**SUMMARY AS OF JUNE 6, 2007:**

SB 375, co-sponsored by the California League of Conservation Voters and the Natural Resources Defense Council, requires regional transportation planning agencies (RTPA) and metropolitan planning organizations in specifically identified counties (including Orange) to incorporate travel demand models and preferred growth scenarios (PGS) into their regional transportation plans (RTP) in order to be eligible for state transportation funding through the State Transportation Improvement Program (STIP) starting January 2009. The most recent amendments push out the enforcement date to after December 31, 2011 if projects are programmed in either the 2006 or 2008 STIP. SB 375 also requires the California Transportation Commission (CTC) to adopt guidelines for the use of travel demand models by RTPA's and provides for a variety of California Environmental Quality Act (CEQA) exemptions for RTPA's and localities which amend their RTP's and General Plans to be consistent with the adopted PGS.

This bill aims to establish a comprehensive link between transportation planning, land use policy, and CEQA. Specifically, SB 375 requires a PGS to be designed which outlines goals for a reduction in vehicle miles traveled and greenhouse gas emissions, specified by the California Air Resources Board (CARB). SB 375 requires CARB to establish "targets" for 2020 and 2050; however, the bill's current form does not provide a date for CARB to deliver these targets. Additionally, with RTP's being the source for projects programmed into the Regional Transportation Improvement Plan (RTIP), RTPA's would be required to design and incorporate travel demand models and PGS by 2008 in order to qualify for the next round of STIP funding in 2009.



## **EFFECTS ON ORANGE COUNTY:**

The Orange County Transportation Authority (OCTA) currently prepares the long-range transportation plan which is submitted to the Southern California Association of Governments (SCAG) for incorporation into the RTP. This RTP is then submitted to the State for inclusion in the RTIP.

Unless OCTA, as the RTPA, incorporated specific guidelines into the RTP process to account for a reduction in greenhouse gas emissions and also create a PGS, OCTA would face a major reduction in state transportation funding. If signed into law, SB 375 would undermine the demographic projection process Orange County currently implements and limit OCTA's ability to draft policies which best serve Orange County residents.

One of the major concerns with the bill is that OCTA does not possess land use authority; therefore, OCTA would be required to plan transportation projects which meet certain land use and growth requirements not developed by OCTA. As a result, metropolitan planning organizations such as SCAG would be granted more authority in the regional planning process. In crafting transportation policies, OCTA would need to meet PGS requirements specified by SCAG or face a loss of funding. This places OCTA in the difficult position of being held responsible for decisions not made by OCTA.

Additionally, by requiring CARB to establish additional greenhouse gas emission reduction targets, SB 375 is essentially "jumping ahead" of the emission reduction program being developed under AB 32, adopted last year. By establishing these targets and requiring the regional agency's RTP to be the binding document for greenhouse gas emission reductions, OCTA and municipalities are stripped from any control over the implementation of reduction measures.

Overall, under SB 375, OCTA would be limited in its ability to modify long-term transportation planning objectives to address changes in priorities at the local level.

## **OCTA POSITION:**

Staff recommends: OPPOSE

AMENDED IN SENATE JUNE 4, 2007

AMENDED IN SENATE MAY 2, 2007

AMENDED IN SENATE APRIL 17, 2007

**SENATE BILL**

**No. 375**

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**Introduced by Senator Steinberg**

February 21, 2007

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An act to amend Sections 65070, 65074, 65080, 65080.5, 65081.3, 65082, 65088.1, and 65088.4 of, and to add Sections 14522.1, 14522.2, 14522.5, and 65086.6 to the Government Code, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of the Public Resources Code, relating to environmental quality.

LEGISLATIVE COUNSEL'S DIGEST

SB 375, as amended, Steinberg. Transportation planning: travel demand models: preferred growth scenarios: environmental review.

(1) Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation.

This bill would require the commission, by April 1, 2008, to adopt guidelines for the use of travel demand models used in the development of regional transportation plans by *certain* regional transportation planning agencies. ~~The bill would require a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines.~~ The bill would require the Department of

Transportation to assist the commission, on request, in this regard, and would impose other related requirements.

This bill would also require the regional transportation plan to include a preferred growth scenario, as specified, designed to achieve certain goals for the reduction of vehicle miles traveled in a region. The bill would require the State Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050 by an unspecified date, and would require the preferred growth scenario to inventory the region's emission of those ~~gasses~~ *gases* and establish measures to reduce those emissions consistent with the targets. The bill would require certain transportation planning and programming activities by regional agencies to be consistent with the preferred growth scenario, including the programming of transportation projects in the regional transportation improvement program and the implementation of infill opportunity zones, among other things.

Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program.

(2) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

This bill would require the environmental document prepared pursuant to CEQA to only examine the significant or potentially significant project specific impacts of a project located in a local jurisdiction that has amended its general plan so that the land use, circulation, housing, and open-space elements of the general plan are consistent with the preferred growth scenario most recently adopted by the metropolitan planning organization, pursuant to the requirements specified in the bill, if the project is a residential project or a residential or mixed use project, ~~a project and is on an infill site, and located within an urbanized area.~~

The bill would provide that no additional review is required pursuant to CEQA for a project if the legislative body of a local jurisdiction that

has amended its general plan, as provided above, finds, after conducting a public hearing, that the project meets certain criteria and is declared to be a sustainable communities project.

The bill would also authorize the legislative body of such a local jurisdiction within an urbanized area to adopt traffic mitigation ~~policies~~ *measures* for all future residential projects. The bill would exempt a residential project seeking a land use approval from compliance with additional ~~mitigation~~ measures for traffic impacts, if the local jurisdiction that has adopted ~~that those~~ traffic mitigation ~~policies~~ *measures*.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

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

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

1 SECTION 1. The Legislature finds and declares all of the  
2 following:

3 (a) The transportation sector contributes over 40 percent of the  
4 greenhouse gas emissions in the State of California; vehicles alone  
5 contribute 35 percent. The transportation sector is the single largest  
6 contributor of greenhouse gases of any sector.

7 (b) In 2006, the Legislature passed and the Governor signed  
8 Assembly Bill 32 (Chapter 488 of the Statutes of 2006; hereafter  
9 AB 32), which requires the State of California to reduce its  
10 greenhouse gas emissions to 1990 levels no later than 2020. In  
11 1990, greenhouse gas emissions from vehicles were approximately  
12 73 million metric tons, but by 2006 these emissions had increased  
13 to approximately 100 million metric tons.

14 (c) Greenhouse gas emissions from vehicles can be substantially  
15 reduced by new vehicle technology and by the increased use of  
16 low carbon fuel. However, even taking these measures into account,  
17 it will be necessary to achieve significant additional greenhouse  
18 gas reductions from changed land use patterns and improved  
19 transportation. Without significant changes in land use and

1 transportation policy, California will not be able to achieve the  
2 goals of AB 32.

3 (d) In addition, vehicles account for 50 percent of air pollution  
4 in California and \_\_ percent of its consumption of petroleum.  
5 Changes in land use and transportation policy will provide  
6 significant assistance to California's goals to implement the federal  
7 and state Clean Air Acts and to reduce its dependence on  
8 petroleum.

9 (e) Current planning models and analytical techniques used for  
10 making transportation infrastructure decisions and for air quality  
11 planning should be able to assess the effects of policy choices,  
12 such as residential development patterns, expanded transit service  
13 and accessibility, the walkability of communities, and the use of  
14 economic incentives and disincentives ~~such as tolls, transit pricing,  
15 and parking charges.~~

16 SEC. 2. Section 14522.1 is added to the Government Code, to  
17 read:

18 14522.1. (a) (1) The commission, in consultation with the  
19 State Air Resources Board, shall adopt guidelines for the use of  
20 travel demand models used in the development of regional  
21 transportation plans by regional transportation planning agencies  
22 designated pursuant to Section 29532. ~~The for (A) federally~~  
23 *designated metropolitan planning organizations, (B) county*  
24 *transportation agencies in areas that have been designated as*  
25 *nonattainment areas under the federal Clean Air Act, and (C) in*  
26 *the Counties of Imperial, Los Angeles, Orange, Riverside, San*  
27 *Bernardino, and Ventura, the agency described in Section 130004*  
28 *of the Public Utilities Code.*

29 (2) *The preparation of the guidelines shall include the formation*  
30 *of an advisory committee that shall include representatives of the*  
31 *regional transportation planning agencies, the department,*  
32 *organizations knowledgeable in the creation and use of travel*  
33 *demand models, local governments, and organizations concerned*  
34 *with the impacts of transportation investments on communities*  
35 *and the environment. The commission shall hold two workshops*  
36 *on the guidelines, one in northern-california California and one in*  
37 *Southern southern California. The workshops shall be incorporated*  
38 *into regular commission meetings.*

39 (b) The department shall assist the commission in the preparation  
40 of the guidelines, if requested to do so by the commission.

1 (c) The guidelines shall, at a minimum and to the extent  
2 practicable, ~~require that the models do~~ *account for* all of the  
3 following:

4 (1) ~~Account for the~~ *The* relationship between land use density  
5 and household vehicle ownership and vehicle miles traveled in a  
6 way that is consistent with statistical research.

7 (2) ~~Account for the~~ *The* impact of enhanced transit service levels  
8 on household vehicle ownership and vehicle miles traveled.

9 (3) ~~Account for induced~~ *Induced* travel and induced land  
10 development resulting from highway or passenger rail expansion.

11 (4) ~~Include mode split models that allocate~~ *Mode splitting that*  
12 *allocates* trips between automobile, transit, carpool, and bicycle  
13 and pedestrian trips. If a travel demand model is unable to forecast  
14 bicycle and pedestrian trips, another means may be used to estimate  
15 those trips.

16 (d) The guidelines shall be adopted on or before April 1, 2008.

17 SEC. 3. Section 14522.2 is added to the Government Code, to  
18 read:

19 ~~14522.2. (a) The guidelines adopted pursuant to Section~~  
20 ~~14522.1 shall apply to a regional transportation planning agency~~  
21 ~~for a region with a population of 800,000 or more as of the most~~  
22 ~~recent decennial census. In the Counties of Imperial, Los Angeles,~~  
23 ~~Orange, Riverside, San Bernardino, and Ventura, that agency shall~~  
24 ~~be the agency described in Section 130004 of the Public Utilities~~  
25 ~~Code.~~

26 ~~(b) A regional transportation planning agency for a region with~~  
27 ~~a population of less than 800,000 as of the most recent decennial~~  
28 ~~census may, at its discretion, follow the guidelines.~~

29 ~~(c)~~

30 *14522.2. (a) A regional transportation planning agency shall*  
31 *disseminate the methodology, results, and key assumptions of*  
32 *whichever travel demand model it uses in a way that would be*  
33 *useable and understandable to the public.*

34 *(b) Transportation planning agencies other than those identified*  
35 *in paragraph (1) of subdivision (a) of Section 14522.1 are*  
36 *encouraged to utilize the guidelines.*

37 SEC. 4. Section 14522.5 is added to the Government Code, to  
38 read:

39 *14522.5. A regional transportation planning agency described*  
40 *in subdivision (a) of Section 14522.2 paragraph (1) of subdivision*

1 (a) of Section 14522.1 shall report to the commission on how the  
2 regional travel demand model supports corridor planning and small  
3 area planning, at the time the regional transportation plan is  
4 submitted to the commission and department pursuant to Section  
5 65080.

6 SEC. 5. Section 65070 of the Government Code is amended  
7 to read:

8 65070. (a) The Legislature finds and declares, consistent with  
9 Section 65088, that it is in the interest of the State of California to  
10 have an integrated state and regional transportation planning  
11 process. It further finds that federal law mandates the development  
12 of a state and regional long-range transportation plan as a  
13 prerequisite for receipt of federal transportation funds. It is the  
14 intent of the Legislature that the preparation of these plans shall  
15 be a cooperative process involving local and regional government,  
16 members of the public, transit operators, congestion management  
17 agencies, and the goods movement industry and that the process  
18 be a continuation of activities performed by each entity and be  
19 performed without any additional cost.

20 (b) The Legislature further finds and declares that the last  
21 attempt to prepare a California Transportation Plan occurred  
22 between 1973 and 1977 and resulted in the expenditure of over  
23 eighty million dollars (\$80,000,000) in public funds and did not  
24 produce a usable document. As a consequence of that, the  
25 Legislature delegated responsibility for long-range transportation  
26 planning to the regional planning agencies and adopted a  
27 seven-year programming cycle instead of a longer range planning  
28 process for the state.

29 (c) The Legislature further finds and declares that the  
30 Transportation Blueprint for the Twenty-First Century (Chapters  
31 105 and 106 of the Statutes of 1989) is a long-range state  
32 transportation plan that includes a financial plan and a continuing  
33 planning process through the preparation of congestion  
34 management plans and regional transportation plans, and identifies  
35 major interregional road networks and passenger rail corridors for  
36 the state.

37 SEC. 6. Section 65074 of the Government Code is amended  
38 to read:

39 65074. The Department of Transportation shall prepare, in  
40 cooperation with the metropolitan planning agencies, a federal

1 transportation improvement program in accordance with subsection  
2 (f) of Section 135 of Title 23 of the United States Code. The federal  
3 transportation improvement program shall be submitted by the  
4 department to the United States Secretary of Transportation, by  
5 October 1 of each even-numbered year. The projects and  
6 improvements identified in that plan shall be consistent with the  
7 regional transportation plans adopted by the metropolitan planning  
8 organizations pursuant to Section 65080.

9 SEC. 7. Section 65080 of the Government Code is amended  
10 to read:

11 65080. (a) Each transportation planning agency designated  
12 under Section 29532 or 29532.1 shall prepare and adopt a regional  
13 transportation plan directed at achieving a coordinated and balanced  
14 regional transportation system, including, but not limited to, mass  
15 transportation, highway, railroad, maritime, bicycle, pedestrian,  
16 goods movement, and aviation facilities and services. The plan  
17 shall be action-oriented and pragmatic, considering both the  
18 short-term and long-term future, and shall present clear, concise  
19 policy guidance to local and state officials. The regional  
20 transportation plan shall consider factors specified in Section 134  
21 of Title 23 of the United States Code. Each transportation planning  
22 agency shall consider and incorporate, as appropriate, the  
23 transportation plans of cities, counties, districts, private  
24 organizations, and state and federal agencies.

25 (b) The regional transportation plan shall include all of the  
26 following:

27 (1) A policy element that describes the transportation issues in  
28 the region, identifies and quantifies regional needs, and describes  
29 the desired short-range and long-range transportation goals, and  
30 pragmatic objective and policy statements. The objective and policy  
31 statements shall be consistent with the funding estimates of the  
32 financial element. The policy element of transportation planning  
33 agencies with populations that exceed 200,000 persons may  
34 quantify a set of indicators including, but not limited to, all of the  
35 following:

36 (A) Measures of mobility and traffic congestion, including, but  
37 not limited to, vehicle hours of delay per capita and vehicle miles  
38 traveled per capita.



1 (B) Measures of road and bridge maintenance and rehabilitation  
2 needs, including, but not limited to, roadway pavement and bridge  
3 conditions.

4 (C) Measures of means of travel, including, but not limited to,  
5 percentage share of all trips (work and nonwork) made by all of  
6 the following:

7 (i) Single occupant vehicle.

8 (ii) Multiple occupant vehicle or carpool.

9 (iii) Public transit including commuter rail and intercity rail.

10 (iv) Walking.

11 (v) Bicycling.

12 (D) Measures of safety and security, including, but not limited  
13 to, total injuries and fatalities assigned to each of the modes set  
14 forth in subparagraph (C).

15 (E) Measures of equity and accessibility, including, but not  
16 limited to, percentage of the population served by frequent and  
17 reliable public transit, with a breakdown by income bracket, and  
18 percentage of all jobs accessible by frequent and reliable public  
19 transit service, with a breakdown by income bracket.

20 (F) The requirements of this section may be met utilizing  
21 existing sources of information. No additional traffic counts,  
22 household surveys, or other sources of data shall be required.

23 (2) (A) A preferred growth scenario that (i) identifies areas  
24 within the region sufficient to house all the population of the region  
25 including all economic segments of the population over the course  
26 of the planning period taking into account net migration into the  
27 region, population growth, household formation and employment  
28 growth; (ii) identifies significant resource-land areas and significant  
29 farmland and excludes from development areas in the preferred  
30 growth scenario ~~all publicly owned parks, open space, and~~  
31 ~~easement lands; open space or habitat areas protected by natural~~  
32 ~~community conservation plans, habitat conservation plans, or other~~  
33 ~~adopted natural resource protection plans; and, to the greatest~~  
34 ~~extent feasible, other significant resource lands~~ *the significant*  
35 *resource areas defined in paragraphs (1) and (2) of subdivision*  
36 *(a) of Section 65086.6 and other adopted natural resource*  
37 *protection plans, and, pursuant to the requirements of*  
38 *subparagraph (E), the significant resource areas defined in*  
39 *paragraphs (3), (4), (5), and (6) of subdivision (a) of Section*  
40 *65086.6 and significant farmlands; and (iii) will allow the plan to*

1 comply with Section 176 of the federal Clean Air Act (42 U.S.C.  
2 Sec. 7506).

3 (B) No later than \_\_\_\_\_, the State Air Resources Board shall  
4 provide each region with greenhouse gas emission targets for 2020  
5 and 2050, respectively, in order to implement Chapter 488 of the  
6 Statutes of 2006. In making these determinations, the board shall  
7 consider greenhouse gas reductions that will be achieved by  
8 improved vehicle emission standards, changes in fuel consumption,  
9 and other measures it has approved that will reduce greenhouse  
10 gas emissions in the regions. Consistent with data provided by the  
11 board, a preferred growth scenario shall inventory the region's  
12 emission of greenhouse gases and establish measures to reduce  
13 these emissions by an amount consistent with targets developed  
14 by the board.

15 (C) A preferred growth scenario shall be consistent with the  
16 state planning priorities specified pursuant to Section 65041.1.

17 (D) A preferred growth scenario does not regulate the use of  
18 land, nor shall it be subject to any state review or approval. Nothing  
19 in a preferred growth scenario shall be interpreted as superseding  
20 or interfering with the exercise of the land use authority of cities  
21 and counties within the region.

22 (E) *Before identifying either a significant resource area defined*  
23 *in paragraph (3), (4), (5), or (6) of subdivision (a) of Section*  
24 *65086.6 or significant farmlands as a development area, the*  
25 *transportation planning agency shall adopt findings that (i) the*  
26 *area is adjacent to an existing developed area or is within an infill*  
27 *area as defined in Division 13 (commencing with Section 21000)*  
28 *of the Public Resources Code; (ii) the area is served by all*  
29 *necessary utilities; (iii) there is no feasible alternative to identifying*  
30 *the area as a development area; (iv) the loss of a significant*  
31 *resource area will be fully mitigated; and (v) the area will be*  
32 *efficiently utilized for development with a density of at least 10*  
33 *dwelling units per acre.*

34 (3) An action element that describes the programs and actions  
35 necessary to implement the plan and assigns implementation  
36 responsibilities. The action element may describe all projects  
37 proposed for development during the 20-year life of the plan.  
38 Proposed projects shall be consistent with the preferred growth  
39 scenario.

1 The action element shall consider congestion management  
2 programming activities carried out within the region.

3 (4) (A) A financial element that summarizes the cost of plan  
4 implementation constrained by a realistic projection of available  
5 revenues. The financial element shall also contain  
6 recommendations for allocation of funds. A county transportation  
7 commission created pursuant to Section 130000 of the Public  
8 Utilities Code shall be responsible for recommending projects to  
9 be funded with regional improvement funds, if the project is  
10 consistent with the regional transportation plan. The first five years  
11 of the financial element shall be based on the five-year estimate  
12 of funds developed pursuant to Section 14524. The financial  
13 element may recommend the development of specified new sources  
14 of revenue, consistent with the policy element and action element.

15 (B) The financial element of transportation planning agencies  
16 with populations that exceed 200,000 persons may include a project  
17 cost breakdown for all projects proposed for development during  
18 the 20-year life of the plan that includes total expenditures and  
19 related percentages of total expenditures for all of the following:

- 20 (i) State highway expansion.
- 21 (ii) State highway rehabilitation, maintenance, and operations.
- 22 (iii) Local road and street expansion.
- 23 (iv) Local road and street rehabilitation, maintenance, and  
24 operation.
- 25 (v) Mass transit, commuter rail, and intercity rail expansion.
- 26 (vi) Mass transit, commuter rail, and intercity rail rehabilitation,  
27 maintenance, and operations.
- 28 (vii) Pedestrian and bicycle facilities.
- 29 (viii) Environmental enhancements and mitigation.
- 30 (ix) Research and planning.
- 31 (x) Other categories.

32 (c) Each transportation planning agency may also include other  
33 factors of local significance as an element of the regional  
34 transportation plan, including, but not limited to, issues of mobility  
35 for specific sectors of the community, including, but not limited  
36 to, senior citizens.

37 (d) Except as otherwise provided in this subdivision, each  
38 transportation planning agency shall adopt and submit, every four  
39 years, an updated regional transportation plan to the California  
40 Transportation Commission and the Department of Transportation.

1 A transportation planning agency located in a federally designated  
2 air quality attainment area or that does not contain an urbanized  
3 area may at its option adopt and submit a regional transportation  
4 plan every five years. When applicable, the plan shall be consistent  
5 with federal planning and programming requirements and shall  
6 conform to the regional transportation plan guidelines adopted by  
7 the California Transportation Commission. Prior to adoption of  
8 the regional transportation plan, a public hearing shall be held after  
9 the giving of notice of the hearing by publication in the affected  
10 county or counties pursuant to Section 6061.

11 SEC. 8. Section 65080.5 of the Government Code is amended  
12 to read:

13 65080.5. (a) For each area for which a transportation planning  
14 agency is designated under subdivision (c) of Section 29532, or  
15 adopts a resolution pursuant to subdivision (c) of Section 65080,  
16 the Department of Transportation, in cooperation with the  
17 transportation planning agency, and subject to subdivision (e),  
18 shall prepare the regional transportation plan, consistent with the  
19 requirements of Section 65080, and the updating thereto, for that  
20 area and submit it to the governing body or designated policy  
21 committee of the transportation planning agency for adoption.  
22 Prior to adoption, a public hearing shall be held, after the giving  
23 of notice of the hearing by publication in the affected county or  
24 counties pursuant to Section 6061. Prior to the adoption of the  
25 regional transportation improvement program by the transportation  
26 planning agency if it prepared the program, the transportation  
27 planning agency shall consider the relationship between the  
28 program and the adopted plan. The adopted plan and program, and  
29 the updating thereto, shall be submitted to the California  
30 Transportation Commission and the department pursuant to  
31 subdivision (b) of Section 65080.

32 (b) In the case of a transportation planning agency designated  
33 under subdivision (c) of Section 29532, the transportation planning  
34 agency may prepare the regional transportation plan for the area  
35 under its jurisdiction pursuant to this chapter, if the transportation  
36 planning agency, prior to July 1, 1978, adopts by resolution a  
37 declaration of intention to do so.

38 (c) In those areas that have a county transportation commission  
39 created pursuant to Section 130050 of the Public Utilities Code,  
40 the multicounty designated transportation planning agency, as

1 defined in Section 130004 of that code, shall prepare the regional  
2 transportation plan and the regional transportation improvement  
3 program in consultation with the county transportation  
4 commissions.

5 (d) Any transportation planning agency which did not elect to  
6 prepare the initial regional transportation plan for the area under  
7 its jurisdiction, may prepare the updated plan if it adopts a  
8 resolution of intention to do so at least one year prior to the date  
9 when the updated plan is to be submitted to the California  
10 Transportation Commission.

11 (e) If the department prepares or updates a regional  
12 transportation improvement program or regional transportation  
13 plan, or both, pursuant to this section, the state-local share of  
14 funding the preparation or updating of the plan and program shall  
15 be calculated on the same basis as though the preparation or  
16 updating were to be performed by the transportation planning  
17 agency and funded under Sections 99311, 99313, and 99314 of  
18 the Public Utilities Code.

19 SEC. 9. Section 65081.3 of the Government Code is amended  
20 to read:

21 65081.3. (a) As a part of its adoption of the regional  
22 transportation plan, the designated county transportation  
23 commission, regional transportation planning agency, or the  
24 Metropolitan Transportation Commission may designate special  
25 corridors, which may include, but are not limited to, adopted state  
26 highway routes, which, in consultation with the Department of  
27 Transportation, cities, counties, and transit operators directly  
28 impacted by the corridor, are determined to be of statewide or  
29 regional priority for long-term right-of-way preservation.

30 (b) Prior to designating a corridor for priority acquisition, the  
31 regional transportation planning agency shall do all of the  
32 following:

33 (1) Establish geographic boundaries for the proposed corridor.

34 (2) Complete a traffic survey, including a preliminary  
35 recommendation for transportation modal split, which generally  
36 describes the traffic and air quality impacts of the proposed  
37 corridor.

38 (3) Consider the widest feasible range of possible transportation  
39 facilities that could be located in the corridor and the major  
40 environmental impacts they may cause to assist in making the

1 corridor more environmentally sensitive and, in the long term, a  
2 more viable site for needed transportation improvements.

3 (c) A designated corridor of statewide or regional priority shall  
4 be specifically considered in the certified environmental impact  
5 report completed for the adopted regional transportation plan  
6 required by the California Environmental Quality Act, which shall  
7 include a review of the environmental impacts of the possible  
8 transportation facilities which may be located in the corridor. The  
9 environmental impact report shall comply with the requirements  
10 of Division 13 (commencing with Section 21000) of the Public  
11 Resources Code and shall include a survey within the corridor  
12 boundaries to determine if there exist any of the following:

- 13 (1) Rare or endangered plant or animal species.
  - 14 (2) Historical or cultural sites of major significance.
  - 15 (3) Wetlands, vernal pools, or other naturally occurring features.
- 16 (d) The regional transportation planning agency shall designate  
17 a corridor for priority acquisition only if, after a public hearing, it  
18 finds that the range of potential transportation facilities to be  
19 located in the corridor can be constructed in a manner which will  
20 avoid or mitigate significant environmental impacts or values  
21 identified in subdivision (c), consistent with the California  
22 Environmental Quality Act and the state and federal Endangered  
23 Species Acts.

24 (e) Notwithstanding any other provision of this section, a  
25 corridor of statewide or regional priority may be designated as part  
26 of the regional transportation plan only if it is consistent with the  
27 preferred growth scenario of the regional transportation plan and  
28 it has previously been specifically defined in the plan required  
29 pursuant to Section 134 and is consistent with the plan required  
30 pursuant to Section 135 of Title 23 of the United States Code.

31 SEC. 10. Section 65082 of the Government Code is amended  
32 to read:

33 65082. (a) (1) A five-year regional transportation improvement  
34 program shall be prepared, adopted, and submitted to the California  
35 Transportation Commission on or before December 15 of each  
36 odd-numbered year thereafter, updated every two years, pursuant  
37 to Sections 65080 and 65080.5 and the guidelines adopted pursuant  
38 to Section 14530.1, to include regional transportation improvement  
39 projects and programs proposed to be funded, in whole or in part,  
40 in the state transportation improvement program. On and after

1 January 1, 2009, projects and improvements to be funded shall be  
2 consistent with regional transportation plans, including the  
3 preferred growth scenarios, developed pursuant to Section 65080.  
4 *This section shall not apply to projects programmed for funding*  
5 *on or before December 31, 2011, that (A) are contained in the*  
6 *2006 or 2008 State Transportation Improvement Program or (B)*  
7 *are funded pursuant to Chapter 12.49 (commencing with Section*  
8 *8879.20) of Division 1 of Title 2 (Proposition 1B).*

9 (2) Major projects shall include current costs updated as of  
10 November 1 of the year of submittal and escalated to the  
11 appropriate year, and be listed by relative priority, taking into  
12 account need, delivery milestone dates, and the availability of  
13 funding.

14 (b) Except for those counties that do not prepare a congestion  
15 management program pursuant to Section 65088.3, congestion  
16 management programs adopted pursuant to Section 65089 shall  
17 be incorporated into the regional transportation improvement  
18 program submitted to the commission by December 15 of each  
19 odd-numbered year.

20 (c) Local projects not included in a congestion management  
21 program shall not be included in the regional transportation  
22 improvement program. Projects and programs adopted pursuant  
23 to subdivision (a) shall be consistent with the capital improvement  
24 program adopted pursuant to paragraph (5) of subdivision (b) of  
25 Section 65089, and the guidelines adopted pursuant to Section  
26 14530.1.

27 (d) Other projects may be included in the regional transportation  
28 improvement program if listed separately.

29 (e) Unless a county not containing urbanized areas of over  
30 50,000 population notifies the Department of Transportation by  
31 July 1 that it intends to prepare a regional transportation  
32 improvement program for that county, the department shall, in  
33 consultation with the affected local agencies, prepare the program  
34 for all counties for which it prepares a regional transportation plan.

35 (f) The requirements for incorporating a congestion management  
36 program into a regional transportation improvement program  
37 specified in this section do not apply in those counties that do not  
38 prepare a congestion management program in accordance with  
39 Section 65088.3.

1 (g) The regional transportation improvement program may  
2 include a reserve of county shares for providing funds in order to  
3 match federal funds.

4 SEC. 11. Section 65086.6 is added to the Government Code,  
5 to read:

6 65086.6. The following definitions apply to terms used in this  
7 chapter:

8 (a) ~~“Significant resource lands” include (1) all publicly owned~~  
9 ~~parks, open space, and easement lands; (2) open space or habitat~~  
10 ~~areas protected by natural community conservation plans, habitat~~  
11 ~~conservation plans, or other adopted natural resource protection~~  
12 ~~plans; (3) areas designated for open space uses in adopted open~~  
13 ~~space elements of the local general plan or by local ordinance; (4)~~  
14 ~~habitat for protected species; and (5) floodplains, wetlands, riparian~~  
15 ~~corridors, vernal ponds, and corridors and open areas needed to~~  
16 ~~conserve the most regularly occurring keystone or indicator species.~~  
17 *areas” include (1) all publicly owned parks and open space; (2)*  
18 *open space or habitat areas protected by natural community*  
19 *conservation plans, habitat conservation plans, and other adopted*  
20 *natural resource protection plans; (3) lands subject to conservation*  
21 *or agricultural easements and lands under Williamson Act*  
22 *contracts; (4) areas designated for open-space uses in adopted*  
23 *open-space elements of the local general plan or by local*  
24 *ordinance; (5) habitat for species identified as candidate, fully*  
25 *protected, sensitive, or species of special status by local, state, or*  
26 *federal agencies or protected by the federal Endangered Species*  
27 *Act of 1973, the California Endangered Species Act, or the Native*  
28 *Plant Protection Act; (6) habitat blocks, linkages, or watershed*  
29 *units that protect regional populations of native species, including*  
30 *sensitive, endemic, keystone, and umbrella species, and the*  
31 *ecological processes that maintain them; and (7) floodplains.*

32 (b) “Significant farmland” means farmland that is classified as  
33 prime or unique farmland, or farmland of statewide importance  
34 and is outside all existing spheres of influence as of January 1,  
35 2007.

36 (c) “Consistent with the preferred growth scenario” means that  
37 the capacity of the transportation projects or improvements does  
38 not exceed that which is necessary to provide reasonable service  
39 levels for the preferred growth scenario.



1 SEC. 12. Section 65088.1 of the Government Code is amended  
2 to read:

3 65088.1. As used in this chapter the following terms have the  
4 following meanings:

5 (a) Unless the context requires otherwise, “regional agency”  
6 means the agency responsible for preparation of the regional  
7 transportation improvement program.

8 (b) Unless the context requires otherwise, “agency” means the  
9 agency responsible for the preparation and adoption of the  
10 congestion management program.

11 (c) “Commission” means the California Transportation  
12 Commission.

13 (d) “Department” means the Department of Transportation.

14 (e) “Local jurisdiction” means a city, a county, or a city and  
15 county.

16 (f) “Parking cash-out program” means an employer-funded  
17 program under which an employer offers to provide a cash  
18 allowance to an employee equivalent to the parking subsidy that  
19 the employer would otherwise pay to provide the employee with  
20 a parking space. “Parking subsidy” means the difference between  
21 the out-of-pocket amount paid by an employer on a regular basis  
22 in order to secure the availability of an employee parking space  
23 not owned by the employer and the price, if any, charged to an  
24 employee for use of that space.

25 A parking cash-out program may include a requirement that  
26 employee participants certify that they will comply with guidelines  
27 established by the employer designed to avoid neighborhood  
28 parking problems, with a provision that employees not complying  
29 with the guidelines will no longer be eligible for the parking  
30 cash-out program.

31 (g) “Infill opportunity zone” means a specific area designated  
32 by a city or county, pursuant to subdivision (c) of Section 65088.4,  
33 zoned for new compact residential or mixed use development  
34 within one-third mile of a site with an existing or future rail transit  
35 station, a ferry terminal served by either a bus or rail transit service,  
36 an intersection of at least two major bus routes, or within 300 feet  
37 of a bus rapid transit corridor, in counties with a population over  
38 400,000. An infill opportunity zone shall be consistent with the  
39 preferred growth scenario in the adopted regional transportation  
40 plan. The mixed use development zoning shall consist of three or

1 more land uses that facilitate significant human interaction in close  
2 proximity, with residential use as the primary land use supported  
3 by other land uses such as office, hotel, health care, hospital,  
4 entertainment, restaurant, retail, and service uses. The transit  
5 service shall have maximum scheduled headways of 15 minutes  
6 for at least 5 hours per day. A qualifying future rail station shall  
7 have broken ground on construction of the station and programmed  
8 operational funds to provide maximum scheduled headways of 15  
9 minutes for at least 5 hours per day.

10 (h) “Interregional travel” means any trips that originate outside  
11 the boundary of the agency. A “trip” means a one-direction vehicle  
12 movement. The origin of any trip is the starting point of that trip.  
13 A round trip consists of two individual trips.

14 (i) “Level of service standard” is a threshold that defines a  
15 deficiency on the congestion management program highway and  
16 roadway system which requires the preparation of a deficiency  
17 plan. It is the intent of the Legislature that the agency shall use all  
18 elements of the program to implement strategies and actions that  
19 avoid the creation of deficiencies and to improve multimodal  
20 mobility.

21 (j) “Multimodal” means the utilization of all available modes  
22 of travel that enhance the movement of people and goods,  
23 including, but not limited to, highway, transit, nonmotorized, and  
24 demand management strategies including, but not limited to,  
25 telecommuting. The availability and practicality of specific  
26 multimodal systems, projects, and strategies may vary by county  
27 and region in accordance with the size and complexity of different  
28 urbanized areas.

29 (k) “Performance measure” is an analytical planning tool that  
30 is used to quantitatively evaluate transportation improvements and  
31 to assist in determining effective implementation actions,  
32 considering all modes and strategies. Use of a performance measure  
33 as part of the program does not trigger the requirement for the  
34 preparation of deficiency plans.

35 (l) “Urbanized area” has the same meaning as is defined in the  
36 1990 federal census for urbanized areas of more than 50,000  
37 population.

38 (m) “Bus rapid transit corridor” means a bus service that  
39 includes at least four of the following attributes:

40 (1) Coordination with land use planning.

- 1 (2) Exclusive right-of-way.
- 2 (3) Improved passenger boarding facilities.
- 3 (4) Limited stops.
- 4 (5) Passenger boarding at the same height as the bus.
- 5 (6) Prepaid fares.
- 6 (7) Real-time passenger information.
- 7 (8) Traffic priority at intersections.
- 8 (9) Signal priority.
- 9 (10) Unique vehicles.

10 SEC. 13. Section 65088.4 of the Government Code is amended  
11 to read:

12 65088.4. (a) It is the intent of the Legislature to balance the  
13 need for level of service standards for traffic with the need to build  
14 infill housing and mixed use commercial developments within  
15 walking distance of mass transit facilities, downtowns, and town  
16 centers and to provide greater flexibility to local governments to  
17 balance these sometimes competing needs.

18 (b) Notwithstanding any other provision of law, level of service  
19 standards described in Section 65089 shall not apply to the streets  
20 and highways within an infill opportunity zone. The city or county  
21 shall do either of the following:

22 (1) Include these streets and highways under an alternative  
23 areawide level of service standard or multimodal composite or  
24 personal level of service standard that takes into account both of  
25 the following:

26 (A) The broader benefits of regional traffic congestion reduction  
27 by siting new residential development within walking distance of,  
28 and no more than one-third mile from, mass transit stations, shops,  
29 and services, in a manner that reduces the need for long vehicle  
30 commutes and improves the jobs-housing balance.

31 (B) Increased use of alternative transportation modes, such as  
32 mass transit, bicycling, and walking.

33 (2) Approve a list of flexible level of service mitigation options  
34 that includes roadway expansion and investments in alternate  
35 modes of transportation that may include, but are not limited to,  
36 transit infrastructure, pedestrian infrastructure, and ridesharing,  
37 vanpool, or shuttle programs.

38 (c) The city or county may designate an infill opportunity zone  
39 by adopting a resolution after determining that the infill opportunity  
40 zone is consistent with the general plan, any applicable specific

1 plan, and any preferred growth scenario adopted pursuant to  
2 Section 65080. A city or county may not designate an infill  
3 opportunity zone after December 31, 2009.

4 (d) The city or county in which the infill opportunity zone is  
5 located shall ensure that a development project shall be completed  
6 within the infill opportunity zone not more than four years after  
7 the date on which the city or county adopted its resolution pursuant  
8 to subdivision (c). If no development project is completed within  
9 an infill opportunity zone by the time limit imposed by this  
10 subdivision, the infill opportunity zone shall automatically  
11 terminate.

12 SEC. 14. Chapter 4.2 (commencing with Section 21155) is  
13 added to Division 13 of the Public Resources Code, to read:

14

15 CHAPTER 4.2. IMPLEMENTATION OF THE PREFERRED GROWTH  
16 SCENARIO

17

18 21155. (a) This chapter applies only within a local jurisdiction  
19 that has amended its general plan so that the land use, circulation,  
20 housing and open space elements of the general plan are consistent  
21 with the preferred growth scenario most recently adopted by the  
22 metropolitan planning organization pursuant to Section 65080 of  
23 the Government Code for the region in which the local government  
24 is located.

25 (b) For purposes of this section, the land use, circulation,  
26 housing and open space elements of the general plan are consistent  
27 with the preferred growth scenario only if all of the following  
28 requirements are met:

29 (1) The land use and housing elements designate housing, retail,  
30 commercial, office, and industrial uses at levels of density and  
31 intensity sufficient to accomplish the goals of the preferred growth  
32 scenario for those locations.

33 (2) The uses for lands identified in the preferred growth scenario  
34 as significant farmlands are limited to agricultural uses, including  
35 processing, packing, worker housing, and other ancillary  
36 agricultural uses.

37 (3) The uses for ~~lands areas~~ that are identified in the preferred  
38 growth scenario as significant resource ~~lands are areas are limited~~  
39 *to uses that are consistent with protection of all the resource values*  
40 *of those ~~lands areas~~.*

1 (4) A local jurisdiction that meets the requirements of this  
2 section is an eligible local jurisdiction for purposes of this chapter.

3 21155.2. An environmental document prepared pursuant to  
4 this division is required to only examine the significant or  
5 potentially significant project specific impacts of a project located  
6 in an eligible local jurisdiction, if an environmental impact report  
7 has been certified on the preferred growth scenario and on the  
8 general plan amendments to conform to the preferred growth  
9 scenario, and the project meets both of the following requirements:

10 (a) The project is a residential project or a residential or mixed  
11 use project consisting of residential uses and primarily  
12 neighborhood-serving goods, services, or retail uses that do not  
13 exceed 25 percent of the total floor area of the project.

14 (b) The project is on an infill site ~~located within an urbanized~~  
15 ~~area.~~

16 21155.4. If the legislative body of an eligible local jurisdiction  
17 finds, after conducting a public hearing, that a project meets all of  
18 the requirements of subdivisions (a) and (b) and one of the  
19 requirements of subdivision (c), the project is declared to be a  
20 sustainable communities' project and no additional review is  
21 required pursuant to this division:

22 (a) The project complies with all of the following environmental  
23 criteria:

24 (1) The project and other projects approved prior to the approval  
25 of the project but not yet built can be adequately served by existing  
26 utilities, and the project applicant has paid, or has committed to  
27 pay, all applicable in-lieu or development fees.

28 (2) (A) The site of the project does not contain wetlands *or*  
29 *riparian areas*, does not have any significant value as a wildlife  
30 habitat, and the project does not harm any species protected by the  
31 federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et  
32 seq.) or by the Native Plant Protection Act (Chapter 10  
33 (commencing with Section 1900) of Division 2 of the Fish and  
34 Game Code), the California Endangered Species Act (Chapter 1.5  
35 (commencing with Section 2050) of Division 3 of the Fish and  
36 Game Code), and the project does not cause the destruction or  
37 removal of any species protected by a local ordinance in effect at  
38 the time the application for the project was deemed complete.

39 (B) For the purposes of this paragraph "wetlands" has the same  
40 meaning as in ~~Section 328.3 of Title 33 of the Code of Federal~~

1 ~~Regulations and “wildlife habitat” means the ecological~~  
2 ~~communities upon which wild animals, birds, plants, fish,~~  
3 ~~amphibians, and invertebrates depend for their conservation and~~  
4 ~~protection: the United States Fish and Wildlife Service Manual,~~  
5 ~~Part 660 FW 2 (June 21, 1993).~~

6 (C) *For the purposes of this paragraph, “riparian areas” means*  
7 *those areas transitional between terrestrial and aquatic ecosystems*  
8 *and that are distinguished by gradients in biophysical conditions,*  
9 *ecological processes, and biota. A riparian area is an area through*  
10 *which surface and subsurface hydrology connect waterbodies with*  
11 *their adjacent uplands. A riparian area includes those portions of*  
12 *terrestrial ecosystems that significantly influence exchanges of*  
13 *energy and matter with aquatic ecosystems. A riparian area is*  
14 *adjacent to perennial, intermittent, and ephemeral streams, lakes,*  
15 *and estuarine-marine shorelines.*

16 (D) *For the purposes of this paragraph, “wildlife habitat”*  
17 *means the ecological communities upon which wild animals, birds,*  
18 *plants, fish, amphibians, and invertebrates depend for their*  
19 *conservation and protection.*

20 (E) *For the purposes of this paragraph, habitat of “significant*  
21 *value” includes wildlife habitat of national, statewide, regional,*  
22 *or local importance; habitat for species protected by the federal*  
23 *Endangered Species Act of 1973, the California Endangered*  
24 *Species Act, or the Native Plant Protection Act; habitat identified*  
25 *as candidate, fully protected, sensitive, or species of special status*  
26 *by local, state, or federal agencies; or habitat essential to the*  
27 *movement of resident or migratory wildlife.*

28 (3) The site of the project is not included on any list of facilities  
29 and sites compiled pursuant to Section 65962.5 of the Government  
30 Code.

31 (4) The site of the project is subject to a preliminary  
32 endangerment assessment prepared by a registered environmental  
33 assessor to determine the existence of any release of a hazardous  
34 substance on the site and to determine the potential for exposure  
35 of future occupants to significant health hazards from any nearby  
36 property or activity.

37 (A) If a release of a hazardous substance is found to exist on  
38 the site, the release shall be removed, or any significant effects of  
39 the release shall be mitigated to a level of insignificance in  
40 compliance with state and federal requirements.

1 (B) If a potential for exposure to significant hazards from  
2 surrounding properties or activities is found to exist, the effects of  
3 the potential exposure shall be mitigated to a level of insignificance  
4 in compliance with state and federal requirements.

5 (5) The project does not have a significant effect on historical  
6 resources pursuant to Section 21084.1.

7 (6) The project site is not subject to any of the following:

8 (A) A wildland fire hazard, as determined by the Department  
9 of Forestry and Fire Protection, unless the applicable general plan  
10 or zoning ordinance contains provisions to mitigate the risk of a  
11 wildland fire hazard.

12 (B) An unusually high risk of fire or explosion from materials  
13 stored or used on nearby properties.

14 (C) Risk of a public health exposure at a level that would exceed  
15 the standards established by any state or federal agency.

16 (D) Seismic risk as a result of being within a delineated  
17 earthquake fault zone, as determined pursuant to Section 2622, or  
18 a seismic hazard zone, as determined pursuant to Section 2696,  
19 unless the applicable general plan or zoning ordinance contains  
20 provisions to mitigate the risk of an earthquake fault or seismic  
21 hazard zone.

22 (E) Landslide hazard, flood plain, flood way, or restriction zone,  
23 unless the applicable general plan or zoning ordinance contains  
24 provisions to mitigate the risk of a landslide or flood.

25 (7) The project site is not located on developed open space.

26 (A) For the purposes of this paragraph “developed open space”  
27 means land that meets all of the following criteria:

28 (i) Is publicly owned, or financed in whole or in part by public  
29 funds.

30 (ii) Is generally open to, and available for use by, the public.

31 (iii) Is predominantly lacking in structural development other  
32 than structures associated with open spaces, including, but not  
33 limited to, playgrounds, swimming pools, ballfields, enclosed child  
34 play areas, and picnic facilities.

35 (B) For the purposes of this paragraph “developed open space”  
36 includes land that has been designated for acquisition by a public  
37 agency for developed open space, but does not include lands  
38 acquired by public funds dedicated to the acquisition of land for  
39 housing purposes.

- 1 (8) The buildings in the project will comply with all green  
2 building standards required by the eligible local jurisdiction.
- 3 (b) The project meets all of the following land use criteria:
- 4 (1) The project is located on an infill site.
- 5 (2) The project is a residential project or a residential or mixed  
6 use project consisting of residential uses and primarily  
7 neighborhood-serving goods, services, or retail uses that do not  
8 exceed 25 percent of the total floor area of the project.
- 9 ~~(3) The project is located within an urbanized area.~~
- 10 ~~(4)~~
- 11 (3) The site of the project is not more than eight acres in total  
12 area.
- 13 ~~(5)~~
- 14 (4) The project does not contain more than 200 residential units.
- 15 ~~(6)~~
- 16 (5) The project density is at least equal to the applicable density  
17 level provided in subparagraph (B) of paragraph (3) of subdivision  
18 (c) of Section 65583.2 of the Government Code.
- 19 ~~(7)~~
- 20 (6) The project does not result in any loss in the number of  
21 affordable housing units within the project area.
- 22 ~~(8)~~
- 23 (7) The project does not include any single level building that  
24 exceeds 75,000 square feet.
- 25 ~~(9)~~
- 26 (8) The project is consistent with the general plan.
- 27 (c) The project meets one of the criteria specified in paragraphs  
28 (1) to (4), inclusive:
- 29 (1) The project meets both of the following:
- 30 (A) At least 20 percent of the housing will be sold to families  
31 of moderate income, or not less than 10 percent of the housing  
32 will be rented to families of low income, or not less than 5 percent  
33 of the housing is rented to families of very low income.
- 34 (B) The project developer provides sufficient legal commitments  
35 to the appropriate local agency to ensure the continued availability  
36 and use of the housing units for very low, low-, and  
37 moderate-income households at monthly housing costs determined  
38 pursuant to paragraph (3) of subdivision (h) of Section 65589.5 of  
39 the Government Code. Rental units shall be affordable for at least



1 55 years. Ownership units shall be subject to resale restrictions or  
2 equity sharing requirements for at least 30 years.

3 (2) The project developer has paid or will pay in-lieu fees  
4 pursuant to a local ordinance in an amount sufficient to result in  
5 the development of an equivalent number of units that would  
6 otherwise be required pursuant to paragraph (1).

7 (3) The project is located within one-quarter mile of a major  
8 transit stop.

9 (4) The project provides public open space equal to or greater  
10 than five acres per 1,000 residents of the project.

11 21155.5. (a) The legislative body of an eligible local  
12 jurisdiction within an urbanized area may adopt traffic mitigation  
13 ~~policies~~ *measures* that would apply to *all* future residential projects.  
14 These ~~policies~~ *measures* shall be adopted *or amended* after a public  
15 hearing and may include requirements for the installation of traffic  
16 control improvements, street or road improvements, and  
17 contributions to road improvement or transit funds, transit passes  
18 for future residents, or other measures that ~~are reasonably related~~  
19 ~~to mitigating~~ *will avoid or mitigate* the traffic impacts of *those*  
20 future residential projects.

21 (b) The traffic mitigation ~~policies~~ *measures* adopted pursuant  
22 to this section shall apply to *all* residential projects of at least 10  
23 units per acre.

24 (c) (1) A residential project seeking a land use approval is not  
25 required to comply with any additional mitigation measures  
26 required by paragraph (1) or (2) of subdivision (a) of Section  
27 21081, for the traffic impacts of that project on intersections,  
28 streets, highways, freeways, or mass transit, if the eligible local  
29 jurisdiction issuing that land use approval has adopted traffic  
30 mitigation ~~policies~~ *measures* in accordance with this section.

31 (2) Paragraph (1) does not restrict the authority of a local  
32 jurisdiction to adopt feasible mitigation measures with respect to  
33 the impacts of a project on pedestrian or bicycle safety.

34 (d) *The legislative body shall review its traffic mitigation*  
35 *measures and update them as needed at least every five years.*

36 SEC. 15. If the Commission on State Mandates determines  
37 that this act contains costs mandated by the state, reimbursement  
38 to local agencies and school districts for those costs shall be made

- 1 pursuant to Part 7 (commencing with Section 17500) of Division
- 2 4 of Title 2 of the Government Code.

O

**CALIFORNIA AIR RESOURCES BOARD**  
**PROPOSED IN-USE OFF-ROAD DIESEL VEHICLE RULEMAKING**

**BACKGROUND:**

On May 25, the California Air Resources Board (CARB) held a hearing regarding proposed rulemaking for in-use, off-road diesel vehicles. These regulations will affect approximately 180,000 unregistered diesel vehicles, including construction equipment such as bulldozers and forklifts.

In 2000, CARB announced its intention to develop regulations designed to reduce particulate matter (PM) from all diesel-fueled engines in California by 75 percent by 2010 and by 85 percent by 2020. These reductions will assist California in achieving compliance with federally mandated PM and ozone levels. After a delay of seven years, CARB began the rulemaking process to adopt such regulations, with amendments requiring reductions of nitrogen oxide (NOx) from off-road engines. CARB's original plan called for an 18-year deadline to meet the state's goal of reducing PM emissions only. The delay in developing these rules has reduced this timeline to 13 years, with the added hardship of forcing large and medium fleets to comply with more rigorous NOx reductions.

CARB has identified off-road diesel vehicles as one of four major producers of both PM and NOx, contributing 26 percent of the total PM emissions resulting from mobile source diesel sources, and 19 percent of the total NOx emissions. Most equipment currently in use does not have emission control technology. Furthermore, existing equipment typically lasts for up to 30 years, thus deterring companies from regularly purchasing new, cleaner equipment. Thus, due to both the long shelf-life of most equipment currently in use and the high costs associated with new equipment, it would be impossible for CARB to simply rely on the natural turnover of equipment to achieve the same emission reductions. If additional delay is allowed in the implementation of these regulations, federally imposed emission limits could be impacted.

CARB has been reaching out to industry stakeholders over the last three years to assist in the implementation of these rules. In response to this input, CARB has modified the proposed rules to allow for additional flexibility, such as creating different timelines for rule implementation based on the size of a company's fleet and eliminating penalties for noncompliance if there are manufacturer delays in the creation of necessary technology. In addition, CARB has argued against proposals from organizations such as the South Coast Air Quality Management District to make the regulations even more constrictive.

**IMPACT:**

According to a report from the Construction Industry Air Quality Coalition (CIAQC), the cost to meet these new regulations industry-wide is estimated to be \$13 billion from 2009-2020, which would be more than quadruple the \$3 billion assumed by CARB's

report. CIAQC's has not, however, released the method by which they arrived at their \$13 billion estimate, making it difficult for CARB to reconcile the two estimates. CIAQC also argues that the technology to retrofit or replace the approximately 180,000 off-road vehicles to meet CARB's proposed regulations is currently not available, and will not be ready for another seven years. Furthermore, funding under the Carl Moyer program, which currently provides assistance to companies wishing to unilaterally retrofit or replace their older equipment, will only be available in limited amounts. Currently, there are no proposed plans by CARB to create other sources of financial assistance. CIAQC argues that with small, family-owned companies making up the bulk of companies affected by the proposed regulations, such financial assistance could prove vital to the sustainability of this segment of the economy.

CARB has scheduled a final vote on July 26 on these landmark rules, which will be phased in through 2020. If compliance is difficult, competition between companies bidding on projects will be limited. Additionally, construction firms may choose to reduce their workforce in response to the regulations, resulting in the loss of between 10,000 and 30,000 jobs. CARB frequently cites the decrease in asthma and cardiovascular cases, as well as the potential number of lives that could be saved by the implementation of these regulations. They estimate that the regulation could save between \$18-26 billion in avoided health costs. However, CARB's report does not appear to take into account the social and economic costs of jobs lost in their health benefits and compliance cost calculation for the regulation. In addition, CARB emphasizes the Department of Labor's optimistic forecast for the construction industry, pointing to the increased business as a result of Proposition 1B projects and the ability for most firms to absorb or pass on most of the costs associated with implementation.

One of the key arguments for the adoption of regulations such as these is that if certain regions such as the South Coast basin are unable to meet the federal requirements for PM 2.5 and ozone, then this could lead to an elimination of federal transportation funding by the Environmental Protection Agency (EPA). The elimination in funding would also suspend the approval for permits for new transportation projects, except for projects related to transportation control measures, such as High Occupancy Vehicle lanes or transit. Although the EPA has never resorted to taking this action in California, there has been increasing pressure on the federal government to be more proactive in regulating these types of emissions.

However, if these regulations are adopted they could also force delays and cost increases in the construction of the infrastructure bond projects approved by the voters in November last year, as compliance with the rules will be required of the bidders on those projects. Regulatory costs would increase the costs of voter-approved infrastructure bond projects by about \$2.1 billion, which represents approximately five percent of the authorized bond amounts. The regulations would therefore increase construction costs, significantly affecting the state's efforts to deliver infrastructure improvement projects to the public on time and on budget.

**Orange County Transportation Authority Legislative Matrix**

(▶ Denotes changes from the last report)

**OCTA Sponsored Legislation**

- ▶ AB 256      **AUTHOR:** Huff (R)  
**TITLE:** State Highway Operation and Protection Programs  
**LAST AMENDED:** 4/25/2007  
**LOCATION:** Assembly Appropriations Committee  
**COMMENTARY:**  
Relates to the state highway operation and protection program. Appropriates to the department, from funds in the State Highway Account the amount identified for traffic safety projects.  
**STATUS:**  
5/31/2007      *In ASSEMBLY Committee on APPROPRIATIONS: Held in Committee*  
**Position:** Sponsor
- AB 387      **AUTHOR:** Duvall (R)  
**TITLE:** Design-Build: Transit Contracts  
**LAST AMENDED:** 4/17/2007  
**LOCATION:** Assembly Business and Profession Committee  
**COMMENTARY:**  
Amends law that authorizes transit operators to enter into design-build contract according to specified procedures. Provides that the prequalification process is optional for technology or surveillance procurements designed to enhance safety, disaster preparedness, and homeland security efforts.  
**STATUS:**  
5/08/2007      *In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Failed passage; reconsideration granted.*  
**Position:** Sponsor
- ▶ AB 1228      **AUTHOR:** Solorio (D)  
**TITLE:** High-Speed Passenger Train Bond Act  
**INTRODUCED:** 2/23/2007  
**LOCATION:** Assembly Appropriations Committee  
**COMMENTARY:**  
Relates to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21<sup>st</sup> Century. Provides that Anaheim is to be the Southern terminus of the initial segment of the high-speed train system. Provides that for the Anaheim-Irvine segment, no general obligation bond funds shall be available for construction, but that those funds shall be available only for eligible planning, environmental, and engineering costs.  
**STATUS:**  
5/31/2007      *In ASSEMBLY Committee on APPROPRIATIONS: Held in Committee*  
**Position:** Co-Sponsor

AB 1306      **AUTHOR:** Huff (R)  
**TITLE:** Sales Tax on Gasoline  
**INTRODUCED:** 2/23/2007  
**LOCATION:** Assembly Transportation Committee  
**COMMENTARY:**  
Reduces the portion of gasoline sales tax revenues that are deposited in the Public Transportation Account by eliminating what is commonly known as the spillover formula. Increase revenues from the sales tax on gasoline that are deposited in the General Fund. Requires those revenues to be transferred to the Transportation Investment Fund.  
**STATUS:**  
04/23/2007      In ASSEMBLY Committee on TRANSPORTATION: Failed passage; reconsideration granted.  
**Position:** Sponsor

► SB 184      **AUTHOR:** Alquist (D) and Correa (D)  
**TITLE:** Transportation Projects  
**INTRODUCED:** 2/06/2007  
**LOCATION:** Senate Third Reading File  
**COMMENTARY:**  
Limits provisions of existing law that authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the California Transportation Commission has not made an allocation to projects advanced for expenditure by an eligible entity.  
**STATUS:**  
5/31/2007      *From SENATE Committee on APPROPRIATIONS: Do Pass  
In Senate: Third Reading*  
**Position:** Co-Sponsor

SB 442      **AUTHOR:** Ackerman(R)  
**TITLE:** Public Contracts: Transit Projects: Design-Build  
**LAST AMENDED:** 4/09/2007  
**LOCATION:** Senate Transportation and Housing Committee  
**COMMENTARY:**  
Amends existing law that authorizes transit operators to enter into design-build contracts. Specifies that such provisions apply only to transit projects, and that transit projects do not include highway construction or local street and road projects. Specifies that this project includes, but are not limited to, high-occupancy vehicle lanes connecting the Garden Grove Freeway (State Route 22) to the San Diego (Interstate 405) and the San Gabriel (Interstate 605) freeways.  
**STATUS:**  
4/24/2007      In SENATE Committee on TRANSPORTATION AND HOUSING: Failed passage; reconsideration granted.  
**Position:** Sponsor

## Legislative Bills with Official Positions

- ▶ AJR 14
- AUTHOR:** Jeffries (R)  
**TITLE:** Customs Duties and Importation Revenues  
**INTRODUCED:** 2/23/2007  
**LOCATION:** Senate Business, Professions, & Economic Development Committee
- COMMENTARY:**  
Memorializes the President and Congress to enact legislation that will ensure that a substantial increment of new revenues derived from customs duties and importation fees be dedicated to mitigating the economic, mobility, security, and environmental impacts of trade in this state and in other trade-affected states.
- STATUS:**  
5/09/2007 *In SENATE Committee on Business, Professions, and Economic Development*
- Position:** Support
- ▶ AB 801
- AUTHOR:** Walters (R)  
**TITLE:** Vehicles: License Plates  
**LAST AMENDED:** 5/07/2007  
**LOCATION:** Senate Transportation and Housing Committee
- COMMENTARY:**  
Prohibits the use of a device that would obstruct or impair the reading or recognition of a license plate by an electronic device operated by state or local enforcement, or by an electronic device operated in connection with a toll road, high-occupancy lane, toll bridge, or other toll facility. Provides that a person who sells a product or device that obscures or is intended to obscure the reading or recognition of a license plate is guilty of a misdemeanor.
- STATUS:**  
5/17/2007 *Referred to SENATE Committees on Transportation And Housing and Public Safety*
- Position:** Support
- ▶ SB 56
- AUTHOR:** Runner G. (R)  
**TITLE:** Highway Construction Contracts  
**LAST AMENDED:** 5/01/2007  
**LOCATION:** Senate Appropriations Committee
- COMMENTARY:**  
Declares the intent of the Legislation to authorize a demonstration program that would allow a careful examination of the benefits and challenges of using a design-build method of procurement for transportation projects. Authorizes certain state and local transportation entities to use a design-build process for contracting on transportation projects. Requires a transportation entity to implement a labor compliance program for design-build projects. Establishes a procedure for submitting bids.
- STATUS:**  
5/31/2007 *In Senate Committee on Appropriations: Bill not heard.*
- Position:** Support

► SB 124

**AUTHOR:** Ducheny (D)  
**TITLE:** Evasion of Tolls: Registered Owner  
**LAST AMENDED:** 4/09/2007  
**LOCATION:** Assembly Transportation Committee  
**COMMENTARY:**

Defines registered owner, for purposes of liability for a toll evasion violation, to include a person registered as the owner of the vehicle by the appropriate agency or authority of another state, the District of Columbia, or a territory or possession of the United States.

**STATUS:**  
5/17/2007 *In ASSEMBLY Committee on Transportation*  
**Position:** Support

► SB 872

**AUTHOR:** Ackerman (R)  
**TITLE:** State-Local Partnership Program  
**LAST AMENDED:** 5/8/2007  
**LOCATION:** Senate Appropriations Committee  
**COMMENTARY:**

Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax.

**STATUS:**  
5/31/2007 *In SENATE Committee on APPROPRIATIONS: bill not heard in Committee*  
**Position:** Support



## Legislative Bills Being Monitored

- AB 38      **AUTHOR:**                    Nava (D)  
**TITLE:**                            Department of Emergency Services and Homeland Security  
**LAST AMENDED:**            5/01/2007  
**LOCATION:**                        Senate  
**COMMENTARY:**  
Merges the Office of Homeland Security and the Office of Emergency Services to establish the Department of Emergency Services and Homeland Security.  
**STATUS:**  
5/24/2007                        *ASSEMBLY third reading, Passed ASSEMBLY, In SENATE*
- AB 57      **AUTHOR:**                    Soto (D)  
**TITLE:**                            Highways: Safe Routes to School Construction Program  
**LAST AMENDED:**            6/01/2007  
**LOCATION:**                        Assembly Second Reading File  
**COMMENTARY:**  
Deletes the January 1, 2008, repeal date of the Safe Routes to School construction program, thereby extending the provisions indefinitely. Deletes the January 1, 2008, repeal date of provisions authorizing state and local entities to secure and expend federal funds for programs related to bicycles and pedestrian safety and traffic-calming measures in high-hazard locations.  
**STATUS:**  
6/01/2007                        *In ASSEMBLY: amended and placed in ASSEMBLY second reading file*
- AB 109     **AUTHOR:**                    Nunez (D)  
**TITLE:**                            Global Warming Solutions Act of 2006: Annual Report  
**INTRODUCED:**                1/05/2007  
**LOCATION:**                        Assembly: Third Reading File  
**COMMENTARY:**  
Requires the State Air Resources Board to report to the Legislature annually the status and progress of implementing the Global Warming Solutions Act of 2006. Requires the state to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.  
**STATUS:**  
6/01/2007                        *In ASSEMBLY: Read second time, to third reading*
- AB 169     **AUTHOR:**                    Levine (D)  
**TITLE:**                            Joint Powers Authorities: Indian Tribes  
**INTRODUCED:**                1/23/2007  
**LOCATION:**                        Senate Local Government Committee  
**COMMENTARY:**  
Provides that 16 federally recognized Indian tribes may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6-county region of the Southern California Association of Governments.  
**STATUS:**  
5/23/2007                        *In SENATE Committee on Local Government*

- AB 242      **AUTHOR:**                      Blakeslee (R)  
**TITLE:**                                      Emissions of Greenhouse Gases: Reduction  
**LAST AMENDED:**                      3/29/2007  
**LOCATION:**                                      Assembly Natural Resources Committee  
**COMMENTARY:**  
Requires that an entity that has voluntarily reduced its emissions of greenhouse gases through cost-effective investments receive credit from the state Air Resources Board for early action. Authorizes an entity that has received credit for early action to further minimize its carbon footprint through the purchase of offsets for the emission of greenhouse gases as authorized by the board.  
**STATUS:**  
4/16/2007                                      In ASSEMBLY Committee on NATURAL RESOURCES: Not heard
- ▶ AB 867      **AUTHOR:**                                      Davis (D)  
**TITLE:**    Transportation Analysis Zones  
**INTRODUCED:**                              2/22/2007  
**LOCATION:**                                      Assembly: Third Reading File  
**COMMENTARY:**  
Requires each metropolitan planning organization and each transportation planning agency, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of regional transportation analysis zones. Requires results of such analysis to be available to the public.  
**STATUS:**  
6/01/2007                                      *In ASSEMBLY: Read second time, to third reading*
- ▶ AB 901      **AUTHOR:**                                      Nunez (D)  
**TITLE:**    Transportation: Highway Safety Traffic Reduction  
**LAST AMENDED:**                              6/01/2007  
**LOCATION:**                                      Assembly: Second Reading File  
**COMMENTARY:**  
Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Provides for allocation to public transit operators and transportation planning agencies by formula. Requires information on eligible projects and a sponsoring entity.  
**STATUS:**  
6/01/2007                                      *In ASSEMBLY: Read second time and amended, to second reading*
- ▶ AB 945      **AUTHOR:**                                      Carter (D)  
**TITLE:**    Transportation Needs Assessment  
**LAST AMENDED:**                              4/26/2007  
**LOCATION:**                                      Assembly: Third Reading File  
**COMMENTARY:**  
Requires the Transportation Commission to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis.  
**STATUS:**  
6/01/2007                                      *In ASSEMBLY: Read second time, to third reading*

- AB 957      **AUTHOR:** Spitzer (R)  
**TITLE:** State Property: Transportation Records  
**LAST AMENDED:** 4/09/2007  
**LOCATION:** SENATE Transportation and Housing Committee  
**COMMENTARY:**  
Amends existing law which requires the Department of Transportation to furnish to the Department of General Services an updated record of each parcel of real property that it possess to include in that record, among other information, the parcels location, size, purchase price, and description of current use. Deletes the exclusion for airspace, excess lands, and properties acquired for highway projects from this recording requirement.  
**STATUS:**  
5/09/2007      *In SENATE Committee on Transportation and Housing*
- AB 966      **AUTHOR:** Krekorian (D)  
**TITLE:** Driver's License Renewal: Senior Citizens  
**LAST AMENDED:** 4/30/2007  
**LOCATION:** Assembly: Third Reading File  
**COMMENTARY:**  
Requires the Department of Motor Vehicles to include with every notice of renewal of a driver's license that is mailed to a licensed driver, a notice that a person who is 62 years of age or older may be issued, free of charge, an identification card bearing a senior citizen notation.  
**STATUS:**  
6/01/2007      *In ASSEMBLY: Read second time, to third reading*
- AB 1161      **AUTHOR:** Tran (R)  
**TITLE:** Eminent Domain  
**LAST AMENDED:** 5/01/2007  
**LOCATION:** Assembly Appropriations Committee  
**COMMENTARY:**  
Requires the Department of Transportation, upon acquiring property through eminent domain, to designate the particular project for which the property is being acquired and would require the department to use the property for that purpose within a certain number of years, plus an extension if obtained, or to otherwise sell the property. Requires the property to be offered to the original owner, or his or her descendants, at the original purchase price. Repeals a provision relating to property taxation.  
**STATUS:**  
5/31/2007      *In ASSEMBLY Committee on APPROPRIATIONS: held in Committee*
- AB 1351      **AUTHOR:** Levine (D)  
**TITLE:** Transportation: State-Local Partnerships  
**LAST AMENDED:** 6/01/2007  
**LOCATION:** Assembly Second Reading File  
**COMMENTARY:**  
Amends the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. States the intent of the Legislature to appropriate a specified amount of funds for the State-Local Partnership Program for funding transportation projects for a specified period. Defines local funds under the program relating to a local match as revenues from any locally imposed transportation related sales tax. Requires certain related reports.  
**STATUS:**  
6/01/2007      *In ASSEMBLY: read second time and amended, to second reading*

► AB 1358

**AUTHOR:** Leno (D)  
**TITLE:** Planning: Circulation Element: Transportation  
**LAST AMENDED:** 4/23/2007  
**LOCATION:** Assembly: Third Reading File

**COMMENTARY:**

Requires that the legislative body of a city or county, upon any revision of the circulation element of the general plan, modify the circulation element to specify how this element will provide for the routine accommodation of all users of the highway and public transportation systems, to include motorists, pedestrians, bicyclists, children, individuals with disabilities, seniors, and users of public transportation. Requires the Office of Planning and Research to prepare or amend related guidelines.

**STATUS:**

6/01/2007 *In ASSEMBLY: Read second time, to third reading*

ACA 1

**AUTHOR:** Dymally (D)  
**TITLE:** Elections: Redistricting  
**LAST AMENDED:** 4/19/2007  
**LOCATION:** Assembly Elections and Redistricting Committee

**COMMENTARY:**

Proposes an amendment to the Constitution to require the appointment of the Independent Redistricting Commission that would be charged with establishing, by February 28 of each year ending in the number one, congressional, Assembly, Senate, and State Board of Equalization districts of equal population in compliance with the United States Constitution, pursuant to a mapping process for each district in accordance with specified goals.

**STATUS:**

4/19/2007 *In ASSEMBLY: read second time and amended. Re-referred to Committee on ELECTIONS AND REDISTRICTING.*

► ACA 2

**AUTHOR:** Walters (R)  
**TITLE:** Eminent Domain  
**LAST AMENDED:** 5/31/2007  
**LOCATION:** Assembly Judiciary Committee

**COMMENTARY:**

Proposes an amendment to the Constitution to permit private property to be taken or damaged only for a stated public use and only when just compensation has been paid to, or into court for, the owner of the property. Prohibits specified agencies from exercising eminent domain power unless the real property will be transferred to a public utility or the property is within a specified redevelopment project area in the County of San Bernardino.

**STATUS:**

5/31/2007 *In ASSEMBLY: Read second time and amended, re-referred to ASSEMBLY Committee on Judiciary*

- **ACA 3**
- AUTHOR:** Gaines (R)  
**TITLE:** Expenditure Limits  
**INTRODUCED:** 12/04/2006  
**LOCATION:** Assembly Education Committee  
**COMMENTARY:**  
Limits total state General Fund and special fund expenditures to an annual increase of no more than the increase in the cost of living, multiplied by the percentage increase in state population. Requires excess revenues to be allocated in prescribed amounts to a reserve account, to the State School Fund, and to personal income taxpayers.  
**STATUS:**  
5/31/2007 *Referred to ASSEMBLY Committees on Education, Local Government, and Appropriations*
- **ACA 4**
- AUTHOR:** Villines (R)  
**TITLE:** Reapportionment  
**LAST AMENDED:** 5/31/2007  
**LOCATION:** Assembly Elections and Redistricting Committee  
**COMMENTARY:**  
Requires the Independent Citizens' Commission on Redistricting, on or before February 1 of the year following the year in which the national census is taken, to adjust the boundary lines of the Senate, Assembly, congressional, and State Board of Equalization districts in conformance with certain standards, prioritized in a certain order consistent with specified federal law.  
**STATUS:**  
5/31/2007 *In ASSEMBLY: Read second time and amended, re-referred to ASSEMBLY Committee on Elections and Redistricting*
- **SB 9**
- AUTHOR:** Lowenthal (D)  
**TITLE:** Trade Corridor Improvement: Transportation Project  
**LAST AMENDED:** 4/10/2007  
**LOCATION:** Senate: Second Reading File  
**COMMENTARY:**  
Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Requires for funding emphasis to be on consideration of specified emissions associated with the construction and operation of the project and the project's potential to reduce emissions associated with trade activity. Requires inclusion of a plan to mitigate emissions associated with their projects. Provides funding for projects that support movement of freight with zero emissions.  
**STATUS:**  
5/31/2007 *From SENATE Committee on Appropriations: Do pass as amended.*

- SB 19      **AUTHOR:**                      Lowenthal (D)  
**TITLE:**                              Trade Corridor: Projects to Reduce Emissions: Funding  
**LAST AMENDED:**              4/10/2007  
**LOCATION:**                         Senate: Third Reading File  
**COMMENTARY:**  
Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Specifies a list of projects eligible for this funding. Requires that the Air Resources Board ensure that these funds are supplemented and matched with funds from federal, state, local, and private sources to the maximum extent feasible. Requires applicants for this funding to include with their application for funding a plan to reduce emissions associated with goods movement activity.  
**STATUS:**  
5/31/2007                              *From SENATE Committee on Appropriations: Do pass, in SENATE for second reading, to third reading. .*
- SB 33      **AUTHOR:**                      Simitian (D)  
**TITLE:**                              Vehicles: Wireless Telephones and Mobile Service  
**LAST AMENDED:**              4/23/2007  
**LOCATION:**                         Assembly Transportation Commission  
**COMMENTARY:**  
Prohibits a person under the age of 18 years from driving a motor vehicle using a wireless telephone equipped with a hands-free device or while using a mobile service device. Provides that the prohibition would not apply to a person using a wireless telephone or mobile service device for emergency purposes.  
**STATUS:**  
5/17/2007                              *To ASSEMBLY Committee on Transportation.*
- SB 45      **AUTHOR:**                      Perata (D)  
**TITLE:**                              Transportation Funds for Capital Projects  
**LAST AMENDED:**              4/10/2007  
**LOCATION:**                         Senate: Second Reading File  
**COMMENTARY:**  
Establishes the application process for capital projects for funding from the Transit System Safety, Security, and Disaster Response Account, which allocations would be made by the Office of Homeland Security to transit operators. Requires the OHS to report on the projects receiving funding. Provides for allocations by the Office of Emergency Services to transit operators to develop disaster response transportation systems capable of moving goods, people, and equipment in the aftermath of a disaster.  
**STATUS:**  
5/31/2007                              *In SENATE Committee on Appropriations: Do pass as amended*
- SB 47      **AUTHOR:**                      Perata (D)  
**TITLE:**                              Transportation Bonds  
**LOCATION:**                         Senate Rules Committee  
**COMMENTARY:**  
States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to the State-Local Partnership Program.  
**STATUS:**  
1/18/2007                              *To SENATE Committee on RULES.*

- SB 61      **AUTHOR:**                      Runner G. (R)  
**TITLE:**                              High-Occupancy Toll Lanes and Toll Roads  
**LAST AMENDED:**              5/01/2007  
**LOCATION:**                         Assembly  
**COMMENTARY:**  
Authorizes the Department of Transportation to apply to the State Transportation Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by the department. Deletes the 4-project limitation and the requirement for the Legislature to approve each project by statute.  
**STATUS:**  
5/31/2007                              *In SENATE: Read third time: due pass, To ASSEMBLY*
- SB 113      **AUTHOR:**                      Calderon R (D)  
**TITLE:**                              Presidential Primary Election  
**INTRODUCED:**                 1/22/2007  
**ENACTED:**                        3/15/2007  
**LOCATION:**                         Chaptered  
**COMMENTARY:**  
Requires that the presidential primary election be held on the first Tuesday in February in any year evenly divisible by the number 4.  
**STATUS:**  
3/15/2007                              Signed by GOVERNOR.  
3/15/2007                              Chaptered by Secretary of State. Chapter No. 2
- SB 286      **AUTHOR:**                      Dutton (R) and Lowenthal (D)  
**TITLE:**                              Transportation Bonds: Implementation  
**LAST AMENDED:**              5/14/2007  
**LOCATION:**                         Senate: Second Reading File  
**COMMENTARY:**  
Requires Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act funds for local street and road purposes to be allocated in cycles. Requires the Controller to use the population figures from the Department of Finance in making allocations to cities. Requires an applicant for these funds to submit a list of projects expected to be funded with bond funds to the Department of Finance and to report various information to the Department of Finance. Requires the funds to be allocated within 3 fiscal years of the date of allocation.  
**STATUS:**  
5/31/2007                              *From SENATE Committee on Appropriations: Do pass as amended*
- SB 375      **AUTHOR:**                      Steinberg (D)  
**TITLE:**                              Transportation Planning: Travel Models: Reviews  
**LAST AMENDED:**              5/02/2007  
**LOCATION:**                         Senate: Second Reading File  
**COMMENTARY:**  
Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a preferred growth scenario designed to achieve goals for the reduction of vehicle miles in the region, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria.  
**STATUS:**  
5/31/2007                              *From SENATE Committee on Appropriations: Do pass as amended*

- ▶ SB 445      **AUTHOR:**                      Torlakson (D)  
**TITLE:**                                      Road User Task Force  
**LAST AMENDED:**                      5/08/2007  
**LOCATION:**                                      Senate: Second Reading File  
**COMMENTARY:**  
Creates the Road User Task Force to hold public hearings around the state and to report on alternatives to the current system of taxing road users through per-gallon fuel taxes.  
**STATUS:**  
5/31/2007                                      *From SENATE Committee on Appropriations: Do pass as amended*
- ▶ SB 716      **AUTHOR:**                                      Perata (D)  
**TITLE:**    Transit Operators  
**LAST AMENDED:**                              5/16/2007  
**LOCATION:**    Senate: Second Reading File  
**COMMENTARY:**  
Relates to appropriations for transportation agencies for transit capital projects pursuant to a specified order. Specifies requirements for an eligible project sponsor to receive an allocation of funds appropriated from the account. Requires the Transportation Commission and the Controller to administer these provisions.  
**STATUS:**  
5/31/2007    *From SENATE Committee on Appropriations: Do pass as amended*
- ▶ SB 717      **AUTHOR:**                                      Perata (D)  
**TITLE:**    Transportation Investment Fund  
**LAST AMENDED:**                              5/10/2007  
**LOCATION:**    Assembly Transportation Commission  
**COMMENTARY:**  
Continues the Transportation Investment Fund in existence and specifies the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year.  
**STATUS:**  
5/24/2007    *To ASSEMBLY Committee on Transportation*
- ▶ SB 841      **AUTHOR:**                                      Calderon (D)  
**TITLE:**    Vehicles: Mature Driver Improvement Course  
**INTRODUCED:**                                      2/23/2007  
**LOCATION:**    Assembly Transportation Committee  
**COMMENTARY:**  
Amends existing law that requires the Director of Motor Vehicles to establish standards and develop criteria for approval of initial and renewal mature driver improvement courses. Specifies that a course may be offered in an Internet format, if the course is educationally equivalent to the course provided in the classroom format.  
**STATUS:**  
5/24/2007    *To ASSEMBLY Committee on Transportation*



- SB 947      **AUTHOR:** Hollingsworth (R)  
**TITLE:** Consultation: Transportation Facilities  
**LAST AMENDED:** 4/30/2007  
**LOCATION:** Assembly Natural Resources Committee  
**COMMENTARY:**  
Requires notice of at least one scoping meeting to be provided to transportation planning agencies or public agencies required to be consulted concerning a project proposed by a lead agency which requires an environmental impact report under the California Environmental Quality Act. Requires the project's effect on overpasses, on-ramps, and off-ramps to be included in that consultation.  
**STATUS:**  
5/24/2007      *To ASSEMBLY Committees on Natural Resources and Transportation*
- SB 974      **AUTHOR:** Lowenthal (D)  
**TITLE:** Ports: Congestion Relief: Environmental Mitigation  
**LAST AMENDED:** 5/24/2007  
**LOCATION:** Senate: Third Reading File  
**COMMENTARY:**  
Requires the Ports of Los Angeles and Long Beach to transmit 1/2 of the funds derived from imposition of the fee to the Southern California Port Congestion Relief Trust Fund. Requires the Port of Oakland to transmit 1/2 of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund and 1/2 to the Northern California Port Mitigation Relief Trust Fund.  
**STATUS:**  
5/31/2007      *From SENATE Committee on Appropriations: Do pass, In Senate: read second time, to third reading*
- SCA 1      **AUTHOR:** McClintock (R)  
**TITLE:** Eminent Domain: Condemnation Proceedings  
**LAST AMENDED:** 2/05/2007  
**LOCATION:** Senate Judiciary Committee  
**COMMENTARY:**  
Proposes an amendment to the Constitution to provide that private property may be taken or damaged only for a stated public purpose and not without the consent of the owner for purposes of economic development, increasing tax revenue, or any other private use, nor for maintaining the present use by a different owner. Provides that if the property ceases to be used for the public use, the former owner would have right to require the property at its fair market value. Provides reevaluation procedures.  
**STATUS:**  
2/05/2007      *From SENATE Committee on JUDICIARY with author's amendments.*  
2/05/2007      *In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY.*

► SCA 5

**AUTHOR:** McClintock (R)  
**TITLE:** State and Local Government Finance: Taxes  
**INTRODUCED:** 1/30/2007  
**LAST AMENDED:** 3/21/2007  
**LOCATION:** Senate Revenue and Taxation Committee

**COMMENTARY:**

Proposes an amendment to the Constitution to establish a constitutional definition of a tax as any monetary exaction imposed by a governmental entity. Recasts the definition of a special tax. Conditions the imposition by the state or local government of a new tax, or a change in a tax, that increases the amount of any tax levied upon the approval of 2/3 membership of the governing body and voter approval. Prohibits new tax without voter approval. Provides exceptions.

**STATUS:**

4/25/2007

*In SENATE Committee on REVENUE AND TAXATION: Heard, remains in Committee.*





MEMO

June 19, 2007

To: Members of the Board of Directors  
From: <sup>WK</sup> Wendy Knowles, Clerk of the Board  
Subject: **Board Committee Transmittal for Agenda Item**

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

Thank you.



*June 21, 2007*

**To:** Legislative and Government Affairs/Public Communications Committee

**From:** Arthur T. Leahy, Chief Executive Officer

**Subject:** Federal Legislative Status Report

**Overview**

This Federal Legislative Status Report provides an update on current issues pending in Washington, D.C., including fiscal year 2008 appropriations, technical corrections legislation, the National Defense Authorization Act, and early transportation reauthorization activities. An update on the re-procurement of lobbyist services is provided, as well as the most recent monthly reports from the federal lobbyists.

**Recommendation**

Receive and file as an information item.

**Discussion**

Regarding appropriations, the Orange County Transportation Authority (OCTA) has authorized eight transportation appropriations requests which total \$57.04 million to be proposed as part of the fiscal year (FY) 2008 appropriations process. In February and March of this year those project requests were submitted through the Orange County Congressional Delegation to the House and Senate appropriations committees.

Although the incoming Congress had eliminated earmarks placed in the FY 2007 appropriations bills, the 2008 process began with the submittal of project requests as in prior years. However, both the House and the Senate have enacted rules requiring greater transparency regarding earmarks. It appears at this point that earmarks will not be in the House passed appropriations bills and will be added later in conference with the Senate version of the appropriations bills.

Many Republicans have continued to criticize the earmark process, which recently resulted in the House Appropriations Chair Obey (D-WI), to warn that if critics “demagogue” the issue, there might be no earmarks in any appropriations bills. Under a new House process outlined by Representative Obey on June 11, the appropriations committee would publish in the Congressional Record, before the August recess, lists of all earmarks that were being considered for inclusion in final appropriations bills. Any lawmaker could question any earmark in writing and the earmark sponsor would reply in writing. Taking this exchange into consideration, the committee would then decide whether to include the earmark in conference. There are still many details to be worked out in order to implement this process.

Regarding technical corrections, as part of the 2008 legislative platform, the OCTA is seeking three specific corrections to the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU): 1) to extend the authorized terminus of the western MAGLEV high-speed rail corridor to Anaheim; 2) to clarify that projects along the entire length of the Los Angeles to San Diego (LOSSAN) rail corridor are eligible to receive new fixed guideway capital funding; and 3) to add language which would specifically authorize the Riverside Freeway (State Route 91) improvement projects for SAFETEA-LU funding. A technical corrections bill has passed the House which contains only the LOSSAN corridor correction.

The Senate Environment and Public Works Committee has marked up its version of the technical corrections bill which also does not contain the MAGLEV Anaheim terminus provision or authorization for the State Route 91 (SR-91) projects. Given the reluctance of Congress to expand on the earmarks in SAFETEA-LU, it is unlikely that the addition of the SR-91 projects will take place. However, OCTA federal lobbyists report that there have been discussions between the House and the Senate authorizers to include the MAGLEV Anaheim terminus language and that they are hopeful that such language will be included in the Senate passed version or in conference.

Regarding the Foothill Toll Road (State Route 241) extension, on May 29 the Board took an oppose position with respect to an amendment contained in the FY 2008 National Defense Authorization Act (Defense Act) which would repeal existing federal law allowing the Department of the Navy to grant an easement at the Marine Corps Base Camp Pendleton for the State Route 241 toll road extension, “notwithstanding any provision of State law to the contrary.” This amendment could halt or significantly impede the Foothill South extension project.

On June 1, Chairman Cavecche followed up with a letter to both Senators Boxer and Feinstein urging the Senate to not place any similar language in its version of the Defense Act, in order to make the item appropriate for a compromise in conference (Attachment A). The Senate Committee version of the Defense Act has been reported out of committee without any language similar to the Davis Amendment. OCTA federal lobbyists are following up in person with the Senators' offices regarding this issue.

Regarding reauthorization, future funding mechanisms are being discussed at transportation program review hearings being held by the House during this congressional session. Public private partnerships are among the mechanisms being discussed. In these hearings the SR-91 project has been criticized by Democratic members of the Highways and Transit Subcommittee of the House Transportation and Infrastructure Subcommittee. In response to this criticism, on May 21, Chairman Cavecche sent a letter to the Subcommittee Chair, Representative DeFazio (D-OR) to correct the record regarding characterizations made about the SR-91 finances and to highlight the successes of the toll lanes (Attachment B).

In addition, transportation interest groups have begun discussions among themselves regarding the scope and policy basis of the next transportation authorization bill. On May 21-23, the American Association of Highway Transportation Officials (AASHTO) gathered transportation representatives from around the nation to develop a transportation vision for the next reauthorization. At the end of the conference, those present agreed upon ten preliminary principles to be further refined as a policy framework for reauthorization. These principles encompassed preservation and modernization of the present highway system as well as investment in highway, freight, and transit capacity in order to meet future employment and population growth.

Lastly, the re-procurement of federal lobbyists is proceeding in accordance with the schedule and process approved by the Board on April 19 and May 29. The Request For Proposals was issued on June 14 and a pre-proposal conference is scheduled for June 27 in Washington. Proposals are due on August 3, with final Board selection expected in early October. The most recent monthly reports from OCTA's present federal lobbyists are included as Attachments C, D, and E.

### ***Summary***

An update is provided regarding the status of OCTA federal legislative issues and the progress of the re-procurement of federal lobbying services.

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**Attachments**

- A. Letters dated June 1, 2007, to Senators Boxer and Feinstein
- B. Letter dated May 21, 2007, to Representative DeFazio
- C. Blank Rome Government Relations Monthly Report for April 2007
- D. James McConnell Monthly Report for May 2007
- E. Potomac Partners DC Monthly Report for May 2007

**Prepared by:**



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





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Chief Executive Officer



June 1, 2007

The Honorable Barbara Boxer  
United States Senate  
112 Hart Senate Office Building  
Washington, D.C. 20510

Dear Senator Boxer,

On behalf of the Orange County Transportation Authority (OCTA), I am writing to request your assistance relating to recent Congressional activity, which may imperil the completion of the last 16 miles of the 67-mile Transportation Corridor Agencies (TCA) toll road system. The 16-mile segment, known as the Foothill-South project, is essential for regional mobility and is an important component of the Southern California Association of Governments and the San Diego Association of Governments regional transportations plans.

As you are aware, on May 9, 2007, an amendment was attached to the National Defense Authorization Act during the House Armed Services Committee mark-up, which attempts to change the terms of a lease between the state of California and the federal government for property located on Camp Pendleton. The alignment for the extension of the last 16 miles of the TCA's Foothill Toll Road (State Route 241) is located along the northern edge of Camp Pendleton and crosses through a State Park leasehold. The TCA has worked hard to design the roadway to avoid the most sensitive wildlife habitat and the portions of the State Park that are used by the public. There is extensive oversight throughout the process and the Agency's Board of Directors is committed to building a toll road that relieves traffic congestion and is environmentally sensitive.

Moreover, the TCA has complied with all California Environmental Quality Act (CEQA) requirements for this project. The TCA has prepared and certified two environmental impact reports concerning the project and nothing in the federal legislation, applicable to the project' relieves the TCA from any CEQA requirements. Likewise, the TCA must comply with all applicable federal labor law requirements in constructing the project

I would strongly urge you to take no action to add similar language to the Defense Authorization bill on the Senate floor to preserve the TCA's ability to work out a compromise in the final House/Senate conference, so that the mission of completing the toll road system may be accomplished in a timely and environmentally-sensitive manner.

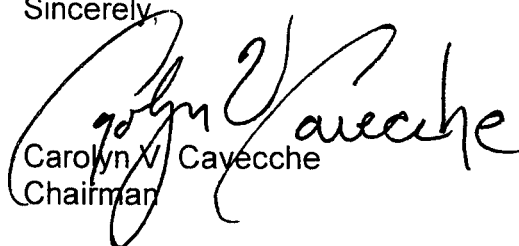
The Honorable Barbara Boxer

June 1, 2007

Page 2

If you or your staff have any questions, please call Richard Bacigalupo, Federal Relations Manager at (714) 560-5901. If you would like to reach me directly, I can be reached at (714) 560-5584.

Sincerely,

A handwritten signature in black ink, appearing to read "Carolyn V. Cavecche". The signature is fluid and cursive, with the first name "Carolyn" being the most prominent part.

Carolyn V. Cavecche  
Chairman

CVC:rb



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*Arthur T. Leahy*  
Chief Executive Officer



June 1, 2007

The Honorable Dianne Feinstein  
United States Senate  
311 Hart Senate Office Building  
Washington, D.C. 20510

Dear Senator Feinstein,

On behalf of the Orange County Transportation Authority (OCTA), I am writing to request your assistance relating to recent Congressional activity, which may imperil the completion of the last 16 miles of the 67-mile Transportation Corridor Agencies (TCA) toll road system. The 16-mile segment, known as the Foothill-South project, is essential for regional mobility and is an important component of the Southern California Association of Governments and the San Diego Association of Governments regional transportations plans.

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Moreover, the TCA has complied with all California Environmental Quality Act (CEQA) requirements for this project. The TCA has prepared and certified two environmental impact reports concerning the project and nothing in the federal legislation, applicable to the project, relieves the TCA from any CEQA requirements. Likewise, the TCA must comply with all applicable federal labor law requirements in constructing the project

I would strongly urge you to take no action to add similar language to the Defense Authorization bill on the Senate floor to preserve the TCA's ability to work out a compromise in the final House/Senate conference, so that the mission of completing the toll road system may be accomplished in a timely and environmentally-sensitive manner.

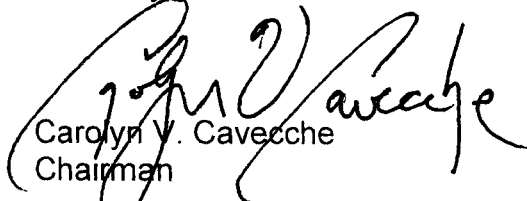
The Honorable Dianne Feinstein

June 1, 2007

Page 2

If you or your staff have any questions, please call Richard Bacigalupo, Federal Relations Manager at (714) 560-5901. If you would like to reach me directly, I can be reached at (714) 560-5584.

Sincerely,



Carolyn V. Cavecche  
Chairman

CVC:fb



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*Arthur T. Leahy  
Chief Executive Officer*



May 21, 2007

The Honorable Peter DeFazio, Chairman  
Subcommittee on Highways and Transit  
2134 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman DeFazio,

I am writing on behalf of the Orange County Transportation Authority (OCTA) to provide you with information about the Riverside Freeway (State Route 91) project in Orange County. Recent testimony provided to your committee by the Professional Engineers in California Government (PECG) included misleading information which is now finding its way into the public discussion of public-private partnerships and the role of design-build contracting in delivering transportation projects. It is my hope that by providing you with accurate information, the debate on these issues can continue based on facts and on "apples-to-apples" comparison of cost figures.

First, here is some background. The Orange County Transportation Authority is a multi-modal public agency which is charged with managing a broad transportation network including buses, commuter rail, and certain highways within a county of more than three million residents. Through our local sales tax (known as "Measure M"), more than \$4.2 billion in public funds have been raised for the improvement of this transportation network. Voters in Orange County approved an extension of the sales tax in 2006, with a vote of 69.7 percent. This new Measure M will generate \$11.86 billion from 2011–2040.

We take a back seat to no one in making the case for investment of public funds in transportation improvements. By the same token, we realize that in some cases public-private partnerships (P3) are the right way to develop projects that maximize public benefit. Just like Tri-Met in your home state of Oregon, we believe, for example, that private sector investment for the development of real estate, can leverage transportation improvements when done in partnership with a transit project. That is the principle behind the proposed Anaheim Regional Transportation Intermodal Center (ARTIC). We also believe design-build construction techniques, similar to those used on Tri-Met's Airport Light Rail Transit line, can provide benefits in the timely delivery of projects.

The Honorable Peter DeFazio  
May 21, 2007  
Page 2

With regard to the Riverside Freeway (State Route 91), the OCTA owns and operates a four-lane, ten mile toll facility located in the median of the State Route 91 (SR-91) between the Costa Mesa Freeway (State Route 55) and the Orange/Riverside County line, with a franchise extending from the Los Angeles /Orange County line to the Ontario Freeway (Interstate 15) in Riverside County (a total of approximately 30 miles). The OCTA has played an important role in ensuring the public gets maximum benefit from this important asset. In 2003, we stepped in and purchased the SR-91 Express Lanes (toll lanes) from the private consortium that had built the project in the early 1990's and operated it beginning in 1995. The need for this purchase had nothing to do with the fact that the project had been developed as a design-build project or its financial condition. Rather, the need was brought about by a non-compete provision granted by the California Department of Transportation (Caltrans) when it entered into the agreement with the private consortium that built and operated the facility. That provision was preventing the construction of capacity improvements needed along the entire 30 mile SR-91 franchise corridor.

Therefore, in 2003, the OCTA determined to buy out this non-compete clause by purchasing the SR 91 franchise. The \$207.5 million OCTA paid to buy out the private consortium included \$135 million to assume debt backed by toll receipts and \$72.5 million for the consortium's equity in the project. This purchase amount is being repaid with toll revenues with no taxpayer money involved. The cost of the project was \$135 million at time of completion in 1995. An independent valuation of the facility by Ernst and Young at the time of purchase, concluded that the value of the toll lanes ranged between \$240 million and \$261 million. In short, the OCTA got a very good deal.

Furthermore, we continue to make a profit on the toll lanes. Fiscal year 2006 operating revenues were \$44.2 million with operating expenses of only \$23.6 million.

In the April 17 hearing before your subcommittee on P3, you and Representative Grace Napolitano both mentioned that after the "buyout" the SR 91 project ended up costing "up to three times" what it would have if not developed as a P3 with design-build contracting. We are hard-pressed to find the basis for this assertion anywhere. It certainly is not borne out even by the chart supplied to the subcommittee by PEEG.

Since purchasing the facility, the OCTA has refinanced the debt, producing a further savings of \$24 million. We have also used toll receipts to fund improvements in the free lanes of the corridor in both Orange and Riverside counties. We are currently cooperating with Riverside County to plan joint improvements to the corridor using local funds from both of our counties.

The Honorable Peter DeFazio  
May 21, 2007  
Page 3

These improvements would not be possible if OCTA had not acquired the toll lanes and removed the non-compete provision.

In addition, we have also changed policy on the road to allow three person carpools to use the road for free westbound at all times and eastbound during all but the most congested times of day. Carpool use is up 40 percent as a result and overall usage is up 25 percent. All operating indicators have improved under our ownership: toll revenues are at record levels, traffic throughput and traffic speeds are higher, and average vehicle occupancy has increased. All of these achievements are detailed in the attached 91 Express Lanes Fiscal Year 2006 Annual Report. The chart on page 5 of this Annual Report shows the steady increase in Total Operating Revenue both before and after OCTA purchase. The chart on page 6 of the Annual Report shows steady vehicle volume growth since purchase, with a double digit percentage increase from 2005 to 2006.

While we have been making improvements on the toll lanes, we have also been adding transit service in the corridor. Commuter rail and express bus service, which have seen steady ridership growth, ensure that a full range of travel options are available to those who need transportation to get to work, access health care and meet their other important needs.

In conclusion, it is important to emphasize a couple of key points. First, the toll lanes project is a transportation success story. The benefits to Orange County are significant and the costs have been found to be within acceptable levels by independent valuations. Second, design-build contracting and the P3 nature of the project were not responsible for the OCTA buyout of the facility. Rather, that buyout was necessitated by a non-compete clause agreed to by Caltrans long before OCTA ownership.

OCTA looks forward to working with you and members of your subcommittee to develop policies on transportation contracting and finance in the upcoming reauthorization of SAFETEA-LU. As a public agency with experience in various types of contracting and project finance, OCTA stands ready to work with you as you explore various policy options, and we thank you for your ongoing commitment to a strong federal-state-local partnership in transportation.

The Honorable Peter DeFazio

May 21, 2007

Page 4

If you have any further questions please do not hesitate to have your staff contact Richard Bacigalupo of our staff at (714) 560-5901. I would also be pleased to meet with you to further discuss the success of the SR-91 toll lanes. I can be reached directly at (714) 560-5584.

Sincerely,

  
Carolyn V. Gavecche  
Chairman

CVC:rb  
Enclosure



**BLANK ROME GOVERNMENT RELATIONS LLC**  
**NARRATIVE OF WASHINGTON ACTIVITIES OF INTEREST TO OCTA**  
**APRIL 2007**

- WROTE DRAFT SAFETEA CORRECTIONS REQUEST LETTER TO SENATOR BOXER
- TELEPHONE CALL AND MEETING WITH K. KOPOCIS AT SENATE EPW ABOUT SAFETEA CORRECTIONS BILL
- TELEPHONE CALL WITH R. BACIGALUPO ABOUT SAFETEA CORRECTIONS
- COVERED NEW STARTS WORKING GROUP MEETINGS AND PREPARED SUMMARY FOR CLIENT
- TELEPHONE CALLS AND E-MAILS TO SET-UP MEETING WITH P. TROTTENBERG FOR R. BACIGALUPO
- MEETING WITH R. BACIGALUPO
- TELEPHONE CALL WITH R. BACIGALUPO AND REVIEW OF LETTER
- MULTIPLE E-MAIL EXCHANGES AND TELEPHONE CALLS WITH P. TROTTENBERG AND B. HERBERT REGARDING SAFETEA CORRECTIONS BILL
- MEETING WITH R. BACIGALUPO AND P. TROTTENBERG
- LUNCH WITH DAVID HORNER OF FTA
- MEETING WITH J. KOLB, A. SCARTON AND A. CHAN OF HOUSE T&I COMMITTEE ABOUT SR-91 PROJECT
- READ DAILY PRESS CLIPS
- PARTICIPATED IN BIWEEKLY CONFERENCE CALLS
- TELEPHONE CALL WITH S. KLINE FROM SENATE BANKING COMMITTEE STAFF

## ABOUT SAFETEA CORRECTIONS

- PREPARE WEEKLY UPDATE

**JAMES F. MCCONNELL**  
**ATTORNEY-AT-LAW**  
**1130 CONNECTICUT AVENUE, N.W.**  
**SUITE 300**  
**WASHINGTON, D.C. 20036**  
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E-mail: [jmccconnell@tfgnet.com](mailto:jmccconnell@tfgnet.com)

**ORANGE COUNTY TRANSPORTATION AUTHORITY**  
**Washington Report**  
**May 2007**

May was a crisis month in Washington for Orange County transportation as the House of Representatives took steps to block construction of the Transportation Corridor Agencies' (TCA) Foothill-South project. While not an OCTA project, the Foothill Transportation Corridor is a key component of the OCTA and SCAG regional mobility plan, as well as part of the South Coast Air Quality Management District's conformity plan.

The crisis was precipitated by an amendment to the Fiscal Year 2008 Department of Defense (DoD) authorization bill by Representative Susan Davis (D-San Diego) to remove the TCA's Federal authorization to build the road through land leased by the Department of the Navy to the State of California. As originally proposed, the amendment would have removed the authority of the U.S. Marine Corps to grant an easement for the road to the TCA, removed the TCA's exemption from the Federal 4(f) provision of the National Environmental Policy Act, and subjected the road to state legislative and administrative review notwithstanding TCA compliance with all state environmental laws. Lobbying activity throughout the month focused on efforts to stop the proposed legislation, and later to prevent its further implementation.

The Davis amendment was proposed during the House Armed Services Committee's markup of the 2008 DoD authorization bill. Congresswoman Loretta Sanchez succeeded in getting the first two provisions of the original amendment removed from the amendment ultimately adopted. However, she did support the amendment subjecting the FTC-South to state review. The amendment was vigorously opposed in committee by Representative Ken Calvert. It is generally believed that without Representative Sanchez's support the entire amendment would have been defeated in committee.

As the month began, activity concentrated on trying to ascertain whether an amendment would be offered at all; the nature of the amendment being crafted by Congresswoman Davis; whether it would be offered at markup in the Armed Services' Readiness Subcommittee, at full committee, or as an amendment during debate on the

House floor; whether, and to what extent, Congresswoman Sanchez would support it; and, whether any committee Democrats would oppose the proposal.

I participated with the TCA staff, counsel, consultants and Washington lobbying team in numerous strategic conference calls the first week of the month as rumors of a potential amendment were rampant, but confirmation was impossible to ascertain. TCA lobbyists met with and talked to Representative Calvert and his staff on approaches to the amendment in committee. In addition, meetings were held with Representative Darrell Issa (R-Vista), in whose district Camp Pendleton is located.

I met with Congresswoman Sanchez's chief of staff and legislative director several times during the week leading up to the markup. Staff indicated that the Congresswoman would not offer the amendment on Representative Davis's behalf in the Readiness Committee, but said she was undecided as to her support for a potential amendment at the full committee level. They also said that the Congresswoman would not support any amendment which she believed would kill the FTC-South project. Throughout this period, I kept OCTA staff briefed as developments unfolded.

At the full Armed Services Committee markup on May 9, an amendment was introduced by Representative Davis consisting of the three provisions outlined above. Throughout the day Congresswoman Sanchez worked on a substitute motion to narrow the scope of the original amendment. Having said that she would not support any amendment that would have the effect of killing the Foothill-South extension; she said she believed it possible for a more modestly drawn Davis amendment to achieve its stated effect of environmental compliance, without irreparably harming the chances of completing the road project. Chairman Carolyn Cavecche was one of several local elected officials calling the Congresswoman that day to express opposition to the Davis amendment.

This watered-down version, subjecting the Foothill-South to state administrative and legislative review, was adopted by a vote of 30-27, over the vigorous opposition of Representative Calvert. All but one Democrat—Representative Dan Boren (OK)—supported the amendment; all Republicans opposed it. Subsequently, the authorization bill passed the full House of Representatives.

Director Bill Campbell came to Washington on Orange County business on May 16 and 17, but also lobbied against adoption of the Davis amendment by the Senate, or its inclusion in any final version of the FY 08 DoD authorization. On May 17, he was joined by former California State Treasurer Kathleen Brown in lobbying Senator Boxer, as well as Senator Feinstein's chief of staff, Peter Cleveland, and legislative director, Chris Thompson, in opposition to the action taken by the House.

Senator Boxer indicated that she did not believe that transportation issues should be dealt with in the DoD authorization bill. Nonetheless, she is very supportive of strict environmental enforcement. Director Campbell assured her, and her legislative director,

Polly Trottenberg, that the TCA has complied, and will continue to comply, with all Federal and state environmental laws. A similar point was made with the Feinstein staff.

The Senate Armed Services Committee marked up their version of the FY 08 authorization bill the week of May 21. While the committee bill will not be printed until June 4, it is believed that no provision similar to the Davis Amendment was included in that version of the legislation. Floor debate in the Senate will commence when Congress returns from its Memorial Day recess. Neither California Senator has indicated an intention to offer the amendment to the Senate version of the bill during floor debate. If the Senate passes the bill without the amendment, then it will be subject to discussion in the eventual House-Senate conference on the overall bill.

Last year's DoD authorization bill conference dragged on until December. It is anticipated that this year the process will be considerably speedier. Congressman Calvert recently left the Armed Services Committee for a spot on the Appropriations Committee, leaving Congresswoman Sanchez as the sole Orange County Member of the committee. Nonetheless, Representative Calvert has promised to continue to play a role in opposing the Davis amendment through the conference process.

Meanwhile, the process of drafting the Fiscal Year 2008 appropriations bills got under way in May.

With adoption of the budget resolution for FY 08, the House Appropriations Committee's subcommittees were free to begin marking up their 2008 spending bills. In a further twist on the status of earmark reform, the Chairman of the House Appropriations Committee, Representative David Obey (D-WI) announced that there would be no earmarks added to any appropriations bills until conference with the Senate in the fall. Later in the month, this edict seemed to be scaled back with a statement that some of the later bills might have earmarks added at subcommittee or full committee level, once they had been fully vetted by the committee.

Word from staff on the Appropriations Committee was that the Transportation Housing and Urban Development (THUD) Subcommittee could mark up its bill as soon as the end of the week of June 4, with full committee markup ten days later. That would seem to indicate that earmarks will not be included in the bill at that point.

While earmark reform earlier this year included a requirement that each earmark be associated with the Member or Members requesting it, the reform was also supposed to preclude earmarks being added at conference rather than during the regular legislative procedure. It is by no means certain that the Senate Appropriations Committee will follow the same procedure when it begins its markup of the 2008 bills.

The technical corrections legislation to the SAFETEA-LU Act was not marked up in the Senate in May, though it is expected to move in the not-too-distant future. I discussed with Congresswoman Sanchez and her staff the possibility of her contacting Senator Boxer in support of three changes to SAFETEA-LU supported by OCTA. These

include: adding contract authority to the MAGLEV projects authorized in the act, and changing the description of the western project to designate it as “Las Vegas to Anaheim;” changing the preliminary engineering description for the LOSSAN corridor to include the entire Southern California region, and not just San Diego County; and, finding sources of funding for the State Route 91 projects. She is willing to help on these requests. Meanwhile, Congressman Miller is working with the Transportation and Infrastructure Committee to advance these projects in an eventual technical corrections conference with the Senate.

When Congress returns to Washington on June 4, they will remain in session until the July 4<sup>th</sup> recess.

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**Subject:** OCTA LOBBYING ACTIVITY REPORT for THE MONTH OF MAY

### **1. Overview**

During this month we continued to advocate for additional legislative language in the SAFETEA LU Technical Corrections Bill that helps fix the Cal-Nev Maglev project authorization language to the satisfaction of the OCTA. We met with Congressman Young and Miller to discuss language that would be included in a Senate version or in a Conference bill. We facilitated a discussion between Congressman Young's and Senator Boxer's offices. The result of the conversation was a commitment from Senator Boxer agreeing to Young's language, which included naming Anaheim as a terminus of the designated route for the Maglev project west of the Mississippi. We also facilitated a conversation between Senator Reid's and Congressman Young's staffs in which Senator Reid agreed to adopt the Young/Miller language, which is the version of the language that OCTA supports.

To further advance the Technical Correction strategy we also met with Senator Harry Reid in Nevada who is supportive of our language being added to the bill, but he is adamant about starting the Maglev project in Nevada. After the Nevada Reid meeting we followed up with two key Reid staffers who further communicated Senator Reid's position to Senator Boxer's committee staff.

Congressman Mica and Miller and their staffs have continued to be strong allies on this Maglev language fix and we expect them to continue to be prominent in the pre-conference activity on this issue.

We also continued to cultivate Congressional allies for the OCTA and have facilitated visits by Congressman Knollenberg and Congressman Mica to Orange County to meet and discuss transportation needs in the area over the next few months.

### **2. Discussion**

- **MAGLEV**-- the House passed its version of the Technical Corrections to SAFETEA LU in late April, and awaits Senate action. The Senate on June 6<sup>th</sup> marked up its version of the Technical Correction bill in the EPW Committee. As discussed above in the overview, Congressman Young and Senators Reid and Boxer all agreed to include additional Maglev language sought by the OCTA. The final agreement occurred too late for the language to appear in the Senate committee mark up of the bill last week. All relevant parties continue to be supportive of the language the OCTA is seeking. The Senate and House will "pre-conference" the Technical Corrections bill to avoid a drawn out Conference Committee process. Relevant Senate staffers have indicated that adding the proper OCTA preferred Maglev language should not be a problem and Senators Boxer and Reid should continue to be supportive

during the pre-conference process. We are optimistic that Senator Reid's support will significantly help in advancing OCTA's Maglev position during the Technical Correction's final stages.

- **Appropriations cycle**—The House Transportation, HUD Subcommittee will be marking up the FY 2008 Appropriations bill this week with the full committee markup later this month. After speaking with many Committee staff members we have confirmed that that Transportation-HUD bill, like many of the FY08 House Appropriations bills so far, will not contain earmarks. These earmarks will be later included in the conference committee process. In a May event we hosted for Congressman Knollenberg, he further confirmed the Conference Committee earmarking strategy. We separately met with Knollenberg to discuss the OCTA's transportation needs and have made him especially cognizant of the OCTA's requests. We stressed with Knollenberg the past several years of insufficient appropriations for Orange County, one of the largest donor counties in America. He appears willing to be helpful in OCTA's 2008 requests.

### **3. Next Steps**

- Continue to monitor appropriations requests during the month of June for any additional opportunities at augmenting appropriations funding as the FY 2008 House appropriation process evolves.
- Continue to report on progress for the Technical Correction Bill in the Senate and pre-conference discussions as it moves forward.
- Continue to work to cultivate additional Congressional allies for OCTA and facilitate visits to Orange County.







BOARD COMMITTEE TRANSMITTAL

*June 25, 2007*

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Draft 2007 State Route 91 Implementation Plan

Regional Planning and Highways Committee

June 18, 2007

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

***Committee Vote***

This item was passed by all Committee Members present.

***Committee Recommendation***

Approve the Draft 2007 State Route 91 Implementation Plan.



**June 18, 2007**

**To:** Regional Planning and Highways Committee  
**From:** Arthur T. Leahy, <sup>ATL</sup> Chief Executive Officer  
**Subject:** Draft 2007 State Route 91 Implementation Plan

**Overview**

Enabling legislation related to the 91 Express Lanes requires the Orange County Transportation Authority to annually issue a plan and proposed schedule for Riverside Freeway (State Route 91) improvement projects eligible for funding by potential excess toll revenue. The Draft 2007 State Route 91 Implementation Plan is provided for review and approval.

**Recommendation**

Approve the Draft 2007 State Route 91 Implementation Plan.

**Background**

State statute enacted by Assembly Bill 1010 (Chapter 688, Statutes of 2002) requires the Orange County Transportation Authority (OCTA), in consultation with the California Department of Transportation (Caltrans) and the Riverside County Transportation Commission (RCTC), to annually issue a plan and a proposed completion schedule for the Riverside Freeway (State Route 91) improvements from the Ontario Freeway (Interstate 15) to the Costa Mesa Freeway (State Route 55). The intent of the plan is to establish a program of projects eligible for funding by potential excess 91 Express Lanes toll revenue. The Draft 2007 State Route 91 Implementation Plan is enclosed for review and approval.

**Discussion**

A major update to the implementation plan occurred in 2006, with Caltrans, RCTC, and corridor cities providing input. That update focused primarily on including recommendations from the approved Riverside County-Orange County Major Investment Study (MIS) be incorporated into the plan, as well as

inclusion of preliminary traffic analysis describing the general benefits of major projects.

The projects for the Draft 2007 State Route 91 (SR-91) Implementation Plan (Plan), have been updated based on the RCTC 10-Year Delivery Plan, the state Proposition 1B Corridor Mobility Improvement Account process, and the Orange County voters approving the Renewed Measure M program. Further, several major projects have been advanced through the project development process, and new information has been incorporated into the Plan. As before, OCTA collaborated with Caltrans, RCTC, and corridor cities for the Plan update. OCTA retained an engineering consultant for the update that included convening technical meetings with agencies' staff. The results of this process are included in Attachment A. The Plan describes projects and transportation benefits, anticipated implementation schedules by milestone year, and costs for major projects from now through 2030.

The first set of projects will be completed by 2011 and includes four improvements at a total cost of approximately \$150 million. The projects include the Green River Road interchange overcrossing replacement, Metrolink service improvements, Express Bus improvements, and the eastbound (EB) SR-91 lane addition from the Eastern Transportation Corridor (State Route 241) to the Corona Expressway (State Route 71). These projects are either in the preliminary engineering, final design, construction, or procurement and implementation phases.

The second set of projects will be completed in the 2015 timeframe and will include five projects, with a total cost of just over \$1 billion. The projects include the addition of a fifth general purpose lane in each direction of the SR-91 between State Route 55 (SR-55) and State Route 241 (SR-241); adding one general purpose lane in each direction of the SR-91, east of the SR-241, collector-distributor roads at State Route 71 (SR-71)/SR-91 and Interstate 15 (I-15)/SR-91, and extension of the 91 Express Lanes to the I-15; a I-15/SR-91 direct connector; a SR-91 westbound lane at Tustin Avenue; and a potential new interchange at Fairmont Boulevard.

Projects for implementation by 2020 include SR-55/SR-91 interchange improvements, a significant expansion of Metrolink service, and the SR-241/SR-91 direct connector. OCTA, RCTC, and Caltrans will be initiating preliminary planning activities to define the scope and costs for these projects and to advance readiness when local, state, or federal funding becomes available. Consequently, there may be opportunities to advance these projects if additional funding is made available. Projects for implementation by 2020 are anticipated to cost approximately \$775 million.

Projects for implementation by 2030 focus on longer lead time projects. These three multi-billion dollar potential projects require a significant amount of planning, design, and future policy and public input. In some cases, these projects may include previous projects as project components, such that all projects may not be implemented as described within this project summary.

The Plan includes traffic analysis for major SR-91 projects. The results indicate that improvements planned will decrease travel time and improve peak hour travel speeds. While still planning concepts, the introduction of potential new corridors identified in the MIS by 2030 offer the potential capacity to manage future SR-91 demand. Further feasibility studies will determine if one or both concepts move forward in the project development process.

Staff presented the Plan to the SR-91 Advisory Committee on May 18, 2007, for review and feedback; comments have been incorporated into Attachment A.

**Summary**

The Orange County Transportation Authority has completed the Draft 2007 State Route 91 Implementation Plan required by enabling toll road legislation. The Plan is presented for review and approval. The final document will be transmitted to appropriate members of the state legislature.

**Attachment**

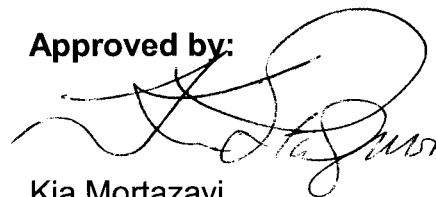
- A. Draft 2007 State Route 91 Implementation Plan

**Prepared by:**



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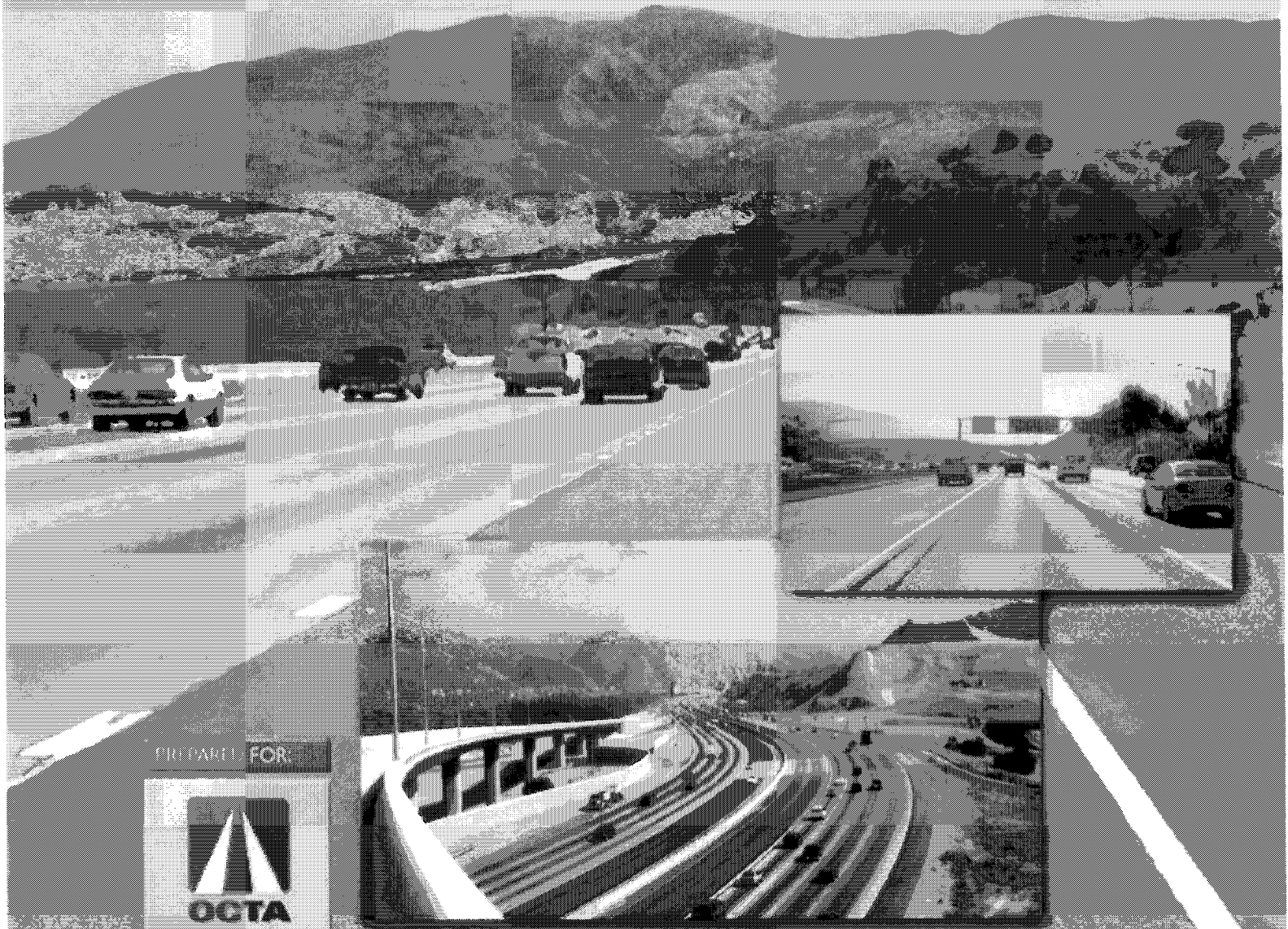
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ATTACHMENT A

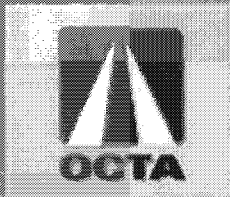
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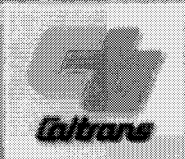
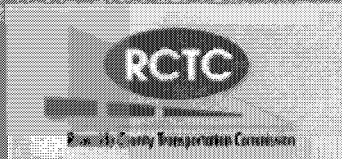
# State Route 91 Implementation Plan



PREPARED FOR:



IN ASSOCIATION WITH:



PREPARED BY:



MAY 2007



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**INTRODUCTION**

Previous law authorized the California Department of Transportation (Caltrans) to enter into franchise agreements with private companies to construct and operate four demonstration toll road projects in California. This resulted in the development of the 91 Express Lanes facility in Orange County. The four-lane, 10-mile toll road runs along the median of State Route 91 (SR-91) in northeast Orange County between the Orange/Riverside County line and State Route 55 (SR-55). Since the 91 Express Lanes carried its first vehicle in December 1995, the facility has saved users millions of hours of commuting time.

While the 91 Express Lanes facility has improved travel time along the SR-91 corridor, provisions in the franchise agreement between Caltrans and the private franchisee, the California Private Transportation Company (CPTC), prohibited Caltrans and county transportation agencies from adding transportation capacity or operational improvements to the SR-91 corridor from Interstate 15 (I-15) in Riverside County to the Orange/Los Angeles Counties border through the year 2030. Consequently, the public agencies were barred from adding new lanes, improving interchanges, and adding other improvements to decrease congestion on the SR-91 freeway.

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010 (Lou Correa) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lane franchise and eliminate the existing clause that prohibited any capacity-enhancing improvements from being made to SR-91 until the year 2030. The purchase agreement for the 91 Express Lanes was completed in January 2003, placing the road in public hands at a cost of \$207.5 million. With the elimination of the non-compete provision through AB 1010 and the subsequent 91 Express Lanes purchase by the OCTA, Orange County and Riverside

County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.

AB 1010 also requires OCTA, in consultation with Caltrans and the Riverside County Transportation Commission (RCTC), to annually issue a plan and a proposed completion schedule for SR-91 improvements from I-15 to SR-55. This plan establishes a program of projects eligible for funding by the use of potential excess toll revenue and other funds.

This 2007 SR-91 Implementation Plan is the result of the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2006 report, which was a major update of the previous annual Implementation Plans. This year's update includes projects identified in the Riverside County – Orange County Major Investment Study (MIS) as well as other project development efforts and funding programs such as the RCTC 10-Year Project Delivery Plan that outlines a number of projects such as the extension of Express Lanes from the Orange/Riverside County Line to I-15, the California Transportation Commission (CTC) Corridor Mobility Improvement Account (CMIA) that provides a funding source for transportation projects, and the Renewed Measure M program that provides funding for transportation projects in Orange County. The 2007 SR-91 Implementation Plan includes an overview, identification of issues and needs, time frames for project packages to improve mobility on SR-91, and are listed based on a logical sequence for implementation. Project descriptions include conceptual lane diagrams (as appropriate), cost estimates (in 2007 dollars), and discussion of key considerations that need to be addressed in the planning and development of each project. This plan will provide OCTA, RCTC, and Caltrans with a framework to implement SR-91 and other related improvements. Future annual plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the plan.

## SR-91 CORRIDOR CONDITIONS

### Project Limits

The project study limits encompass the segment of SR-91 from west of the junction of SR-55 and SR-91 in the City of Anaheim in Orange County to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 17.3 miles long, and includes approximately 9.7 miles within Orange County and approximately 7.6 miles within Riverside County.

### Traffic Conditions Summary

A review of traffic conditions in the Corridor indicates that the existing carrying capacity of the facility is inadequate to accommodate current and future peak demand volumes, and that Level of Service (LOS) F prevails in the peak direction during the entire peak period, where LOS F is defined as the worst freeway operating condition and is defined as a density of more than 45 passenger cars/lane/mile. The results also indicate that there are several physical constraints that generate unacceptable traffic queues. The following list summarizes the deficiencies identified along the SR-91 Corridor:

- ❖ Heavy traffic volumes from I-15 (North and South) converge with SR-91. Weaving and merging condition is complicated by the close proximity of the Main Street off-ramp.
- ❖ High demand from several on-ramps within the eastern segment exacerbates traffic conditions during rush hours.
- ❖ The right eastbound (EB) general purpose (GP) lane is dropped at State Route 71 (SR-71).
- ❖ The second EB High Occupancy Vehicle (HOV) lane becomes a GP lane. Heavy downstream congestion forces traffic to exit at the Green River off-ramp. The backup caused by the off-ramp blocks the right lane of the mainline freeway.
- ❖ High traffic volumes from Gypsum Canyon Road and Santa Ana Canyon Road contribute to congestion on the mainline.
- ❖ SR-241 merges with SR-91 causing additional congestion in the EB direction. Both EB lanes are dropped prior to SR-71.
- ❖ Heavy traffic reentering the freeway merges at slow speeds from existing WB and EB truck scales,

impacting the general-purpose lanes.

- ❖ SR-55 merges with SR-91. The right EB lane on SR-91 is dropped at Lakeview Avenue and the second lane is dropped at Imperial Highway creating a severe merge condition.
- ❖ High demand from Weir Canyon Road, Imperial Highway and Lakeview Avenue.
- ❖ Westbound (WB) traffic entering SR-91 at Lakeview Avenue weaving through three lanes from WB SR-91 to southbound (SB) SR-55 causes a mainline backup.

## PROJECT SUMMARY

Many of the projects identified in this 2007 Implementation Plan are based on the Riverside County – Orange County Major Investment Study (MIS) that was completed in January 2006. The projects are presented based on potential implementation schedules and priorities established in the MIS. Table 1 summarizes the various projects in the 2007 SR-91 Implementation Plan.

- ❖ The first set of projects will be completed by 2011 and include four improvements at a total cost of approximately \$150 million. The projects include the Green River Road interchange overcrossing replacement, Metrolink service improvements, Express Bus improvements, and the eastbound SR-91 lane addition from SR-241 to SR-71. These projects are in the process of preliminary engineering, final design, construction, or procurement and implementation, as noted in the project summaries.
- ❖ The 2015 improvements include five projects, with a total cost of approximately \$1.1 billion. The projects include new travel lanes between SR-55 and SR-241; the 5<sup>th</sup> lane project from SR-241 to Pierce Street that will add a fifth GP lane in each direction on SR-91 and potentially extend the 91 Express Lanes to I-15, interchange improvements at SR-71/SR-91, and collector-distributor (CD) roads for EB SR-91 to SR-71 and in both directions at I-15; an I-15/SR-91 direct connector; a WB lane at Tustin Avenue; and a potential new interchange at Fairmont Boulevard.
- ❖ Projects for implementation by 2020 include the SR-241/SR-91 HOV/HOT connector, a significant expansion of Metrolink service and station

enhancements, and SR-55/SR-91 interchange improvements. OCTA, RCTC, and Caltrans will be initiating some preliminary planning activities for these projects to ensure readiness when local, state, or federal funding becomes available. Consequently, there may be opportunities to advance these projects if additional funding is made available. Projects for implementation by 2020 would cost approximately \$775 million. Some of these projects may become components of 2030 and post-2030 projects.

- ❖ Projects for implementation by 2030 focus on longer-lead time projects. These three, multi-billion dollar potential projects require a significant amount of planning, design, and future policy and public input. In some cases, these projects may include previous projects as project components, such that all projects may not be implemented within this project summary.

### Traffic Analysis

For the 2007 SR-91 Implementation Plan, the traffic impacts for major SR-91 capacity projects are analyzed. This analysis used the latest freeway operations software model available from UC Berkeley and 2007 traffic data. This freeway operations model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models. This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway merging area can cause many vehicles to slow, cascading delay through the traffic stream, and suddenly both speed and volume rapidly decrease for major segments of the freeway.

The operations analysis quantified travel time savings for eastbound afternoon and westbound morning conditions for the following major projects:

- ❖ Eastbound lane addition from SR-241 to SR-71 by 2011 (Project 4).

Table 1 – SR-91 Implementation Plan Projects

Project No.	Project Summary	Cost (\$M)
<b>By Year 2011</b>		
1	Green River Road Overcrossing Replacement	24.3
2	Metrolink Short-Term Expansion Plan	35.4
3	Express Bus Improvements – Orange County to Riverside County	9.5
4	Eastbound Lane Addition from SR-241 to SR-71	80.5
<b>SUBTOTAL</b>		<b>149.7</b>
<b>By Year 2015</b>		
5	Widen SR-91 between SR-55 and SR-241 by Adding a 5 <sup>th</sup> GP lane in Each Direction	96
6	Widen SR-91 by One GP Lane in Each Direction East of SR-241, CD Roads at SR-71/SR-91 and I-15/ SR-91, Extension of Express Lanes to I-15, and System Interchange Improvements	585
7	I-15/SR-91 Direct Connector	229
8	SR-91 WB Lane at Tustin Avenue	95
9	New Interchange at Fairmont Boulevard	46 - 70
<b>SUBTOTAL</b>		<b>1,051 - 1,075</b>
<b>By Year 2020</b>		
10	SR-241/SR-91 HOV/HOT Connector	240
11	Metrolink Service and Station Improvements	335
12	SR-55/SR-91 Interchange Improvements	200
<b>SUBTOTAL</b>		<b>775</b>
<b>By Year 2030 and Post-2030</b>		
13	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	3,200
14	4-Lane Facility (MIS Corridor B) from SR-241/SR-133 to I-15/Cajalco Road	5,700
15	Anaheim to Ontario International Airport High Speed Rail	TBD
<b>SUBTOTAL</b>		<b>8,900+</b>

- ❖ New lanes in both directions from SR-55 to SR-241 by 2014 (Project 5).
- ❖ New lanes in both directions from SR-241 to I-15 by 2015 (Project 6).
- ❖ New capacity provided by Corridor A and Corridor B by 2030 as suggested by the 2006 Riverside County – Orange County Major Investment Study (Projects 13 and 14).

The results indicate that improvements planned for 2015 will significantly decrease travel time and increase travel speeds EB in the afternoon. These improvements, plus planned widening of SR-91 between SR-55 and SR-241 by 2015, will help manage the future growth in WB morning travel. However, the WB morning travel time remains nearly the same as today's conditions even with these improvements. The current design of the SR-55/SR-91 interchange limits the ability to move traffic into north and central Orange County via SR-55, and significant future vehicle delays may result without major interchange improvements and downstream capacity or diversion to other corridors.

The introduction of Corridors A and B by 2030 offer the potential capacity to manage future SR-91 demand in both directions. While both of these corridors are still concepts,

they provide substantial relief to EB and WB traffic congestion in the future. Further feasibility studies will determine if one or both concepts move forward in the project development process. The charts below describe the travel time benefits by year including these various project concepts.

Time period "2007 A" in Figure 1-1 represents the inclusion of an EB SR-91 restripe and median barrier reconstruction project that will remove the CHP enforcement area and will extend the auxiliary lane from SR-71 to the Serfas Club Drive off-ramp. The anticipated construction completion date is October 2007. Figure 1-2 includes an additional 2004 time period that can be compared with the 2005 travel time, which represents the inclusion of a WB SR-91 restripe project near the County Line.

Figure 1-1 – Mainline Eastbound SR-91 From SR-55 to I-15 P.M. Peak Hour Average Travel Time

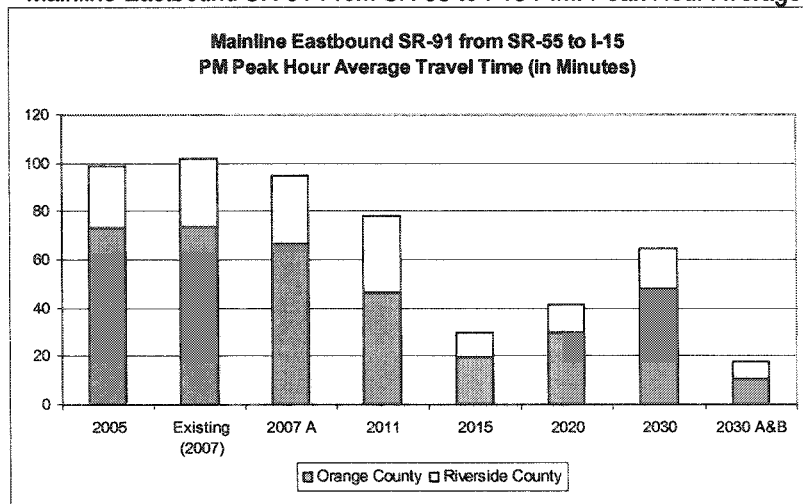
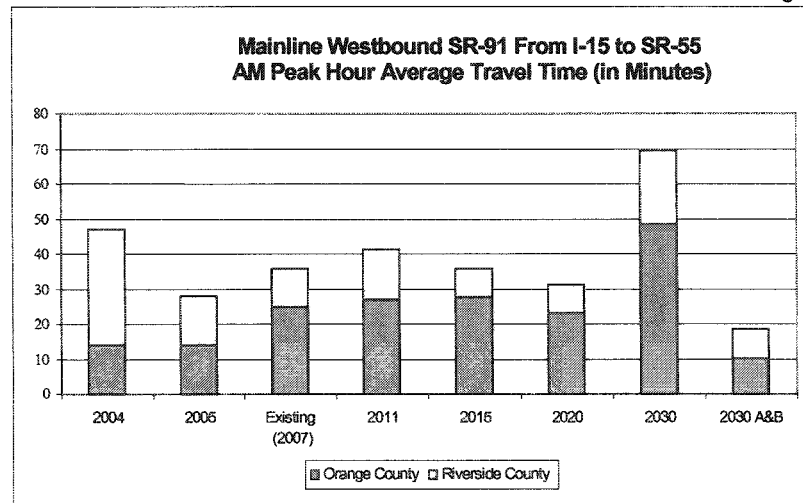


Figure 1-2 – Mainline Westbound SR-91 From I-15 to SR-55 A.M. Peak Hour Average Travel Time



## PROJECT ACCOMPLISHMENTS

Much progress has been made since the initial 2003 Implementation Plan was approved.

### Recently Completed Construction/Improvement Projects

As of May 2007, the following physical improvements have been constructed/implemented:

- ❖ Express Bus improvements are implemented for the Galleria at Tyler to South Coast Metro route.
- ❖ Westbound auxiliary lane extension between the County Line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County Line to SR-241 in the westbound direction. This improvement minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.
- ❖ Westbound restripe project extended the auxiliary lane between SR-71 and the County Line resulting in a new continuous auxiliary lane between SR-71 & SR-241.
- ❖ Safety Improvements at Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the eastbound facilities.

These projects provided enhanced freeway capacity and improved mobility for one of the most congested segments of the freeway.

### Recently Completed PSR's and other Reports

In addition to the physical improvements in the corridor, there are several reports and PSR's that are completed or in draft form that identify improvements that will provide improved mobility. The reports and PSR's include:

- ❖ Project Report for Eastbound Lane from SR-241 to SR-71 (Expected 2007).
- ❖ Project Study Report "On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County" (April 2004).
- ❖ Project Study Report "On Route 91 from State Route 241 in Orange County to Pierce Street in the City of Riverside in Riverside County" (October 2006).
- ❖ Renewed Measure M Transportation Investment Plan (November 2006).

- ❖ Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report (January 2006).

### Updates from the 2006 Implementation Plan

In addition, to the improvements and progress noted above, the following projects that were included in the 2006 SR-91 Implementation Plan have been modified or dropped for the 2007 Plan:

- ❖ SR-91 Reversible Lanes from the County Line to I-15 project has been dropped since the time table will interfere with implementation of the 5<sup>th</sup> lane addition project from SR-241 to Pierce Street. Potential reversible operation is noted for the Corridor A project under the project description.
- ❖ The Green River Road overcrossing replacement project has begun construction in March 2007.
- ❖ The widening of SR-91 from SR-55 to SR-241 by adding a 5<sup>th</sup> GP lane in each direction has been moved up from 2020 to 2014 since it has received \$22M in CMIA funding.
- ❖ The extension of Express Lanes to I-15 is added to the 5<sup>th</sup> lane project widening from SR-241 to I-15.
- ❖ The I-15/SR-91 direct connector project has been moved up from 2030 to 2015 to coincide with the schedule for 5<sup>th</sup> lane widening from SR-241 to I-15.
- ❖ The SR-241/SR-91 HOV/HOT connector project has been moved up from 2030 to 2020 because of the accelerated schedules for projects along SR-91 that may impact the project and to potentially reduce throw-away costs from implementation of earlier improvements.
- ❖ RCTC, on behalf of Riverside Orange Corridor Authority (ROCA), a Joint Powers Agreement (JPA), has submitted the permit application to the United States Department of Agriculture (USDA) Forest Service for geotechnical studies within the Cleveland National Forest for the Corridor B (Irvine-Corona Expressway) 4-lane facility from SR-241/SR-133 to I-15/Cajalco Road. RCTC anticipates completing the feasibility study by the end of 2008.

## OVERVIEW

The 2007 SR-91 Implementation Plan describes projects, implementation schedules, key consideration, benefits, and costs (in 2007 dollars) for major projects through 2030. Most of the projects identified in this Implementation Plan are based on the Riverside County – Orange County Major Investment Study (MIS) that was completed in January 2006. The projects are presented based on potential implementation schedules and priorities established in the MIS. The schedules for implementation of the packages of projects include 2011, 2015, 2020, and 2030. The 2011 and 2015 projects are capable of being implemented through the project development process with minimal to moderate environmental constraints. Some of the longer-range projects for 2020 and 2030 require more significant planning and environmental assessment prior to design.

Each of the project improvements includes an estimate of project schedules. It is important to note that implementing various time saving measures, such as design-build or contractor incentives for early completion, may potentially reduce project schedules. The implementation phases are defined as follows:

- ❖ **Conceptual Engineering = Pre-Project Study Report (Pre-PSR)** – Conceptual planning and engineering for project scoping and feasibility prior to initiating the PSR phase.
- ❖ **Preliminary Engineering = Project Study Report (PSR)** – Conceptual planning and engineering phase that allows for programming of funds.
- ❖ **Environmental = Project Report/Environmental Documentation (PR/ED)** – The detailed concept design that provides environmental clearance for project and programs for final design and right of way acquisition. The duration for this phase is typically 2-3 years.
- ❖ **Design = Plans, Specifications and Estimates (PS&E)** – Provide detailed design to contractors for construction bidding and implementation.
- ❖ **Construction** = The project has completed construction and will provide congestion relief to motorists.

The intent of these implementation plan project packages is to provide an action list for OCTA, RCTC and Caltrans to pursue in the project development process or for initiating further studies.

Figure 2-1 – SR-91 Project Study Area from SR-55 to I-15

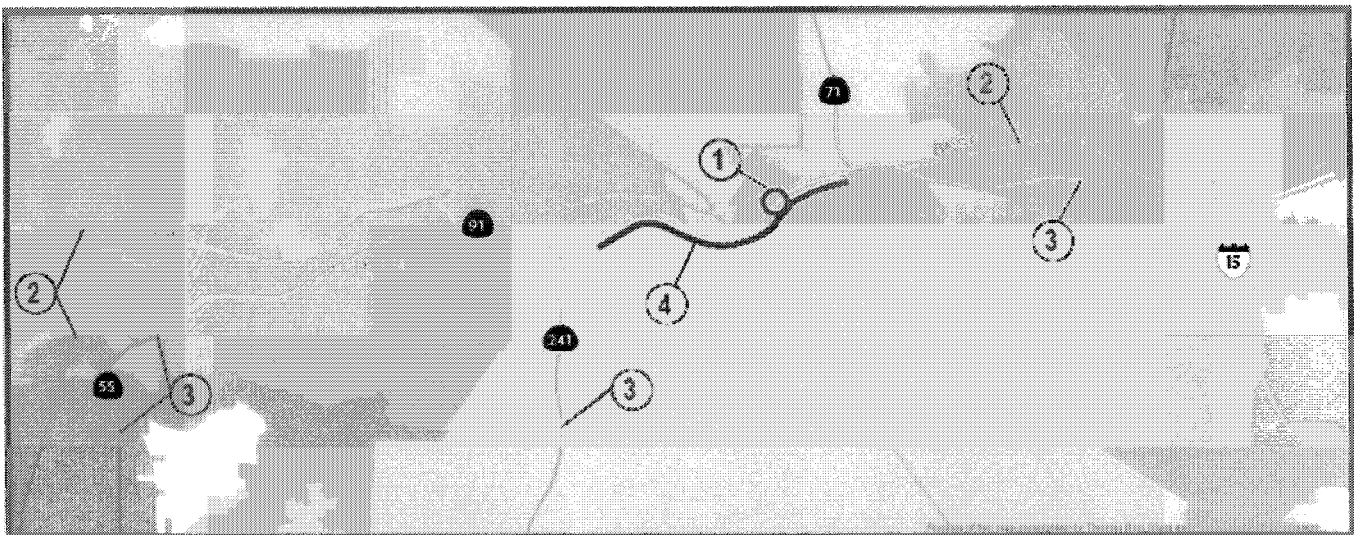


## By Year 2011

The first set of projects will be completed by 2011 and include four improvements at a total cost of approximately \$150 million (in 2007 dollars). The projects include the Green River Road interchange overcrossing replacement, Metrolink service improvements, Express Bus improvements, and the EB SR-91 lane addition from near SR-241 to SR-71. Most of these projects are in the process of preliminary engineering, final design, construction, or procurement and implementation. These projects are recommended for the first few years of the plan and will provide mobility improvements to the corridor when implemented. Most of these near term projects provide immediate operational benefits (with the overcrossing replacement accommodating future SR-91 capacity) with a minimum of effort required relative to environmental documentation and Right-of-Way constraints.

Project No.	Project Summary	Cost (\$M)
1	Green River Road Overcrossing Replacement	24.3
2	Metrolink Short-Term Expansion Plan	35.4
3	Express Bus Improvements – Orange County to Riverside County	9.5
4	Eastbound Lane Addition from SR-241 to SR-71	80.5
<b>SUBTOTAL</b>		<b>149.7</b>

Figure 2-2 – Summary of Projects for Implementation By 2011





# Green River Road Overcrossing Replacement

Project No: 1

Anticipated Completion: 2009

### Project Cost Estimate

Capital Cost	\$ 21,000,000
Support Cost	\$ 3,000,000
R/W Cost	\$301,000
Total Project Cost	\$ 24,301,000

### Project Schedule

Preliminary Engineering	Complete
Environmental	Complete
Design	Complete
Construction	2007-2009

### Project Description

Improvements primarily consist of replacing the existing Green River Road overcrossing with a new six-lane wide, 4-span overcrossing to accommodate future widening of SR-91. The interior spans will accommodate up to eight mainline lanes in each direction including two HOV lanes. The exterior spans can accommodate two lanes, either for auxiliary lanes or collector distributor roads. Entrance and exit ramps will be realigned and widened to accommodate the new bridge, yet the interchange will retain its current configuration. New signals will be installed at the ramp intersections. Ramp and bridge improvements will be constructed within existing right of way.

### Key Considerations

Design interface is required with Projects #4 and #6.

### Benefits

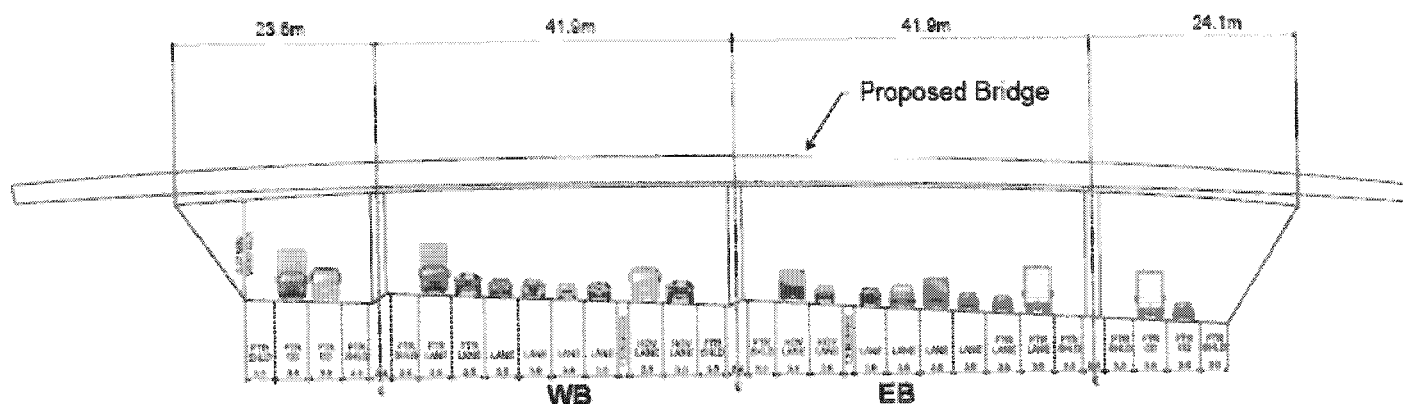
The project will improve level of service at ramp and local street intersections at the interchange. Improvements will reduce ramp queues that extend into the freeway's general purpose lanes, thus contributing to congestion relief on SR-91.

### Current Status

Project began construction in March 2007 and is anticipated to be completed by March 2009.

### Abbreviations:

CD = Collector Distributor Lane  
 FTR = Future  
 HOV = High Occupancy Vehicle  
 SHLD = Shoulder



PRELIMINARY CROSS-SECTION  
 GREEN RIVER BRIDGE

NOTE: All dimensions in meters and are approximate

# Metrolink Short-Term Expansion Plan

<b>Project No:</b>	2
<b>Anticipated Completion:</b>	2010
<hr/>	
<b>Project Cost Estimate</b>	
OCTA Project Cost	\$ 35,400,000
<b>Project Schedule</b>	
To be completed by 2010	

## Project Description

OCTA, working with the Riverside County Transportation Commission, San Bernardino Associated Governments, and the Southern California Regional Rail Authority (SCRRA), plans a short-term expansion of train service from the Inland Empire to Orange County. More trains are planned on the Inland Empire - Orange County (IEOC) line that currently runs between San Bernardino, Riverside, and Orange Counties as well as the "91 Line" that goes from the Inland Empire to Los Angeles via Orange County, paralleling SR-91.

Currently, 16 trains a day run on the IEOC line and nine trains on the 91 Line for a total of 25 daily trains. The short-term expansion adds two additional IEOC trains and four additional 91 Line trains by 2010 for a total of 31 daily trains, subject to negotiations with BNSF, RCTC, and LACMTA. The planned short-term expansion is necessary to accommodate population and employment growth in the region as well as make the current service more convenient.

## Key Considerations

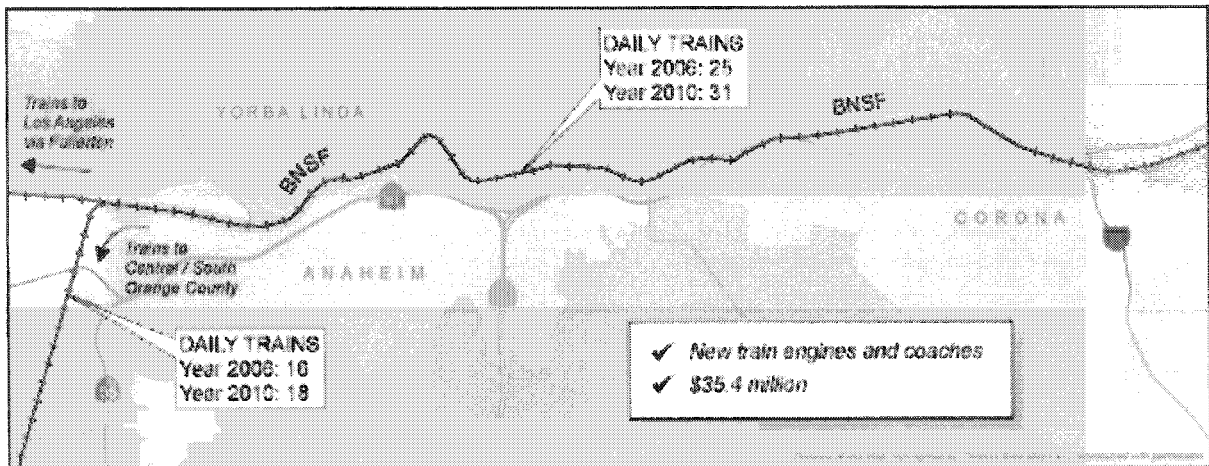
Capital costs necessary for this expansion includes the purchase of engines and coaches to operate the new service. OCTA costs are estimated at \$35.4 million. The long-term plan (by 2020) adds more service and requires a significant capital investment (see Project #11 for long-term details). Coordination has been ongoing with the Metrolink extension studies (see also Project #11).

## Benefits

Enables development of expanded Metrolink Service, which will contribute to congestion relief on SR-91.

## Current Status

SCRRA equipment procurement is underway with Rotem Company for the purchase of trailer and cab cars, and also with MotivePower, Inc. for locomotives.



# Express Bus Improvements Orange County to Riverside County

<b>Project No:</b>	3
<b>Anticipated Completion:</b>	2011
<hr/>	
<b>Project Cost Estimate</b>	
Total Capital Cost	\$ 9,500,000
Total Annual Operating Cost	\$ 900,000
<b>Project Schedule</b>	
Riverside/Corona to South Coast Metro implemented Fall 2006	
Riverside/Corona to Tyler to Irvine Business Complex/UCI in FY 2010/2011	
Riverside/Corona to North East Anaheim and CSUF in FY 2010/2011	
Riverside/Corona to Anaheim Resort in FY 2010/2011	

### Project Description

OCTA, working with the Riverside County Transportation Commission, and the Riverside Transit Agency, plans an extensive expansion of express bus service between Riverside and Orange Counties. Commuters lack direct transit connections to many Orange County employment centers, and new express bus service will provide connections to growing employment centers in Anaheim, Costa Mesa, Fullerton, and Irvine.

Four express bus routes are planned from Riverside County to the Northeast Anaheim Canyon Business Center and California State University Fullerton; Anaheim Civic Center, Western Medical Center, and Anaheim Resort; and Irvine Business Complex and UCI. Routes would run every 30 to 45 minutes in the peak period, and service will be tailored to match demand. Implementation began in Fall 2006 with the Riverside County to South Coast Metro route. The other routes are planned for implementation by Fiscal Year 2010/2011 contingent on future budget authority.

### Key Considerations

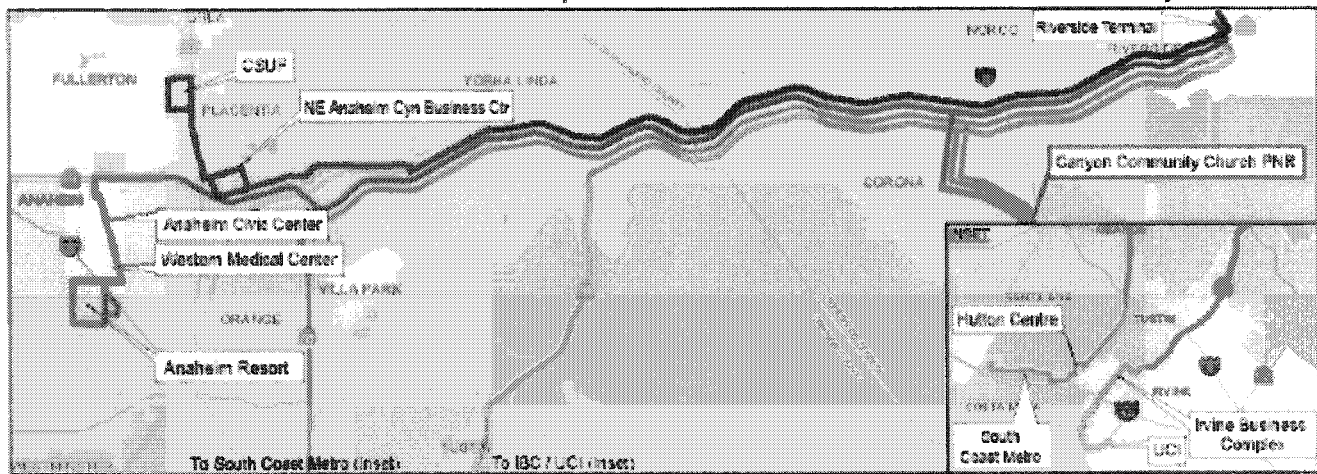
Operating costs are estimated at \$900,000 each year. Costs are shared by Orange and Riverside Counties.

### Benefits

Development of Express Bus Services will contribute to congestion relief on SR-91.

### Current Status

OCTA is developing a procurement plan to purchase additional vehicles. A cooperative agreement covering the Riverside/Corona to South Coast Metro service with Riverside County has been developed. The Riverside County to South Coast Metro express bus route is currently operating. Expansion of the program is dependent upon future financial commitments with Riverside County.



# Eastbound Lane Addition from SR-241 to SR-71

Project No: 4

Anticipated Completion: 2011

### Project Cost Estimate

Capital Cost	\$ 65,000,000
Support Cost	\$ 14,900,000
R/W Contingency	\$ 600,000
<b>Total Project Cost</b>	<b>\$ 80,500,000</b>

### Project Schedule

Preliminary Engineering	Completed
Environmental	2004-2007
Design	2007-2009
Construction	2009-2011

### Project Description

The project will provide an additional eastbound (EB) lane from the SR-91/SR-241 interchange to the SR-71/SR-91 interchange and will widen all EB lanes and shoulders to standard widths.

### Key Considerations

Coordination with Green River Road Overcrossing Replacement (Project #1) will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12 foot width to provide for future widening as contemplated by Project #6 (5th lane addition).

### Benefits

The lane addition would improve weaving between SR-241 and SR-71, as well as remove vehicles from the SR-91 mainline traffic flow that would be exiting at Green River Drive and SR-71.

### Current Status

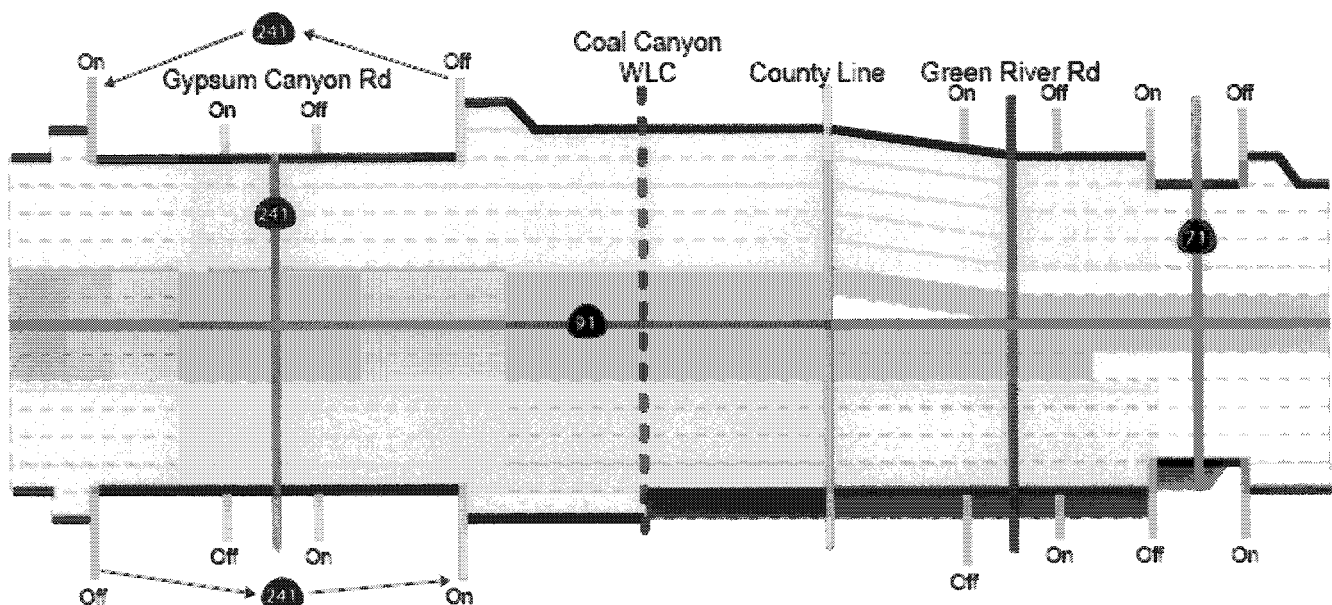
Project Report and Environmental Document are currently being prepared. Funding and schedule are from Corridor Mobility Improvement Account (CMIA) with CMIA funding of \$71.44M approved. Caltrans will perform design and right-of-way certification by March 2009. Construction is anticipated to begin in August 2009 and be completed by September 2011.

### LEGEND

- Existing Highway
- Interchange/Ramp
- County Line
- HOV or HOT Lane
- Existing Lane
- Project Improvement Lane
- Existing Lanes Outline

### Project Schedule Caltrans Equivalents:

Preliminary Engineering = PID  
 Environmental = PA/ED  
 Design = PS&E

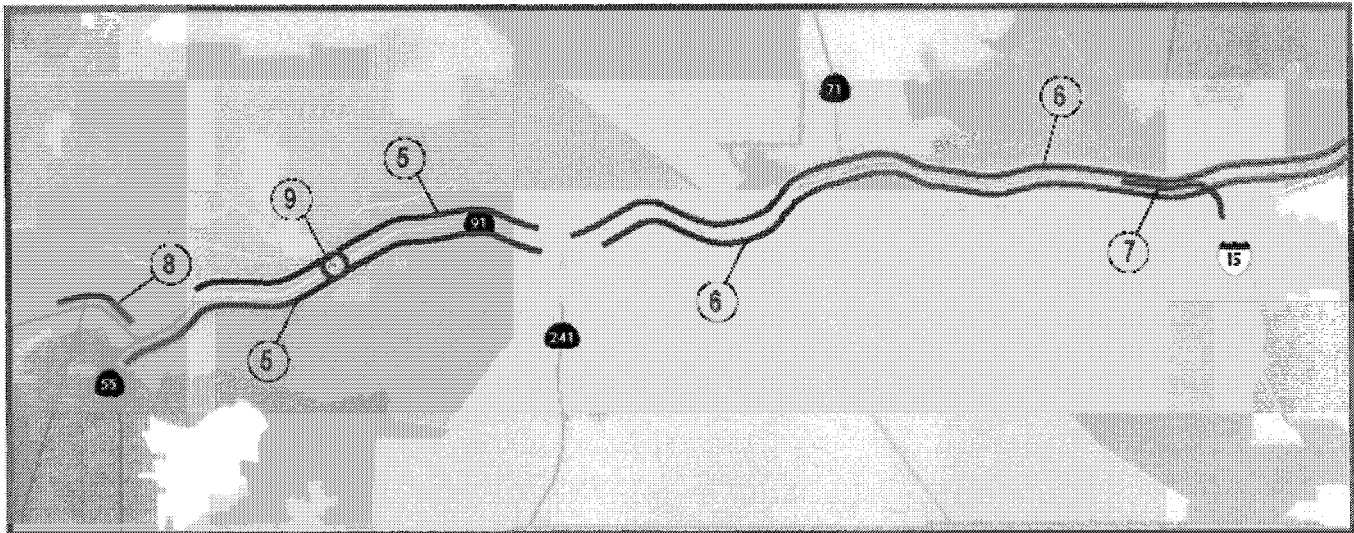


## By Year 2015

The next set of improvements includes five projects, which would be implemented by 2015 at a total cost of approximately \$1.1 billion (in 2007 dollars). One of the projects includes SR-91 widening by one general purpose (GP) lane in each direction between SR-55 and SR-241. Another project is the 5<sup>th</sup> lane project from SR-241 to Pierce Street that adds a fifth GP lane in each direction on SR-91, improvements at the SR-71/SR-91 interchange, extension of the Express Lanes to I-15, an EB SR-91 collector-distributor (CD) road from Green River Road to SR-71, and CD roads in both directions just west of I-15. The other three projects that will be completed in this time frame include the I-15/SR-91 Direct Connector, a WB lane at Tustin Avenue, and a potential new interchange at Fairmont Boulevard.

Project No.	Project Summary	Cost (\$M)
5	Widen SR-91 between SR-55 and SR-241 by Adding a 5 <sup>th</sup> GP lane in Each Direction	96
6	Widen SR-91 by One GP Lane in Each Direction East of SR-241, CD Roads at SR-71/SR-91 and I-15/ SR-91, Extension of Express Lanes to I-15 and System Interchange Improvements	585
7	I-15/SR-91 Direct Connector	229
8	SR-91 WB Lane at Tustin Avenue	95
9	New Interchange at Fairmont Boulevard	46 - 70
<b>SUBTOTAL</b>		<b>1,051 - 1,075</b>

Figure 2-3 – Summary of Projects for Implementation By 2015



# Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction

<b>Project No:</b>	5
<b>Anticipated Completion:</b>	2014
<hr/>	
<b>Project Cost Estimate</b>	
Capital Cost	\$ 69,800,000
Support Cost	\$ 23,100,000
R/W Cost	\$ 3,100,000
<b>Total Project Cost</b>	<b>\$ 96,000,000</b>
<b>Project Schedule</b>	
Preliminary Engineering	Complete
Environmental	2007-2009
Design	2009-2011
Construction	2011-2014

### Project Description

This project proposes capacity and operational improvements by adding one general purpose (GP) lane on Eastbound (EB) SR-91 between SR-91/55 connector and east of Weir Canyon Road interchange and on Westbound (WB) SR-91 between east of Weir Canyon Road interchange and Imperial Highway (SR-90) interchange. Additionally, this project would modify the WB on-ramps from the Lakeview Avenue interchange.

### Key Considerations

Coordination with the proposed Fairmont Boulevard interchange Project #9 will be required. R/W constraints need to be considered. Coordination is required for the proposed project to lengthen the WB on- and off-ramps at the truck scales as Caltrans is not considering relocation of the truck scales at this time. Coordination may be required with SR-55/SR-91 interchange improvement Project #12. Modification or reconfiguration of the WB Lakeview Avenue on-ramps may also be considered to improve weaving issues to SR-55. Separating traffic is a potential solution to the Lakeview Avenue merge issue.

### Benefits

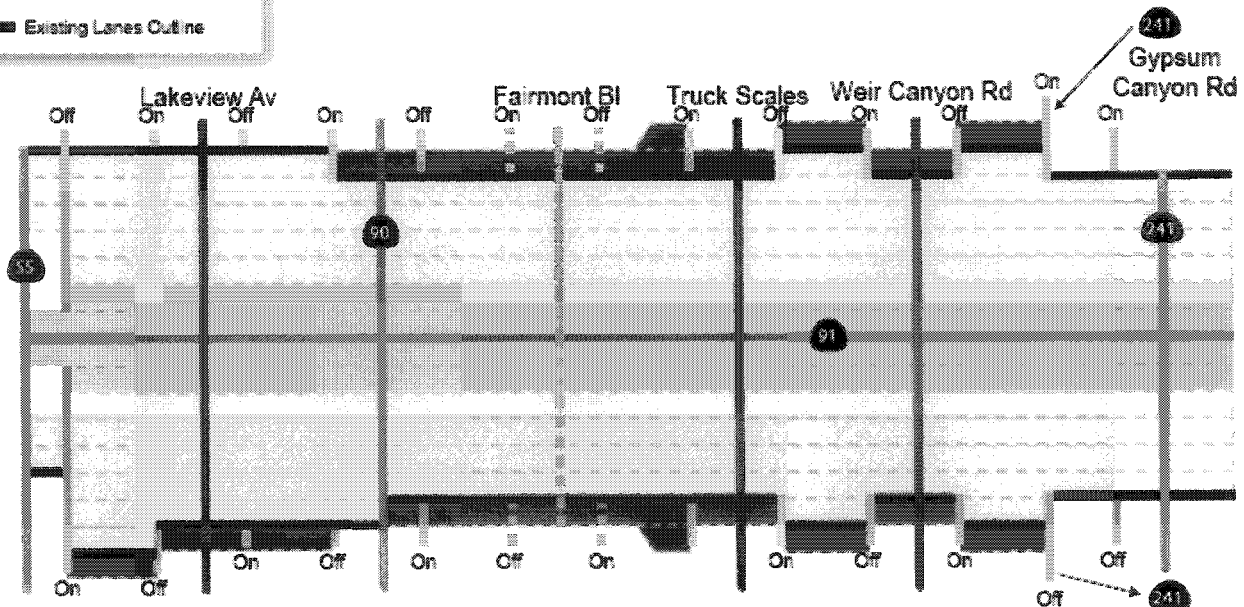
Alleviates congestion on SR-91 WB by eliminating the lane drop at the truck scales and providing a continuous general purpose (GP) lane to SR-90. Alleviates congestion on SR-91 EB by eliminating the lane drop for northbound SR-55 at SR-91 by providing an auxiliary lane to Lakeview Avenue, and at SR-90 by providing a continuous GP lane to Weir Canyon Road.

### Current Status

A PSR was completed in April 2004. The PA/ED phase is anticipated to commence in 2007. The project received \$22M of CMIA funding and \$74M of other funds.

**LEGEND**

- Existing Highway
- Interchange/Ramp
- Existing Interchange
- Proposed Interchange
- HOV or HOT Lane
- Existing Lane
- Project Improvement Lane
- Existing Lanes Outline



NOTE: FAIRMONT BLVD IS CONTINGENT UPON IMPLEMENTATION OF PROJECT #9

# Widen SR-91 by One GP Lane in Each Direction East of SR-241, CD Roads at SR-71/SR-91 and I-15/SR-91, Extension of Express Lanes to I-15, and System Interchange Improvements

**Project No:** 6

**Anticipated Completion:** 2015

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**Project Cost Estimate\***

**Total Project Cost\*\*** \$ 585,000,000

**Project Schedule**

Preliminary Engineering	Completed
Environmental	2007-2010
Design/Construction	2010-2015

\* Costs derived from RCTC 10-Year Delivery Plan

\*\* Cost includes approximately \$78M for SR-71/SR-91 interchange

## Project Description

The improvements primarily consist of constructing a new EB and WB 5th general purpose (GP) lane, replacing existing and adding new auxiliary lanes, extension of SR-91 Express Lanes to I-15, and new collector-distributor (CD) roads for freeway-to-freeway connectors at SR-71 and I-15. The project is planned to include space within the median for the planned I-15 HOV direct connectors.

## Key Considerations

Implementation of MIS Corridor A (Project #13) within the SR-91 median would involve the placement of columns (mainline and outriggers) and access from the SR-91 median to I-15, both of which would require space within the SR-91 median in the Project #6 vicinity. Therefore, the loss of lanes during Corridor A construction could be two to four lanes assuming that Corridor A occurred as a separate project after completion of construction for Project #6. While Project #6 accommodates a total of two I-15 HOV direct connector lanes (Project #7), the four lanes for Corridor A at I-15 would require space that will be occupied by SR-91 lanes. Project #6 improvements need to be coordinated with the Green River Road overcrossing replacement Project #1. In the future, restriping to non-standard lane and shoulder widths could be accomplished to gain a 6th lane in each direction if needed. Multiple SR-91 Implementation Plan projects will interface within the project limits.

The approved Project Study Report (PSR) Alternative 4 includes a new direct connector flyover from EB SR-91 to NB SR-71, modifications to the existing west to north and south to west connectors, and a CD road from Green River Road and EB SR-91 to EB SR-91 and NB SR-71. Alternative 3 includes an ultimate SR-71/SR-91 interchange concept with flyover connectors for all movements and the Green River Road CD road (see Alt. 4). Alternative 2 modifies the existing SR-71/SR-91 connectors, most notably the SR-91 east to SR-71 north connector which is improved from a radius of 115 feet to 150 feet. A separate RFP has been released for SR-71/SR-91 improvements and will require close coordination with the other improvement elements of Project #6.

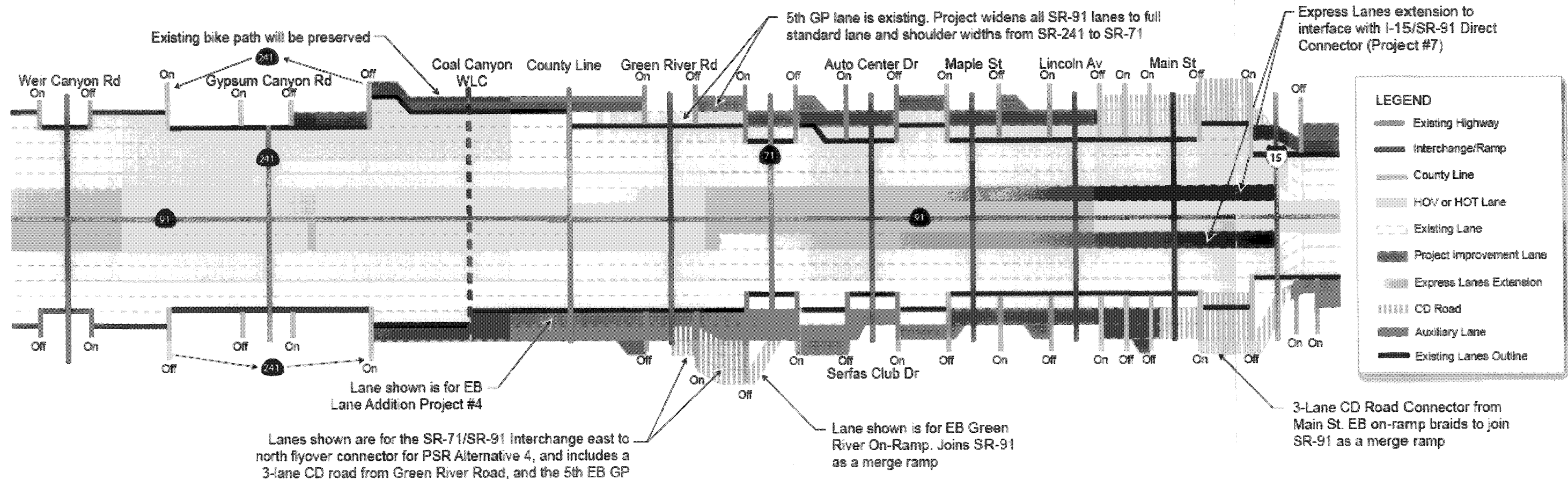
The RCTC 10-Year Delivery Plan intends to extend the Express Lanes, which could be phased and would be one additional lane beyond the originally approved PSR scope. Further, the SR-241/SR-91 direct connector (Project #10) will also require that additional Express Lanes lanes be extended between SR-241, potentially to SR-71, with a possible direct connection with SR-71. Provision for these direct connector lanes should be considered. Possible use of Design-Build will allow traffic use by 2015. The project adds approximately two lanes in each direction excluding CD roads and auxiliary lanes.

## Benefits

Will reduce congestion by providing additional capacity from SR-241 to Pierce Street and by eliminating weaving conflicts on SR-91 at I-15 and SR-71 by the use of CD roads.

## Current Status

A PSR has been prepared and approved by Caltrans. An RFP has been released by RCTC for the PA/ED phase, which is planned to commence in July 2007.



# I-15/SR-91 Direct Connector

**Project No:** 7

**Anticipated Completion:** 2015

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**Project Cost Estimate\***

Total Project Cost \$ 229,000,000

**Project Schedule**

Preliminary Engineering	2007-2010
Environmental	2007-2010
Design/Construction	2010-2015

\* Costs derived from RCTC 10-Year Delivery Plan

## Project Description

The improvements primarily consist of constructing a new freeway-to-freeway connector. The connector will carry northbound (NB) I-15 High Occupancy Vehicle (HOV) traffic to westbound SR-91 and eastbound SR-91 HOV traffic to southbound I-15, or to serve as a toll-to-toll connector based on the potential extension of the SR-91 Express Lanes and planned Express Lanes on I-15.

## Key Considerations

Implementation of Major Investment Study (MIS) Corridor A (Project #13) may supercede the need for the direct connector improvements if the connector was to be HOV only. Coordination will be required with the extension of Express Lanes on SR-91 and potential HOV/HOT Lanes on I-15 per RCTC's 10-Year Delivery Plan. Toll collection issues will need to be resolved. Project #6 will be constructed with right-of-way allowance in the SR-91 median for connector columns between I-15 and Maple St to avoid outside widening on the SR-91 with this project. The project could be considered as a component of Project #6, widening from SR-241 to I-15. The need for a NB I-15 HOV connector would require further study.

## Benefits

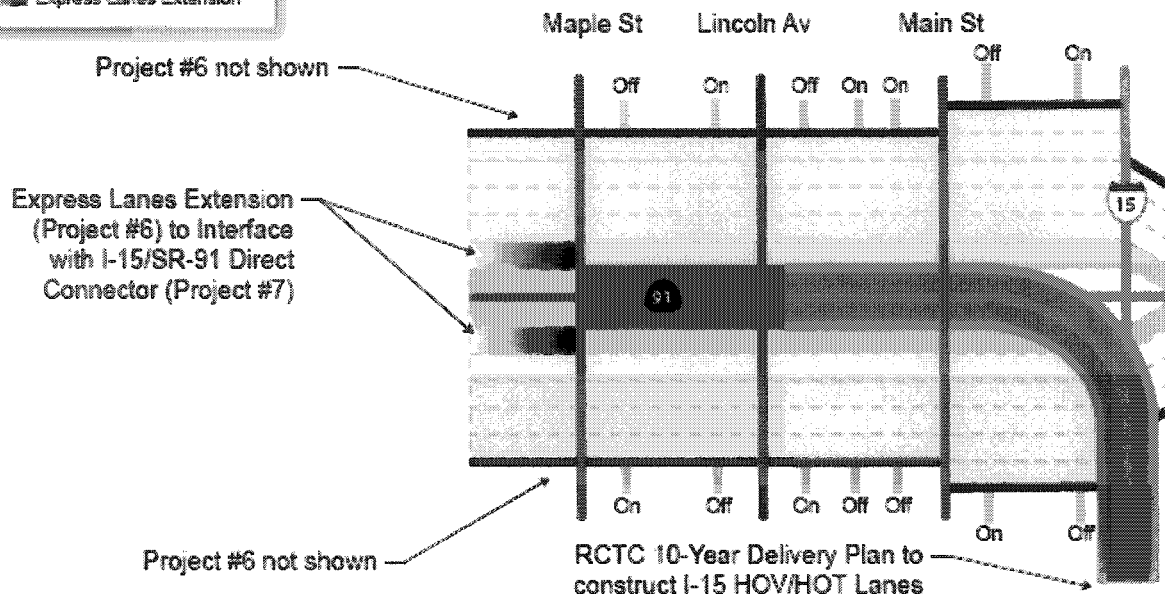
Will reduce congestion by providing additional capacity and eliminating weaving conflicts on SR-91 and I-15 for direct HOV access, or would provide direct toll-to-toll connection between potential SR-91 and I-15 Express Lanes.

## Current Status

This project is identified in the Riverside County Transportation Improvement Plan. An RFP has been released by RCTC for the PA/ED phase (coincident with the 5th Lane Project #6), which is planned to commence in July 2007.

**LEGEND**

- Existing Highway
- Interchange/Ramp
- Existing Interchange
- HOV or HOT Lane
- Existing Lane
- Project Improvement Lane
- Existing Lanes Outline
- Express Lanes Extension





# SR-91 WB Lane at Tustin Avenue

<b>Project No:</b>	8
<b>Anticipated Completion:</b>	2014
<hr/>	
<b>Project Cost Estimate</b>	
Capital Cost	\$ 74,200,000
Support Cost (25%)	\$ 18,600,000
R/W Cost	\$ 2,200,000
<b>Total Project Cost</b>	<b>\$ 95,000,000</b>
<b>Project Schedule</b>	
Preliminary Engineering	Complete
Environmental	2007-2009
Design	2009-2011
Construction	2011-2014
* Costs are derived from CMIA fact sheet data	

## Project Description

The project will add a Westbound (WB) auxiliary lane on SR-91 beginning at the Northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange. Project will also reconstruct the Tustin Avenue overcrossing structure.

## Key Considerations

The four build-alternatives within the Project Study Report (PSR), *On Westbound (WB) SR-91 Auxiliary Lane from the Northbound (NB) SR-55/WB SR-91 Connector to the Tustin Avenue Interchange*, require additional right-of-way. City of Anaheim utilities are within close proximity of the proposed widening section. Coordination may be required with SR-55/SR-91 interchange improvement Project #12. Replacement of the Tustin Avenue overcrossing and widening of the Santa Ana River bridge is required for all alternatives.

## Benefits

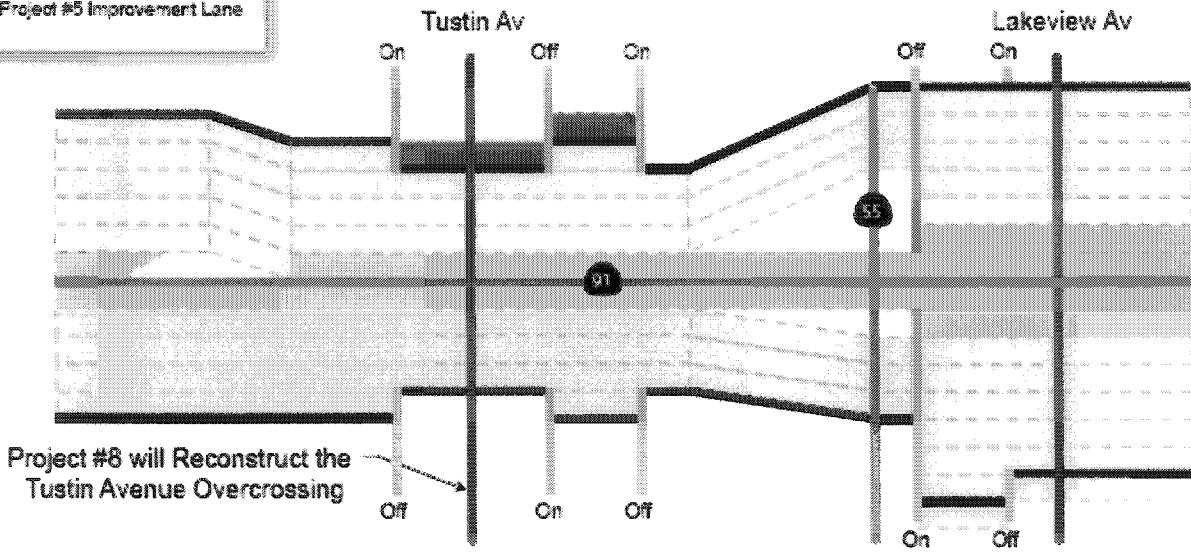
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB Tustin Avenue off-ramp.

## Current Status

The PSR was completed in July 2004. The PA/ED phase is planned to commence in 2007.

**LEGEND**

- Existing Highway
- Interchange/Ramp
- Existing Interchange
- HOV or HO T Lane
- Existing Lane
- Project Improvement Lane
- Existing Lanes Outline
- Project #5 Improvement Lane



# New Interchange at Fairmont Boulevard

Project No: 9  
 Anticipated Completion: 2015

### Project Cost Estimate (Option 1)

Capital Cost \$ 37,000,000  
 Support Cost (25%) \$ 9,000,000  
 Total Project Cost\* \$ 46,000,000

### Project Cost Estimate (Option 2)

Capital Cost \$ 56,000,000  
 Support Cost (25%) \$ 14,000,000  
 Total Project Cost\* \$ 70,000,000

### Project Schedule

Preliminary Engineering 2008-2009  
 Environmental 2009-2011  
 Design 2011-2013  
 Construction 2013-2015

\*R/W cost is undetermined at this time.  
 Cost does not include potential impact to Santa Ana River.

### Project Description

The project would provide a new interchange with SR-91 at Fairmont Boulevard. Two options are being considered as follows:

**OPTION 1** - A new partial overcrossing at Fairmont Boulevard will provide northerly access for Yorba Linda. On- and off-ramps will connect Fairmont Boulevard to eastbound (EB) and westbound (WB) SR-91. No connection is proposed southerly into Anaheim.

**OPTION 2** - A new partial overcrossing at Fairmont Boulevard will provide northerly access for Yorba Linda from the 91 Express Lanes. Drop ramps on the east side of the overcrossing provide an entrance to the EB Express Lanes and an exit from the WB express lanes. No connection is proposed southerly into Anaheim.

### Key Considerations

For Option 2, toll collection for the drop ramp, traffic impacts to SR-91 Express Lanes, and drop ramps on the west side need to be considered. Coordination with SR-91 EB and WB widening project #5 is recommended as it may need to be constructed first or designed to accommodate the future interchange ramps. Interchange spacing and weaving (to SR-55) issues need to be evaluated for both options. Widening of SR-91 is needed to accommodate Option 2 ramps. A consideration for Option 1 would be to include only WB on- and off-ramps. Proximity of the Santa Ana River may require that the WB ramp junction for Option 1 be located north of the river.

### Benefits

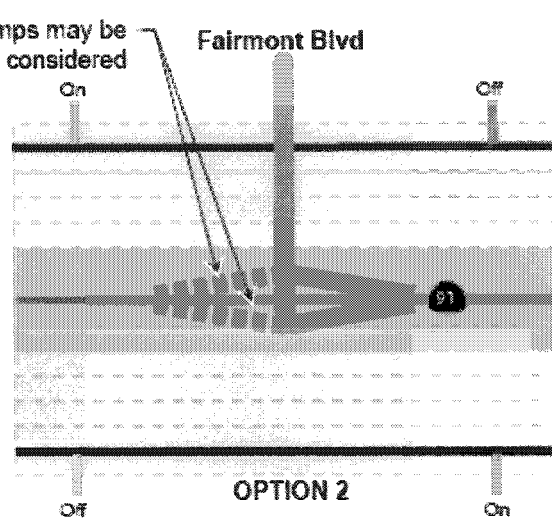
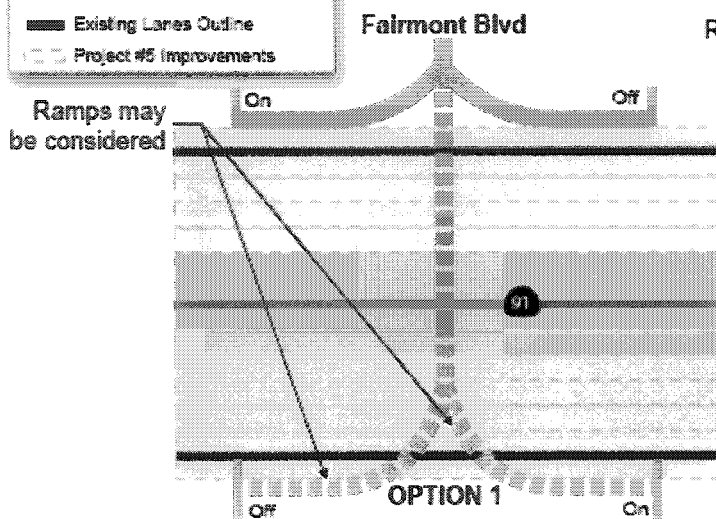
The interchange is expected to relieve congestion at SR-90, Lakeview Avenue, and Weir Canyon Road Interchanges. Additional accessibility with Option 2 is expected to increase utilization of the SR-91 Express Lanes and reduce congestion in the general purpose lanes. Modeling shows a 10-15% decrease in volumes at Weir Canyon and Imperial Highway interchanges with the Option 1 Fairmont Blvd interchange scenario.

### Current Status

The City of Anaheim and Caltrans are discussing a potential PSR.

**LEGEND**

- Existing Highway
- ▬ Proposed Interchange Ramp
- ◀ Existing Interchange
- ▨ HOV or HOT Lane
- Existing Lane
- ▩ Proposed Interchange
- ▬ Existing Lanes Outline
- ▨ Project #5 Improvements

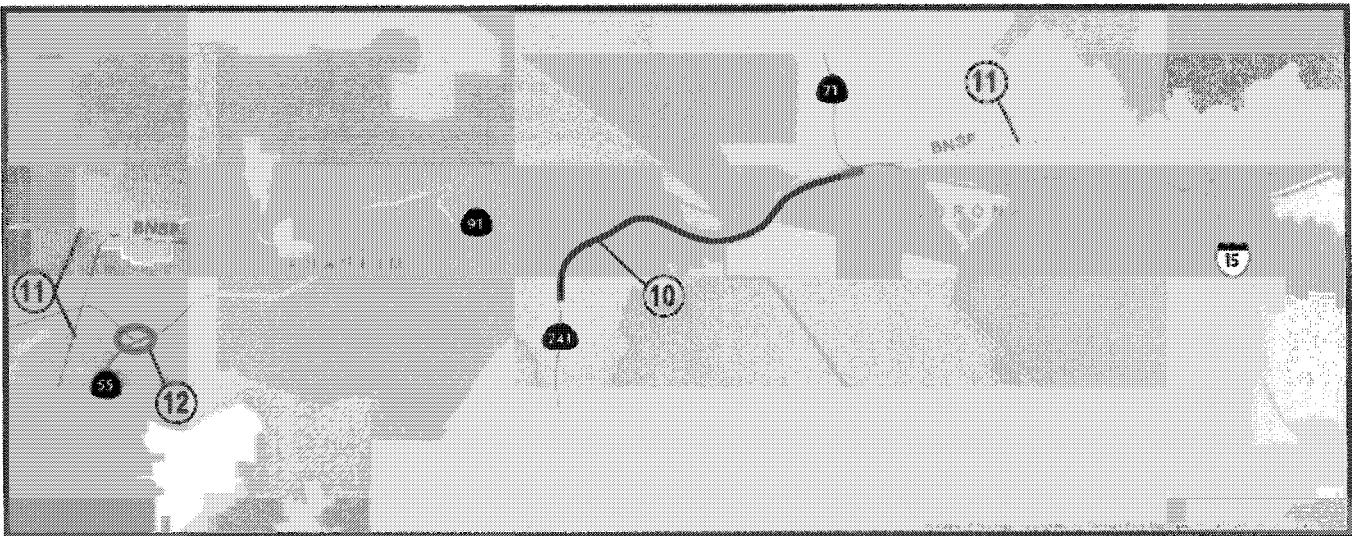


## By Year 2020

Projects for implementation by 2020 include the SR-241/SR-91 HOV/HOT connector improvements, a significant expansion of Metrolink service and station improvements, and SR-55/SR-91 interchange enhancements. OCTA, RCTC, and Caltrans will be initiating preliminary planning activities on these projects to ensure readiness when local, state, or federal funding becomes available. Consequently, there may be opportunities to advance these projects if additional funding is made available. Projects for implementation by 2020 are expected to cost approximately \$775 million (in 2007 dollars).

Project No.	Project Summary	Cost (\$M)
10	SR-241/SR-91 HOV/HOT Connector	240
11	Metrolink Service and Station Improvements	335
12	SR-55/SR-91 Interchange Improvements	200
<b>SUBTOTAL</b>		<b>775</b>

Figure 2-4 – Summary of Projects for Implementation By 2020



# SR-241/SR-91 HOV/HOT Connector

**Project No:** 10  
**Anticipated Completion:** 2020

### Project Cost Estimate

Capital Cost \$ 177,800,000  
 Support Cost (25%) \$ 44,400,000  
 R/W Contingency (10%) \$ 17,800,000  
**Total Project Cost\*** \$ 240,000,000

### Project Schedule

Conceptual Engineering 2007-2008  
 Preliminary Engineering 2013-2014  
 Environmental 2014-2016  
 Design 2016-2018  
 Construction 2018-2020

\*Assumed as a 2-lane connector from SR-241 to SR-91, ending near SR-71.

### Project Description

The SR-241/SR-91 HOV/HOT connector will carry northbound SR-241 traffic to eastbound SR-91 Express Lanes and carry westbound SR-91 Express Lane traffic to southbound SR-241.

### Key Considerations

Costs may vary significantly, depending on the implementation of earlier projects. The HOV/HOT connector merges in the median of SR-91 and requires outside widening of SR-91 and realignment of the Gypsum Canyon interchange. Implementation of MIS Corridor A (Project #13) may supersede the need for the HOV/HOT connector improvements. Project #10 may become the west leg of Corridor A. The HOV/HOT connector impact on SR-91 will depend upon whether the connectors are 4-lanes (toll-to-toll) or 2-lanes (HOV). The impact of the connector on the Express Lanes may require the connector lanes to be extended along SR-91 possibly to SR-71, which will require further evaluation. An optional project would include an extension of the HOV/HOT connector to and from SR-71. Toll collection issues will need to be resolved. Widening to accommodate the connector would impact the connectors to SR-71 and the lanes added by Project #6, including the potential extension of Express Lanes as currently proposed in RCTC's 10-Year Deliver Plan. Costs are based on a 2 lane connector to SR-91 ending near SR-71 and will vary widely depending on the key considerations noted. Also, the project could be considered as a component of Project #6, widening from SR-241 to I-15. Realignment of EB lanes will be required.

### LEGEND

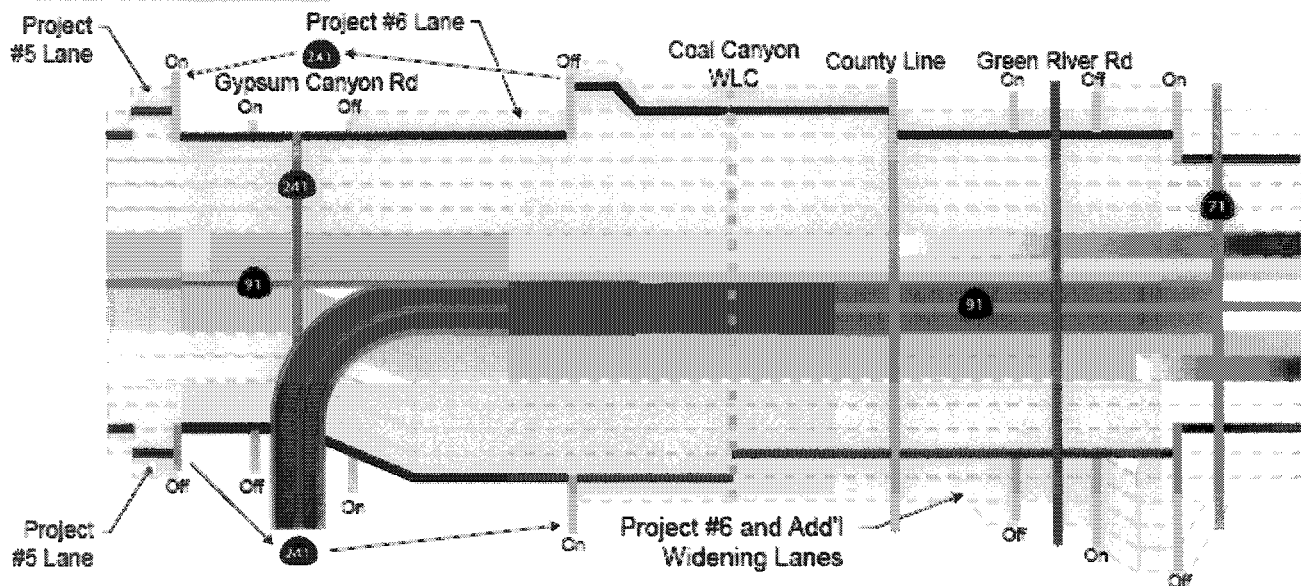
- Existing Highway
- Interchange/Ramp
- County Line
- HOV or HOT Lane
- Existing Lane
- Project Improvement Lane
- Existing Lanes Outline
- Project #6 & #6 Improvements
- Express Lanes Extension

### Benefits

Improves access to SR-241 and South County for traffic that does not currently utilize SR-91 Express Lanes, which also improves SR-91 WB by eliminating the need for toll users to weave across four general purpose lanes to use the existing SR-241 connector. Alleviates congestion on SR-241 and EB SR-91 by allowing SR-241 toll and/or HOV users to bypass the general purpose EB SR-91 direct connector.

### Current Status

Preliminary design concepts for a SR-241/SR-91 direct connector have been developed by TCA and Caltrans. Additional preliminary planning efforts (pre-PSR) are scheduled to commence in July 2007 to evaluate different options and considerations as noted above.



# Metrolink Service and Station Improvements

<b>Project No:</b>	11
<b>Anticipated Completion:</b>	2020
<hr/>	
<b>Project Cost Estimate</b>	
<b>Total Capital Cost</b>	\$ 335,000,000
<b>Project Schedule</b>	
To be completed by 2020	

## Project Description

OCTA, working with the Riverside County Transportation Commission, San Bernardino Associated Governments, and the Southern California Regional Rail Authority (SCRRA), plans an extensive expansion of train service from the Inland Empire to Orange County. More trains are planned on the Inland Empire - Orange County (IEOC) line that currently runs between San Bernardino, Riverside, and Orange Counties as well as the "91 Line" that goes from the Inland Empire to Los Angeles via Orange County, paralleling State Route 91.

Currently, 16 trains a day run on the IEOC line and nine trains on the 91 Line. The long-term expansion plan builds on service levels that will be implemented by 2010. The "2010" plan includes two additional IEOC trains and four additional 91 Line trains for a total of 31 trains a day. The long-term plan adds another 10 IEOC trains and five 91 Line trains for a total of 46 daily trains. This planned expansion is necessary to accommodate population and employment growth in the region as well as make the current service more convenient.

## Benefits

Enables development of new Metrolink Services, which will contribute to congestion relief on SR-91.

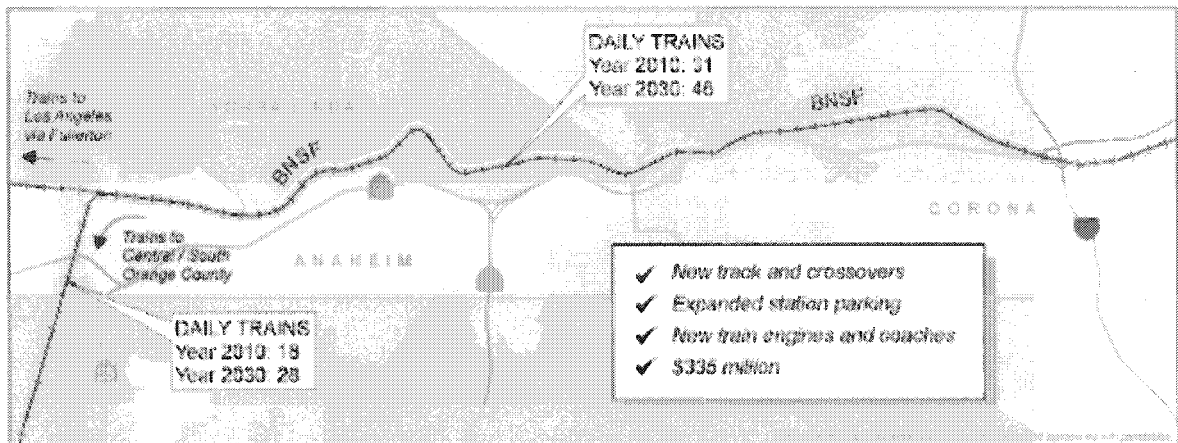
## Current Status

The proposed expansion is included in the Measure M renewal.

Capital improvements necessary for this expansion include a third track on sections of the rail line in Orange, Riverside, and San Bernardino; new crossovers at critical locations to allow trains to pass one another; new storage tracks in San Bernardino; parking improvements at key stations; and purchase of engines and coaches to operate the new service.

## Key Considerations

The capital program is estimated to cost \$335 million, and costs would be shared by the member agencies of SCRRA. Service levels are subject to negotiation with BNSF, RCTC, and LACMTA.



# SR-55/SR-91 Interchange Improvements

Project No: 12

Anticipated Completion: 2020

### Project Cost Estimate

Capital Cost	\$ 148,000,000
Support Cost (25%)	\$ 37,000,000
R/W Contingency (10%)	\$ 15,000,000
Total Project Cost	\$ 200,000,000

### Project Schedule

Conceptual Engineering	2007-2008
Preliminary Engineering	TBD
Environmental	TBD
Design	TBD
Construction	TBD

Note: Project costs derived from the Riverside County - Orange County MIS, January 2006

### Project Description

Improvements consist of adding SR-91 capacity by reconstructing the interchange, re-striping existing lanes, modifying SR-55 connectors to SR-91, and improving the connector from westbound SR-91 to southbound SR-55.

### Key Considerations

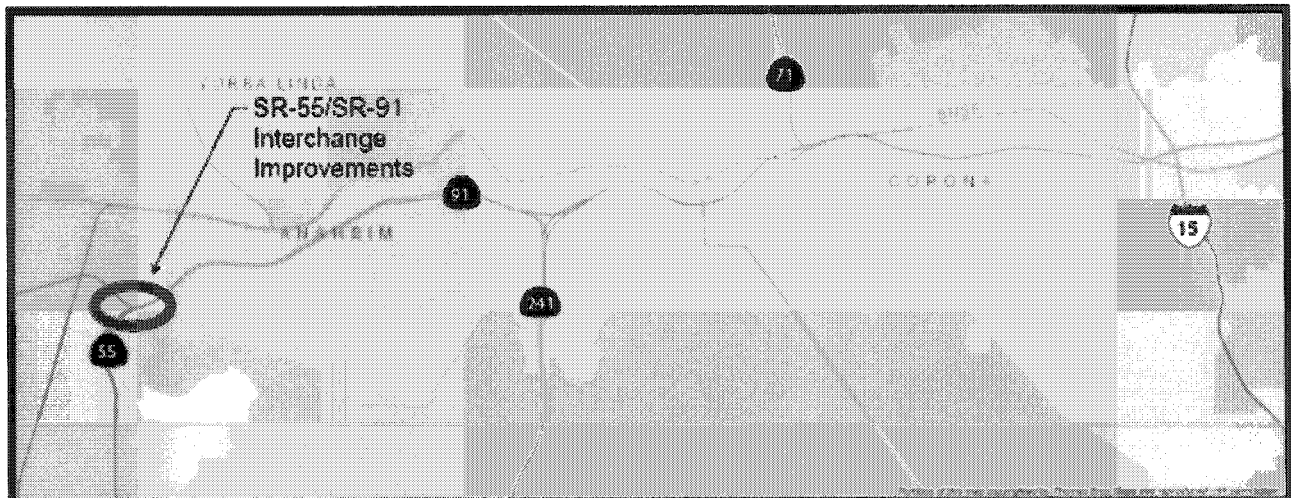
Right-of-way impacts, detailed SR-55/SR-91 interchange improvements, and downstream impacts to SR-55 require further evaluation in a subsequent phase of project development. Improvements will need to be coordinated with SR-91 widening from SR-55 to SR-241 (Project #5) and with Project #8 improvements at SR-91 and Tustin Avenue.

### Benefits

Improvements are expected to provide congestion relief for westbound SR-91 traffic and improve the connection from westbound SR-91 to southbound SR-55.

### Current Status

This project information was derived from the Final Alternatives Evaluation and Refinement Report, December 2005, by the Riverside County - Orange County Major Investment Study (MIS). Initial preliminary planning efforts (pre-PSR) are scheduled for 2007/2008.

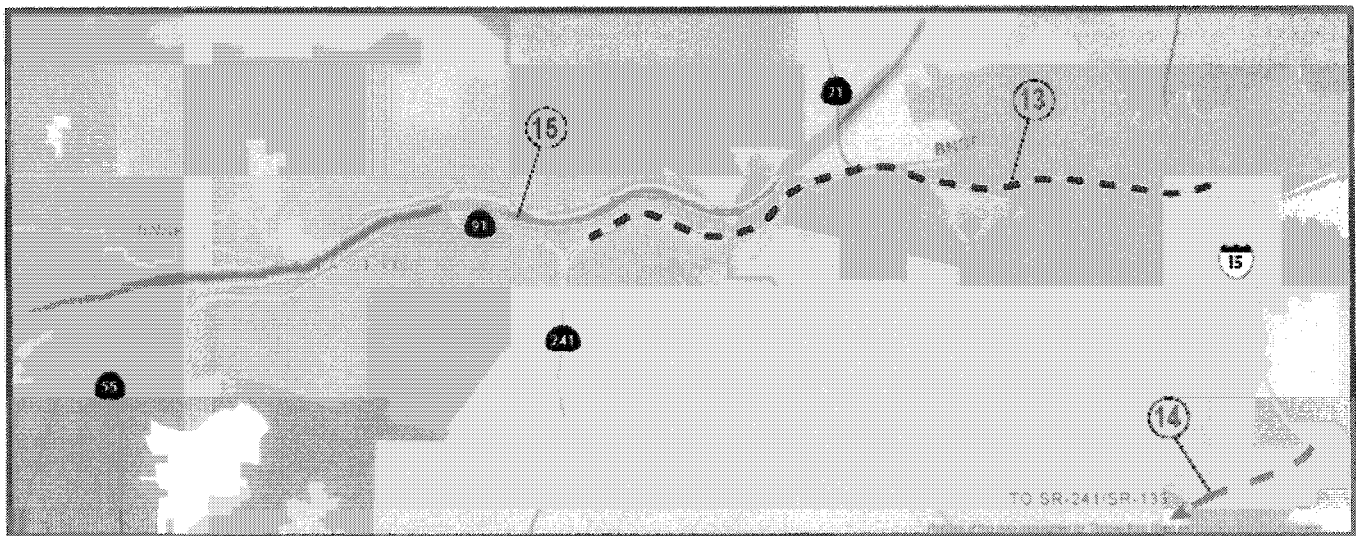


## By Year 2030

Projects for implementation by 2030 focus on longer-lead time projects. This multi-billion dollar program (in 2007 dollars) includes three potential projects that require a significant amount of planning, design, and future policy and public input. These 2030 projects are identified as having significant environmental constraints and right of way requirements. The Corridor A project may incorporate projects being developed in the earlier programs to provide significant capacity enhancements; therefore, all of the earlier projects may not be implemented in addition to Corridor A. In addition to the Corridor A project are Corridor B, which was identified in the MIS, and the Anaheim to Ontario International Airport high speed rail project for the 2030 and post-2030 horizon period.

Project No.	Project Summary	Cost (\$M)
13	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	3,200
14	4-Lane Facility (MIS Corridor B) from SR-241/SR-133 to I-15/Cajalco Road	5,700
15	Anaheim to Ontario International Airport High Speed Rail	TBD
<b>SUBTOTAL</b>		<b>8,900+</b>

Figure 2-5 – Summary of Projects for Implementation By 2030



# Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15

Project No: 13

Anticipated Completion: TBD

### Project Cost Estimate\*\*

Capital Cost\* \$ 2,100,000,000  
 Support Cost (25%) \$ 525,000,000  
 R/W Cost \$ 575,000,000  
 Total Project Cost \$ 3,200,000,000

### Project Schedule

Conceptual Engineering 2006-2008  
 Preliminary Engineering TBD  
 Environmental TBD  
 Design TBD  
 Construction TBD

\*Capital costs include \$165M for environmental mitigation and \$470M for mainline SR-133/SR-241 improvements

\*\*Costs derived from Riverside County - Orange County MIS, January 2006

### Project Description

The improvements primarily consist of constructing a new 4-lane elevated expressway within the Santa Ana Canyon with freeway-to-freeway connectors at SR-241, SR-71 and I-15. The facility may include managed lanes and potential reversible operations.

### Key Considerations

Choice of alignment will be key to determining net capacity increase. Implementation of Corridor A may supercede the need for the direct connector improvement Projects #7 and #10, depending on the potential extension of the Express Lanes. Extensive right-of-way will be required to implement the improvements. If Project #6 is constructed and a 4-lane elevated facility is proposed within the median of SR-91 through Corona, extensive freeway lane closures would be required (thus reducing SR-91 capacity).

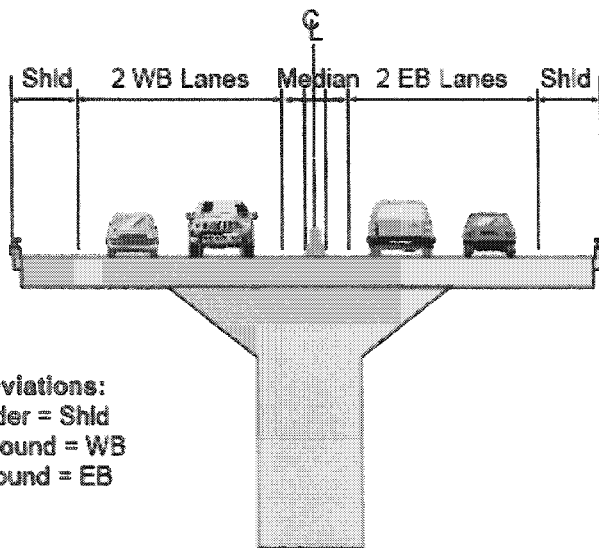
Potential considerations for co-locating the Maglev (see Project #15) adjacent to Corridor A (and also SR-91) include providing a two-column structure with a barrier between the trains and vehicles. Concepts for Corridor A and Maglev within the SR-91 median could complicate future opportunities for managed lanes within the SR-91 median, such as the extension of Express Lanes. The conceptual median viaduct study, completed after the MIS, shows the median elevated Corridor A with reduced SR-91 geometric standards to minimize R/W impacts. Also, direct connectors (such as for HOV at I-15/SR-91) to/from the median could be precluded by Maglev columns located within the same median area. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued.

### Benefits

The project would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are provided directly between SR-91, SR-241, SR-71, and I-15.

### Current Status

This project is identified in the Riverside County - Orange County MIS as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. The results of the RCTC's Corridor A Alignment Feasibility Study will be presented in June 2007.



Abbreviations:  
 Shoulder = Shld  
 Westbound = WB  
 Eastbound = EB

Elevated 4-Lane Facility (MIS Corridor A) Cross-Section



## 4-Lane Facility (MIS Corridor B) from SR-241/SR-133 to I-15/Cajalco Road

Project No: 14

Anticipated Completion: TBD

### Project Cost Estimate<sup>\*\*</sup>

Capital Cost*	\$ 4,334,400,000
Support Cost (25%)	\$ 1,083,600,000
R/W Cost	\$ 282,000,000
<b>Total Project Cost</b>	<b>\$ 5,700,000,000</b>

### Project Schedule

Conceptual Engineering	2007-2008
Preliminary Engineering	TBD
Environmental	TBD
Design	TBD
Construction	TBD

\*Capital costs include \$281M for environmental mitigation

\*\*Costs derived from Riverside County - Orange County MIS, January 2006

### Project Description

The improvements primarily consist of constructing a new 4-lane highway facility through the Cleveland National Forest with freeway-to-freeway connectors at SR-241/SR-133 and I-15/ Cajalco Road. The facility may include managed lanes. The 4-lane facility would essentially be a continuation of SR-133 on the west end, and Mid County Parkway on the east end.

### Key Considerations

Choice of alignment type will be key in determining the cost of implementation (nearly full-length tunnel, or other facility type with less tunneling). Determining groundwater levels will be key in determining alignments and allowable depths for the tunnel portions. Costs associated with Major Investment Study (MIS) Corridor B are shown for the nearly full-length tunnel option. Extensive right-of-way will be required to implement the improvements. Toll needs will also require further study.

### Benefits

The project would provide significant congestion relief by providing an alternative route between Orange and Riverside Counties and would allow vehicles to bypass SR-91 between SR-241 and I-15. The project would not disrupt SR-91 traffic during construction and would allow for additional route selection for incident management, emergency evacuation, and for continuity of the highway network by linking SR-133 and the Mid County Parkway.

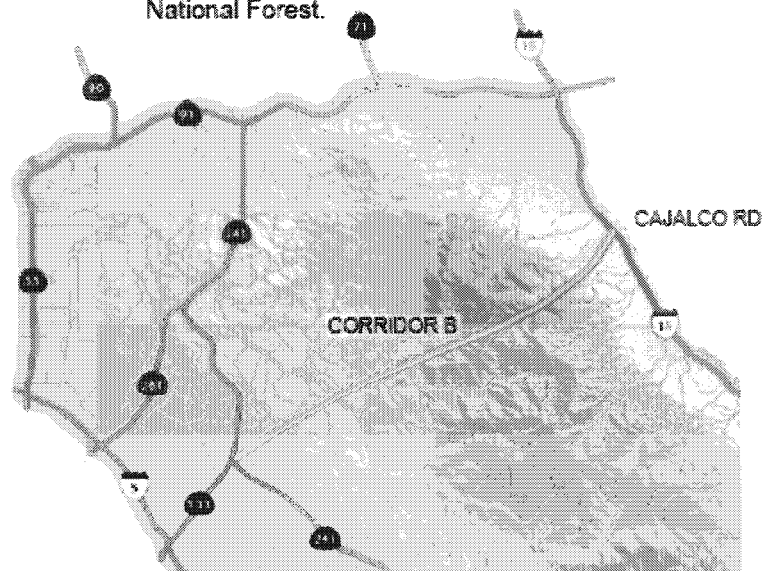
### Current Status

This project is identified in the Riverside County - Orange County MIS as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. Geotechnical studies will be underway, and a permit application has been submitted to the USDA Forest Service for geotechnical borings within the Cleveland National Forest.

#### LEGEND

	Existing Highway
	Corridor B Representative Alignment

NOTE: REPRESENTATIVE ALIGNMENT SHOWN FOR ILLUSTRATIVE PURPOSES ONLY



# Anaheim to Ontario International Airport High Speed Rail

**Project No:** 15

**Anticipated Completion:** Post-2030

**Project Cost Estimate**

To Be Determined

**Project Schedule**

To Be Determined

## Project Description

Proposals for a new high speed rail corridor from Anaheim to Ontario are included in this project. This project includes an alternative that would use SR-91 right-of-way, or would be aligned adjacent to SR-91 right-of-way, or could potentially be co-located with the Major Investment Study (MIS) Corridor A (Project #13) alignment. Another alignment opportunity is being investigated along SR-57, which is located west of SR-55.

## Key Considerations

Alternative alignment impacts to SR-91 right-of-way envelope and/or Santa Ana River are undetermined. The choice of alignment will potentially impact MIS Corridor A (Project #13). Right-of-way will be required to implement the improvements. Potential considerations for co-locating the Maglev adjacent to Corridor A (and also SR-91) include providing a two-column structure with a barrier between the trains and vehicles. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. See the MIS Corridor A Project #13 for additional considerations.

## Benefits

The project would provide congestion relief by providing a direct high-speed/high-capacity connection with Ontario International Airport for Orange County air passengers and business next-day deliveries. Relieves congestion on SR-91 by providing additional capacity in the corridor.

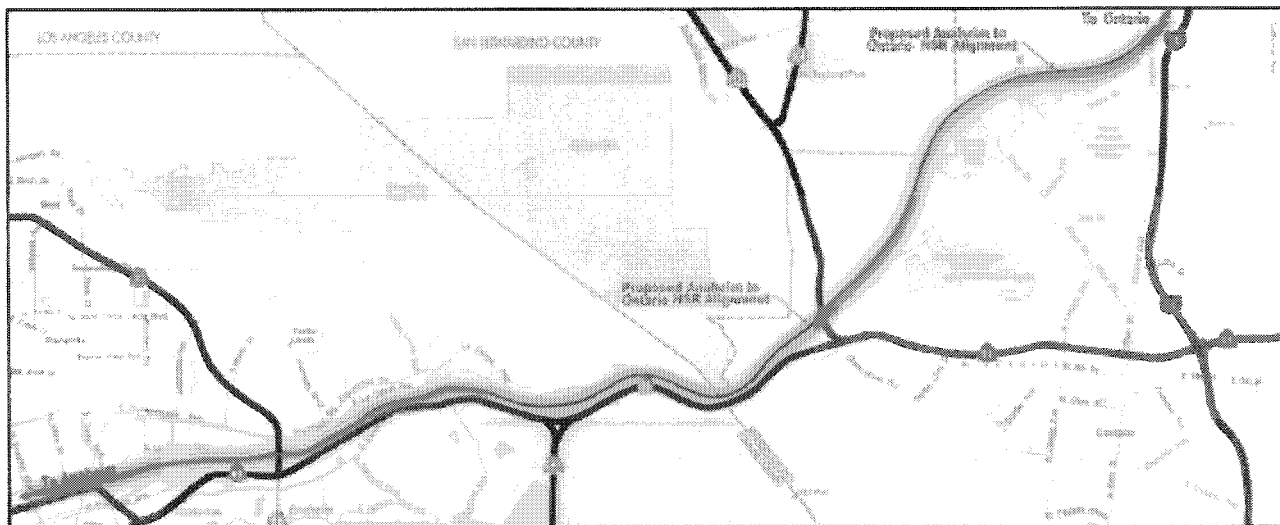
## Current Status

Concept studies are currently underway.

### LEGEND

 Existing Highway

 High Speed Rail Representative Alignment



REPRESENTATIVE ALIGNMENT SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

The following documents and resources were used in the development of the 2007 SR-91 Implementation Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, TCA, and other agencies.

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California Transportation Commission, Corridor Mobility Improvement Account (CMIA), February 2007

Final Plans, Specifications and Estimates for Green River Road Overcrossing, 2006

Project Study Report "On Route 91 from State Route 241 in Orange County to Pierce Street in the City of Riverside in Riverside County", October 2006

Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report, January 2006

Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006

Preliminary design plans for Eastbound Lane Addition from SR-241 to SR-71, 2006

SR-91 Choke Point Elimination - City of Corona, Prepared by Parsons, November 19, 2005

Project Study Report "Westbound State Route 91 Auxiliary Lane from the NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange", July 2004

Project Study Report "On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County", April 2004

California – Nevada Interstate Maglev Project Report, Anaheim-Ontario Segment; California-Nevada Super Speed Train Commission, American Magline Group, August 2003

SR-91 Congestion Relief Alternatives Analysis, Caltrans, January 2003

Draft Technical Memorandum, "High Occupancy Vehicle Access Study at Routes 91 and 241 (Westbound Route 91 Express Lanes to Southbound Route 241 and Northbound Route 241 to Eastbound Route 91 Express Lanes)", Prepared for Foothill/Eastern Transportation Corridor Agency, Prepared by CH2MHill, November 7, 2001

Route Concept Reports for SR-91, Caltrans Districts 8 and 12

Various Preliminary Drawings and Cross Sections, Caltrans Districts 8 and 12

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BOARD COMMITTEE TRANSMITTAL

**June 25, 2007**

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Updated 2007 Technical Steering Committee Membership

Regional Planning and Highways Committee

June 18, 2007

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

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation**

Approve the updated 2007 Technical Steering Committee member roster.





*June 18, 2007*

**To:** Regional Planning and Highways Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Updated 2007 Technical Steering Committee Membership

### **Overview**

A Technical Steering Committee is annually nominated to review major technical issues before they are presented to the larger Technical Advisory Committee. The Board of Directors originally approved the 2007 Technical Steering Committee members roster in February 2007. The vice-chairman has since retired, creating a vacancy on the committee. An updated membership roster is presented for Board of Directors approval.

### **Recommendation**

Approve the updated 2007 Technical Steering Committee member roster.

### **Background**

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) was established under enabling legislation for the Orange County Transportation Commission. The TAC is comprised of representatives from all Orange County cities, the County of Orange, the California Department of Transportation, and the Transportation Corridor Agencies. The TAC relies on the Technical Steering Committee (TSC) to review major technical items before they are brought to the larger TAC.

The TSC consists of nine voting members appointed by the TAC. There is one position representing each of Orange County's five supervisorial districts, two at-large positions, and the TAC chairman and vice-chairman. Current policy states that these members will serve two-year terms with the exception of the chairman and vice-chairman who serve one-year terms.

In February 2007, the OCTA Board of Directors (Board) approved the 2007 TSC member roster. Since that time, the vice-chairman has retired, creating a vacancy on the committee.

**Discussion**

In order to fill the current vacancy on the TSC, staff worked in coordination with the TAC members to develop an updated membership roster for Board approval (Attachment A, table 2). The strategy utilized to fill the vacancy began with revisiting the original nominees for 2007. In reviewing that list with the TAC and TSC, it was determined that the only viable replacement strategy that is consistent with the Board-approved TSC membership guidelines would be to move the current District 4 representative into the vice-chair position and replace the then vacant District 4 position with an eligible member from the nominee list. The roster was developed in full coordination with the TAC and TSC, and was approved by the TAC on May 23, 2007.

**Summary**

The 2007 TSC member roster was approved by the Board in February 2007. Since that time, the vice-chairman has retired, creating a vacancy on the committee. Staff has presented an updated membership roster for Board approval.

**Attachment**

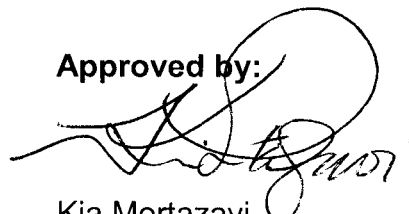
- A. 2007 Technical Steering Committee Update Strategy

**Prepared by:**



Jennifer Bergener  
Acting Manager, Capital Programs  
(714) 560-5462

**Approved by:**



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



## 2007 Technical Steering Committee Update Strategy

TABLE 1

<b>2007 Technical Steering Committee - EXISTING</b>					
NAME	AGENCY	POPULATION	MEDIAN		NORTH/ SOUTH
			POPULATION	SIZE	
				DISTRICT	
Tom Wheeler	Rancho Santa Margarita	49,130	Small	Chair	South
Gary Johnson	Anaheim	342,410	Large	Vice-Chair	North
James Ross	Santa Ana	351,322	Large	1	North
Mark Lewis	Fountain Valley	57,045	Small	2	North
Manuel Gomez	Irvine	193,785	Large	3	South
Don Hoppe	Fullerton	136,428	Large	4	North
Ken Rosenfield	Laguna Hills	33,225	Small	5	South
Ignacio Ochoa	County of Orange	120,174	Large	at Large	North/South
Ismile Noorbaksh	La Palma	25,298	Small	at Large	North

TABLE 2

<b>2007 Technical Steering Committee - UPDATED</b>					
NAME	AGENCY	POPULATION	MEDIAN		NORTH/ SOUTH
			POPULATION	SIZE	
				DISTRICT	
Tom Wheeler	Rancho Santa Margarita	49,130	Small	Chair	South
Don Hoppe	Fullerton	136,428	Large	Vice-Chair	North
James Ross	Santa Ana	351,322	Large	1	North
Mark Lewis	Fountain Valley	57,045	Small	2	North
Manuel Gomez	Irvine	193,785	Large	3	South
James Biery	Buena Park	81,349	Large	4	North
Ken Rosenfield	Laguna Hills	33,225	Small	5	South
Ignacio Ochoa	County of Orange	120,174	Large	at Large	North/South
Ismile Noorbaksh	La Palma	25,298	Small	at Large	North

TABLE 3

<b>2007 Technical Steering Committee NOMINEES (submitted letters)</b>					
NAME	AGENCY	POPULATION	MEDIAN		NORTH/ SOUTH
			POPULATION	SIZE	
				DISTRICT	
Steve May	Laguna Beach	24,963	Small	5	South
Mark Vukojevic	Seal Beach	25,298	Small	2	North
Ignacio Ochoa	County of Orange	120,174	Large		North/South
Don Hoppe	Fullerton	136,428	Large	4	Large
Ismile Noorbaksh	La Palma	16,081	Small	2	North
Tom Wheeler	Rancho Santa Margarita	49,130	Small	5	South
Mark Lewis	Fountain Valley	57,045	Small	2	North
James Biery	Buena Park	81,349	Large	4	North
Bob Dominquez	Placentia	51,236	Small	4	North
Ken Rosenfield	Laguna Hills	33,225	Small	5	South





BOARD COMMITTEE TRANSMITTAL

*June 25, 2007*

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 9)

Transit Planning and Operations Committee

June 14 , 2007

**Present:** Directors Green, Moorlach, Nguyen, Norby, and Winterbottom  
**Absent:** Directors Brown, Dixon, and Pulido

***Committee Vote***

This item was passed by all Committee Members present.

***Committee Recommendation***

Authorize the Chief Executive Officer to execute Agreement C-7-0666 between the Orange County Transportation Authority and California Engineering & Contracting, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$458,305, for Americans with Disabilities Act bus stop modifications in the cities of San Juan Capistrano, Rancho Santa Margarita, and Mission Viejo.



*June 14 , 2007*

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 9)

### **Overview**

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board of Directors approved construction of Americans with Disabilities Act improvements at the Orange County Transportation Authority's bus stops countywide. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures.

### **Recommendation**

Authorize the Chief Executive Officer to execute Agreement C-7-0666 between the Orange County Transportation Authority and California Engineering & Contracting, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$458,305, for Americans with Disabilities Act bus stop modifications in the cities of San Juan Capistrano, Rancho Santa Margarita, and Mission Viejo.

### **Background**

The Orange County Transportation Authority (Authority) established a goal of making all bus stops accessible to persons with disabilities as required by the Americans with Disabilities Act (ADA). The Bus Stop Accessibility Program (BSAP) was established to address ADA deficiencies present at bus stops throughout the County. A 1996 study found that a majority of Orange County's more than 6,000 bus stops required improvements to comply with federal access standards. The Board of Directors dedicated the use of the Transportation Development Act (TDA) Article 3 funds to bring the Authority's bus stops into compliance. The modifications include constructing wheelchair ramps at the intersections, adding sidewalks, and removing or relocating obstructions, such as shelters, benches, signs, and landscaping.

**Award of Construction Contract for Americans  
with Disabilities Act Bus Stop Modifications  
(Phase 3, Construction Package 9)**

**Page 2**

During the first phase of the BSAP, bus stop improvements were performed by local agencies. In total, over \$2.4 million was allocated to cities to improve accessibility to approximately 1,750 bus stops. Of the 1,750 stops, 1,335 required construction improvements.

The second phase of the program was managed by the Authority. Phase 2 included 1,250 bus stops located throughout 25 cities and unincorporated portions of the County. These stops were high-use stops prioritized by the likelihood of use by persons with disabilities. Of the 1,250 stops, 965 required construction improvements. The construction packages in Phase 2 included work in the cities of Brea, Buena Park, Cypress, Fullerton, Garden Grove, La Palma, Placentia, Stanton, and Westminster. The total cost for Phase 2 was \$2 million. Phase 2 brought the total system-wide ADA compliant stops to approximately 3,000.

The third phase of the BSAP is underway and engineering design is nearly complete for the remaining stops. Invitation for Bids (IFB) are planned to be issued incrementally for the remaining construction packages. A total of 12 packages are anticipated to be issued during Phase 3. This approach will allow the construction of ADA bus stop improvements to occur sooner and will provide more contracting opportunities with the Authority. This phase will address the remaining 3,000 stops in the County with an estimated cost of \$7.5 million. Completion of Phase 3 will bring all bus stops into ADA compliance. The estimated time of completion for Phase 3 is December 2007. The Construction Package 9 for Phase 3 will improve 48 intersections in the cities of San Juan Capistrano, Rancho Santa Margarita, and Mission Viejo.

***Discussion***

This procurement was handled in accordance with the Authority's procedures for public works and construction projects, which conform to federal and state requirements. Public works projects are handled as sealed bids and award is made to the lowest responsive, responsible bidder.

On March 13, 2007, IFB 7-0666 was released and posted on CAMMNET and an electronic notification was sent to 561 firms. The project was advertised on March 12 and March 26, 2007, in a newspaper of general circulation. Addendum Nos. 1, 2, and 3 were issued on March 28, April 9, and April 15, 2007, respectively, to address administrative issues. On April 24, 2007, two bids were received. All bids were reviewed by staff from

**Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 9)**

the Development Division and the Contracts Administration and Materials Management Department to ensure compliance with the terms and conditions, specifications, and drawings.

Listed below are the two bids received. State law requires award to the lowest responsive, responsible bidder.

<u>Firm and Location</u>	<u>Bid Price</u>
California Engineering & Contracting, Inc. Fountain Valley, California	\$458,305
LH Engineering Company, Inc. Anaheim, California	\$482,595

**Fiscal Impact**

This project was approved in the Authority's Fiscal Year 2006-07 Budget, Development, Account 0051-9084-A4201-3TM, and is funded by BSAP Program Funds through the Federal Transit Equity Act, TDA Article 3, and Grant CA-90-Y428, the Fiscal Year 2007 Formula Grant.

**Summary**

Staff has reviewed all bids received and has determined that California Engineering & Contracting, Inc., is the lowest responsive, responsible bidder for construction of ADA bus stop modifications for Phase 3, Construction Package 9 in the cities of San Juan Capistrano, Rancho Santa Margarita, and Mission Viejo, in the not-to-exceed amount of \$458,305.

***Attachment***

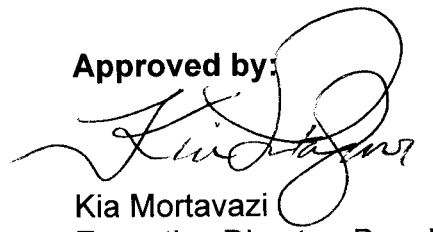
None.

**Prepared by:**



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

**Approved by:**



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







*June 25, 2007*

**To:** Members of the Board of Directors  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Amendment to Agreement for Temporary Staffing Services Contracts

**Overview**

On June 13, 2005, the Board of Directors approved an agreement with Corestaff Services, Focus On Temps, Inc., and PDQ Personnel Services, Inc. (now known as Select/Remedy Staffing), in the amount of \$340,000, to provide temporary staffing services. The firms were 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. 3 to on-call agreements C-5-0938 with Corestaff Services, C-5-2439 with Focus on Temps, Inc. and C-5-2438 with Select/Remedy Staffing, and the Orange County Transportation Authority, adding \$150,000 for the remainder of fiscal year 2006-07, for a total contract commitment of \$1,645,000 covering the period from July 1, 2005 through June 30, 2008.

**Background**

The Orange County Transportation Authority (OCTA) uses temporary staffing services for personnel coverage due to prolonged illness, leaves of absence, extended position vacancies, additional staff requirements for special projects, heavy workload demands, and unforeseen circumstances. To provide on-call services for temporary personnel for OCTA, the Board of Directors awarded agreements to Corestaff Services, Focus On Temps, Inc., and Select/Remedy Staffing (previously known as PDQ Personnel Services, Inc.), on June 13, 2005, for a one-year period, in the amount of \$340,000, with four option years. On April 10, 2006, the Board of Directors approved a first option year, in the amount of \$400,000, for the above referenced temporary staffing contracts. On April 9, 2007, the Board of Directors approved a second option

year in the amount of \$755,000, with \$130,000 designated for the remainder of fiscal year 2006-07 and \$625,000 designated for fiscal year 2007-08. Since the request made to the Board on April 9, 2007, a requisition was received for 10 temporary employees to support the Mincom Ellipse Software implementation. Mincom Ellipse is the \$4 million procurement and inventory management system anticipated to replace the existing Maintenance Accounting and Purchasing System (MAPS) in late June 2007. At the same time, requests for two additional temporary replacements for current full-time employees that went out on unanticipated personal leave were received. These unexpected requests for temporary staff have exhausted the temporary contract authority at an accelerated rate, thus the request for additional monies for the current temporary services contract.

OCTA's current vacancy rate is approximately 5 percent, twice the budgeted rate of 2.5 percent, which has resulted in an increased need for temporary staffing support. This higher than budgeted vacancy rate, an increase in demand for temporary staff support as OCTA nears the completion of the \$4 million Mincom project, and a larger number than anticipated of maternity and other medical leaves for current full-time staff have accelerated the expenditure of the authorized contract monies for temporary staffing. An increase of \$150,000 is necessary to continue to provide these services through the first option term of the agreement.

### ***Discussion***

In previous years the temporary staffing contract dollar amount was derived from planned budget requests for temporary services. This approach to determining the contract amount has resulted in insufficient monies requested to fund the contracts. While some temporary staffing needs can be anticipated and are budgeted, the primary reasons for temporary staffing support are unexpected leaves of absence, employee resignations, and staffing support for new projects that are unanticipated in the early planning stages of the budget or contract process. There has been a disconnect between approved budget monies to pay for temporary staffing services and the authority under the contract. To ensure that contract authority for temporary staffing services is anticipated as early as possible, the employment section will oversee and manage all aspects of the temporary staffing services contract. This centralization of the temporary staffing budget along with the temporary staffing contracts will allow for more timely amendments.

**Fiscal Impact**

Funds have been budgeted by each division within the salary and benefits objects to accommodate these temporary staffing needs and this request for additional contract authority has no fiscal impact; no additional budget authorization is needed.

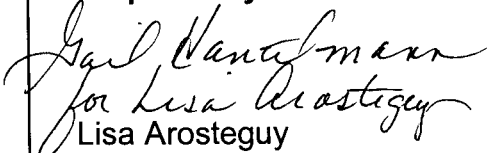
**Summary**

The original agreement awarded on June 13, 2005, was in the amount of \$340,000 for the initial term of the contract. Based on the revised need for temporary services support for the remainder of fiscal year 2006-07, staff recommends approval of Amendment No. 3 in the amount of \$150,000 be added to the current contract term, for a three year contract aggregate amount of \$1,645,000.

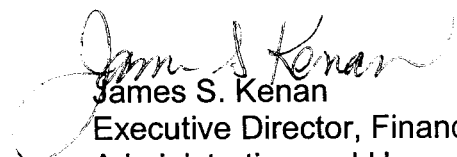
**Attachments**

- A. Corestaff Services, Select/Remedy Staffing, and Focus on Temps, Inc., Agreements C-5-0938, C-5-2438, and C-5-2439 Fact Sheet.
- B. Temporary Staffing Services Billable Rates.

**Prepared by:**

  
for Lisa Arosteguy  
Lisa Arosteguy  
Human Resources  
Department Manager  
(714) 560-5801

**Approved by:**

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

## ATTACHMENT A

### **Corestaff Services, Select/Remedy Staffing, and Focus On Temps, Inc. Agreements C-5-0938, C-5-2438 and C-5-2439 Fact Sheet**

1. June 13, 2005, Agreements C-5-0938, C-5-2438 and C-5-2439, \$340,000, approved by Board of Directors.
  - Contract to provide for on-call temporary staffing services.
2. April 10, 2006, Amendment No. 1 to Agreements C-5-0938, C-5-2438, and C-5-2439, \$400,000, approved by Board of Directors.
  - Amendment to exercise the first year option term of the current on-call temporary staffing services contracts and increase the maximum obligation by \$400,000.
3. April 9, 2007, Amendment No. 2 to Agreements C-5-0938, C-5-2438, and C-5-2439, \$755,000, approved by Board of Directors.
  - Amendment to exercise the second year option term of the current on-call temporary staffing services contracts and increase the maximum obligation by \$755,000, with designated, \$130,000 for remainder of fiscal year 2006-07.
4. June 25, 2007, Amendment No. 3 to Agreements C-5-0938, C-5-2438, and C-5-2439, \$150,000, pending approval by Board of Directors.
  - Amendment to revise the second year option term of the on-call temporary services contracts with additional funds in the amount of \$150,000 designated for remainder of fiscal year 2006-07.

Total committed to Corestaff Service, Agreement C-5-0938, Select/Remedy Staffing Agreement C-5-2438, and Focus on Temps, Inc., Agreement C-5-2439: \$1,645,000 for the initial year, first, and second year options.

**Temporary Staffing Services Billable Rates**

**ATTACHMENT B**

**CORESTAFF Services**

Classification Title	Wage	Billable Rate - Initial Year	Billable Rate - First Year Option	Billable Rate - Second Year Option	Billable Rate - Third Year Option	Billable Rate - Fourth Year Option
Accountant, Associate	\$22.00	\$30.36	\$30.36	\$30.47	\$30.47	\$30.58
Financial Analyst, Associate	\$22.00	\$30.36	\$30.36	\$30.47	\$30.47	\$30.58
Benefits Specialist, Associate	\$20.00	\$27.60	\$27.60	\$27.70	\$27.70	\$27.80
Office Specialist, Assistant	\$15.50	\$21.39	\$21.39	\$21.47	\$21.47	\$21.54
Office Specialist	\$17.50	\$24.15	\$24.15	\$24.24	\$24.24	\$24.33
Office Specialist, Senior	\$19.00	\$26.22	\$26.22	\$26.32	\$26.32	\$26.41
Secretary, Executive	\$20.00	\$27.60	\$27.60	\$27.70	\$27.70	\$27.80
Secretary, Senior Executive	\$24.00	\$33.12	\$33.12	\$33.24	\$33.24	\$33.36
Customer Relations Rep	\$15.50	\$21.39	\$21.39	\$21.47	\$21.47	\$21.55

**FOCUS ON TEMPS, Inc.**

Classification Title	Wage	Billable Rate - Initial Year	Billable Rate - First Year Option	Billable Rate - Second Year Option	Billable Rate - Third Year Option	Billable Rate - Fourth Year Option
Accountant, Associate	\$22.00	\$31.68	\$31.68	\$31.79	\$31.79	\$31.79
Financial Analyst, Associate	\$22.00	\$31.68	\$31.68	\$31.79	\$31.79	\$31.79
Benefits Specialist, Associate	\$20.00	\$28.80	\$28.80	\$28.90	\$28.90	\$28.90
Office Specialist, Assistant	\$15.00	\$21.60	\$22.32	\$22.76	\$22.76	\$22.76
Office Specialist	\$17.50	\$25.20	\$25.20	\$25.65	\$25.65	\$25.65
Office Specialist, Senior	\$18.50	\$26.64	\$27.36	\$27.46	\$27.46	\$27.46
Secretary, Executive	\$20.00	\$28.80	\$28.80	\$29.26	\$29.26	\$29.26
Secretary, Senior Executive	\$23.00	\$33.12	\$33.84	\$34.68	\$34.68	\$34.68
Customer Relations Rep	\$15.50	\$22.32	\$22.32	\$22.76	\$22.76	\$22.76

**Select/Remedy**

Classification Title	Wage	Billable Rate - Initial Year	Billable Rate - First Year Option	Billable Rate - Second Year Option	Billable Rate - Third Year Option	Billable Rate - Fourth Year Option
Accountant, Associate	\$17.48	\$25.35	\$26.10	\$26.88	\$27.70	\$28.52
Financial Analyst, Associate	\$17.48	\$25.35	\$26.10	\$26.88	\$27.71	\$28.52
Benefits Specialist, Associate	\$16.16	\$23.43	\$24.13	\$24.85	\$25.59	\$26.36
Office Specialist, Assistant	\$10.78	\$15.63	\$16.10	\$16.57	\$17.07	\$17.57
Office Specialist	\$13.27	\$19.24	\$19.82	\$20.42	\$21.03	\$21.66
Office Specialist, Senior	\$14.28	\$20.71	\$21.33	\$21.97	\$22.62	\$23.30
Secretary, Executive	\$16.16	\$23.43	\$24.13	\$24.85	\$25.59	\$26.36
Secretary, Senior Executive	\$19.19	\$27.83	\$28.67	\$29.52	\$30.41	\$31.32
Customer Relations Rep	\$12.25	\$17.76	\$18.30	\$18.85	\$19.42	\$20.00





MEMO

June 19, 2007

To: Members of the Board of Directors  
From: Wendy Knowles, Clerk of the Board  
Subject: **Board Committee Transmittal for Agenda Item**

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

Thank you.



*June 21, 2007*

**To:** Legislative and Government Affairs/Public Communications Committee

**From:** Arthur T. Leahy, Chief Executive Officer

**Subject:** Citizens Advisory Committee Update

### **Overview**

The Orange County Transportation Authority's Citizens Advisory Committee has been meeting monthly for the past year. A summary of the Citizens Advisory Committee's activities and the appointment status are provided with this report.

### **Recommendations**

- A. Receive and file the Citizens Advisory Committee status report.
- B. Adopt resolutions of appreciation 2007-37 through 2007-42 for members of the 2006-2007 Citizens Advisory Committee who will be leaving the committee.

### **Background**

In its role as County Transportation Commission, the Public Utilities Code (PUC) 130105 requires the Orange County Transportation Authority (OCTA) to appoint a Citizens Advisory Committee (CAC) to provide input on the OCTA's transportation projects, programs, and services. PUC 130105 states that the commission shall... "Appoint...a citizens advisory committee, which membership shall reflect a broad spectrum of interests and all geographic areas of the county."

The CAC is structured such that each OCTA Board Member appoints two citizens to serve on the CAC, creating a 34-member committee representing diverse interests and geographic areas of Orange County.



***Discussion***

The CAC has met monthly for the past year to review and provide input on a variety of OCTA programs and topics, including:

- Renewed Measure M Proposed Early Action Plan
- South Orange County Major Investment Study
- Garden Grove Freeway (State Route 22) Project completion
- Bus Rapid Transit branding options
- Bus Rapid Transit implementation
- Go Local Program
- 2007 Draft Legislative Platform
- Long Range Transportation Plan Short Term Actions
- Multi-County Goods Movement Action Plan
- Metrolink station signage
- OCTA Web site update
- Fixed-route service changes

In addition, at the March CAC meeting, Chairman Carolyn Cavecche presented her 2007 goals. Members showed particular interest in learning more about the five-year Renewed Measure M Early Action Plan. CAC members have been engaged and enthusiastic in their participation on the committee. Members' comments and suggestions have been of great value in helping shape OCTA's services and communications to be as responsive and user-friendly for the public as possible. The wide range of viewpoints and interests represented by the membership also provides OCTA with an added sounding board for prospective programs and initiatives. Director Greg Winterbottom has attended meetings on a regular basis, providing guidance and sharing his insights with the committee.

CAC input is communicated to the Board of Directors in a variety of ways. Members' feedback on different projects and initiatives is incorporated as programs develop, which is often noted in project staff reports. CAC input is also reflected in the Chief Executive Officer's Weekly Update. Director Winterbottom relays CAC feedback to the Board of Directors as appropriate. In addition, the CAC Chairman shares the committee's activities and recommendations with the Board of Directors annually.

In addition to the agenda items at the regular monthly meetings, an ad hoc bicycle committee was formed to provide input on an anticipated update to the Commuter Bikeways Strategic Plan. To date, the ad hoc committee has met two times to review the 2001 strategic plan and determine the ad hoc's goals and guiding principles. If the strategic plan update is approved by the Board of

Directors in summer 2007, a consultant will be hired and the ad hoc committee will work with the consultant to provide input and recommendations for the strategic plan update and implementation.

Earlier this year many of the CAC members participated in a day-long rail and bus tour. The purpose was to provide a "real life" transit experience for members who may not have previously utilized public transit. Due to the enthusiastic response by CAC members, two identical tours were scheduled. The tour from the Orange Metrolink Station to Los Angeles Union Station included rides on Metrolink commuter rail, the Los Angeles Metro Gold Line light rail, an Amtrak train, and the OCTA bus. OCTA staff members provided informational presentations and answered many questions along the way. Director Greg Winterbottom attended the first tour and provided insights into the Board of Director's priorities and plans for Metrolink service expansion and future Bus Rapid Transit services. Director Jerry Amante attended the second tour and shared his view that transit is a vital component of the transportation network to OCTA as the agency works to provide comprehensive, multi-modal solutions to the county's transportation challenges.

In July, the new CAC will be seated and an election for committee chair and vice chair will take place. The committee will then work with staff to determine priorities for future involvement and frequency of meetings. The committee's ongoing responsibilities include:

- Commenting on significant transportation issues, suggesting possible solutions and making recommendations to the OCTA Board of Directors
- Identifying opportunities for community input
- Recommending mechanisms and methodologies for obtaining public opinion on specific transportation issues
- Serving as a liaison between the public and OCTA

#### Terms of Service

CAC members serve staggered two-year terms from July through June, so every year each Board Member has one CAC member whose term expires. The opportunity to reappoint interested members for an additional term was presented to each OCTA Board Member along with resignations. Twelve CAC members interested in continuing were reappointed. Five new members have been appointed to fill expired terms. A 2007-2008 roster of CAC members is included as Attachment A.

To show OCTA's appreciation to members whose terms have expired, resolutions of appreciation have been prepared to thank them for their contributions over the past year. Resolutions of appreciation are included as Attachment B.

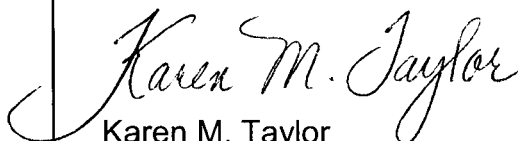
**Summary**

The OCTA CAC plays a vital role in OCTA's efforts to incorporate public feedback into the agency's transportation decision making process. Citizens Advisory Committee members have contributed substantially to the work of OCTA in the past year. Of the 34-member committee, five members are not continuing for another two-year term. To thank members who are not continuing on the committee, resolutions of appreciation have been prepared.

**Attachments**

- A. Citizens Advisory Committee Roster 2007-2008
- B. Resolutions of Appreciation

**Prepared by:**



Karen M. Taylor  
Senior Community Relations Specialist  
(714) 560-5347

**Approved by:**



Ellen S. Burton  
Executive Director, External Affairs  
(714) 560-5923



**CITIZENS ADVISORY COMMITTEE  
ROSTER 2007-2008**

<b>Director</b>	<b>Appointment</b>	<b>Affiliation</b>	<b>Term</b>
Jerry Amante 3 <sup>rd</sup> District	Larry Larsen <i>Yorba Linda</i>	Yorba Linda Traffic Commission	09
	James Hillquist <i>Yorba Linda</i>	Society of Logistic Engineers	08
Pat Bates 5 <sup>th</sup> District	Linda Lindholm <i>Laguna Niguel</i>	Laguna Niguel City Council	09
	Derek McGregor <i>Rancho Santa Margarita</i>	Trabuco Canyon Advisory Committee	08
Art Brown 4 <sup>th</sup> District	Donald Godfrey <i>Buena Park</i>	California Building Association	08
	Leonard Lahtinen <i>Anaheim</i>	North Orange County Community College District Board of Trustees	09
Peter Buffa Public Member	Michael Brandman <i>Orange</i>	Building Industry Association	09
	Georgine Kabler <i>Tustin</i>	Business owner	08
Bill Campbell 3 <sup>rd</sup> District	Jack Mallinckrodt <i>Santa Ana</i>	Drivers for Highway Safety	08
	Michael McNally <i>Irvine</i>	UC Irvine	09
Carolyn Cavecche 3 <sup>rd</sup> District	Roy Shahbazian <i>Orange</i>	Bus Rider, Transit Advocate of Orange County	08
	Jeff R. Thompson <i>Tustin</i>	Building Industry Association	09

Richard Dixon 5 <sup>th</sup> District	John Frankel <i>Rancho Santa Margarita</i>	Architectural Review Committee	08
	Neil Blais <i>Rancho Santa Margarita</i>	Rancho Santa Margarita City Council	09
Paul Glaab 5 <sup>th</sup> District	John Tengdin <i>San Clemente</i>	Engineering Consultant	09
	Gail Reavis <i>Mission Viejo</i>	Mission Viejo City Council	08
Cathy Green 2 <sup>nd</sup> District	Ralph Bauer <i>Huntington Beach</i>	Council on Aging, City of Huntington Beach	08
	Joanne Rasmussen <i>Huntington Beach</i>	Monorail Society	09
Allan Mansoor 2 <sup>nd</sup> District	Gil Coerper <i>Huntington Beach</i>	Huntington Beach City Council	09
	Judith Berry <i>Costa Mesa</i>	Orange County Taxpayers Assn.	08
John Moorlach 2 <sup>nd</sup> District	David Mootchnik <i>Huntington Beach</i>	Southern California Commuters Forum	09
	Mark McCurdy <i>Fountain Valley</i>	Fountain Valley Chamber of Commerce	08
Janet Nguyen 1 <sup>st</sup> District	Jerry Margolin <i>Garden Grove</i>	Garden Grove Resident	09
	Connie Jones <i>Santa Ana</i>	Community Development Council	08
Chris Norby 4 <sup>th</sup> District	Jane Reifer <i>Fullerton</i>	Transit Advocates of Orange County	08
	Vince Buck <i>Fullerton</i>	Cal State Fullerton	09
Curt Pringle 4 <sup>th</sup> District	Nahla Kayali <i>Anaheim</i>	Anaheim Resident	09
	Pat Pepper <i>Anaheim</i>	Anaheim Resident	08

Miguel Pulido 1 <sup>st</sup> District	Phil Bacerra <i>Santa Ana</i>	Transit Advocate	08
	Brian Bist <i>Santa Ana</i>	Santa Ana Resident	09
Mark Rosen 1 <sup>st</sup> District	Sheldon Singer <i>Garden Grove</i>	Vector Control Board	08
	Robin Marcario <i>Garden Grove</i>	Central Garden Grove Neighborhood Association	09
Greg Winterbottom Public Member	Lyle Overby <i>Laguna Niguel</i>	OC Public Affairs Association	09
	Phil Tsunoda <i>Aliso Viejo</i>	OC Public Affairs Association	08



ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

DAVID CHAPEL

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of David Chapel to the Authority's public outreach process; and

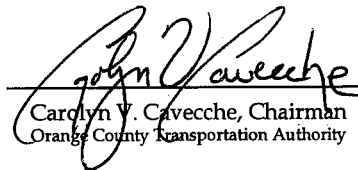
WHEREAS, be it known that Mr. Chapel has served on the Citizens Advisory Committee, providing advice and recommendations to the Authority on reaching public consensus concerning Orange County transportation matters; and

WHEREAS, Mr. Chapel has assisted the Authority in identifying significant transportation issues and suggested possible solutions; and

WHEREAS, serving as a liaison between the Authority and the public, Mr. Chapel provided a keen perception and understanding of transportation issues to his fellow citizens, and helped submit recommendations from those citizens to the Authority regarding its programs and services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors does hereby acknowledge the dedicated efforts of Mr. Chapel and his willingness to volunteer personal time to provide advice on public outreach activities and act as a liaison between the public and the Authority.

Dated: June 25, 2007

  
Carolyn V. Cavecche, Chairman  
Orange County Transportation Authority





ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

MONICA HAMILTON

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of Monica Hamilton to the Authority's public outreach process; and

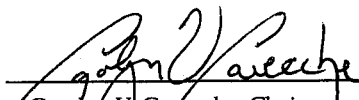
WHEREAS, be it known that Mrs. Hamilton has served on the Citizens Advisory Committee, providing advice and recommendations to the Authority on reaching public consensus concerning Orange County transportation matters; and

WHEREAS, Mrs. Hamilton has assisted the Authority in identifying significant transportation issues and suggested possible solutions; and

WHEREAS, serving as a liaison between the Authority and the public, Mrs. Hamilton provided a keen perception and understanding of transportation issues to her fellow citizens, and helped submit recommendations from those citizens to the Authority regarding its programs and services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors does hereby acknowledge the dedicated efforts of Mrs. Hamilton and her willingness to volunteer personal time to provide advice on public outreach activities and act as a liaison between the public and the Authority.

Dated: June 25, 2007

  
Carolyn V. Cayecche, Chairmah  
Orange County Transportation Authority







ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

**MICKI HARRIS**

*WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of Micki Harris to the Authority's public outreach process; and*

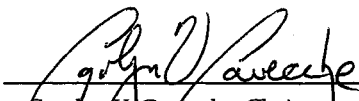
*WHEREAS, be it known that Ms. Harris has served on the Citizens Advisory Committee, providing advice and recommendations to the Authority on reaching public consensus concerning Orange County transportation matters; and*

*WHEREAS, Ms. Harris has assisted the Authority in identifying significant transportation issues and suggested possible solutions; and*

*WHEREAS, serving as a liaison between the Authority and the public, Ms. Harris provided a keen perception and understanding of transportation issues to her fellow citizens, and helped submit recommendations from those citizens to the Authority regarding its programs and services.*

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors does hereby acknowledge the dedicated efforts of Ms. Harris and her willingness to volunteer personal time to provide advice on public outreach activities and act as a liaison between the public and the Authority.

Dated: June 25, 2007

  
Carolyn V. Cayecche, Chairmah  
Orange County Transportation Authority





ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

*DESI REYES*

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of Desi Reyes to the Authority's public outreach process; and

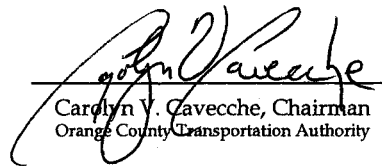
WHEREAS, be it known that Mr. Reyes has served on the Citizens Advisory Committee, providing advice and recommendations to the Authority on reaching public consensus concerning Orange County transportation matters; and

WHEREAS, Mr. Reyes has assisted the Authority in identifying significant transportation issues and suggested possible solutions; and

WHEREAS, serving as a liaison between the Authority and the public, Mr. Reyes provided a keen perception and understanding of transportation issues to his fellow citizens, and helped submit recommendations from those citizens to the Authority regarding its programs and services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors does hereby acknowledge the dedicated efforts of Mr. Reyes and his willingness to volunteer personal time to provide advice on public outreach activities and act as a liaison between the public and the Authority.

Dated: June 25, 2007



Carolyn V. Cavecche, Chairman  
Orange County Transportation Authority





ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

ARLENE SCHAFER

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of Arlene Schafer to the Authority's public outreach process; and

WHEREAS, be it known that Ms. Schafer has served on the Citizens Advisory Committee providing advice and recommendations to the Authority on reaching public consensus concerning Orange County transportation matters; and

WHEREAS, Ms. Schafer has assisted the Authority in identifying significant transportation issues and suggested possible solutions; and

WHEREAS, serving as a liaison between the Authority and the public, Ms. Schafer provided a keen perception and understanding of transportation issues to her fellow citizens, and helped submit recommendations from those citizens to the Authority regarding its programs and services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors does hereby acknowledge the dedicated efforts of Ms. Schafer and her willingness to volunteer personal time to provide advice on public outreach activities and act as a liaison between the public and the Authority.

Dated: June 25, 2007



Carolyn V. Cavecche, Chairman  
Orange County Transportation Authority





ORANGE COUNTY  
TRANSPORTATION AUTHORITY

RESOLUTION

DEREK MCGREGOR

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends the valuable contribution of 2006/2007 Citizens Advisory Committee Chairman, Derek McGregor, to the Authority's public outreach process; and

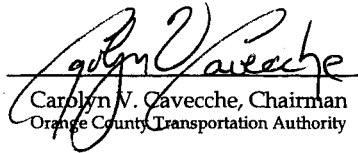
WHEREAS, be it known that Derek McGregor served on the Citizens Advisory Committee, volunteering his time as Chairman, providing exceptional leadership at the monthly committee meetings concerning Orange County transportation matters; and

WHEREAS, Mr. McGregor made outstanding contributions in assisting the Authority with identifying significant transportation issues and suggesting possible solutions over the course of the year; and

WHEREAS, in his leadership role on the Citizens Advisory Committee, Mr. McGregor facilitated the process for the committee members to provide input and recommendations to the Authority's staff and Board of Directors on a variety of transportation issues and projects.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors does hereby acknowledge the dedicated efforts of Mr. McGregor and his willingness to volunteer personal time to provide direction and advice on public outreach activities and act as a liaison between the public and the Authority.

Dated: June 25, 2007

  
Carolyn V. Cavecche, Chairman  
Orange County Transportation Authority







BOARD COMMITTEE TRANSMITTAL

*June 25, 2007*

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

Regional Planning and Highways Committee

June 18, 2007

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

***Committee Vote***

This item was passed by all Committee Members present.

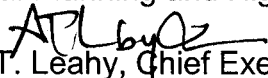
***Committee Recommendation***

No action was taken; received and filed as an information item.





*June 18, 2007*

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

### **Overview**

The California Department of Transportation awarded a contract in May 2006, for the freeway widening and reconstruction of the Santa Ana Freeway (Interstate 5) from the Riverside Freeway (State Route 91) to the Los Angeles County line. This report provides an update on the status of construction.

### **Recommendation**

Receive and file as an information item.

### **Background**

Since May 2006, the California Department of Transportation (Caltrans) has been directing the joint venture contract with FCI Constructors/Balfour Beatty (FCI/BBCI), for the freeway widening and reconstruction of the Santa Ana Freeway (Interstate 5) Gateway project between the Riverside Freeway (State Route 91) and the Los Angeles County line. This project is the last two-mile segment of Interstate 5 (I-5) improvements from Dana Point to the Los Angeles County line funded under the Measure M Freeway Improvement Program. The I-5 Gateway project adds a high-occupancy vehicle lane and a general purpose lane in each direction. The freeway widening project is comprised of the following components:

- Roadway widening from six lanes to ten lanes
- Reconstruct five bridges
- Construct retaining walls
- Construct soundwalls
- Build a new stormwater pumping plant



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***Discussion***

**Project Update**

The freeway contractor has progressed to the 24 percent completion level as of May 20, 2007. Union Pacific Railroad completed the track work portion of the Western Avenue grade crossing for its industrial spur tracks this quarter. The FCI/BBCI work forces are concentrating on completing the Western Avenue bridge reconstruction, with lowering of the bridge into place and street restoration work currently in progress. Retaining walls adjacent to the Western Avenue bridge are in progress so that soil backfill work is completed under the slab approaches to the bridge. Work crews are completing the support walls at the I-5 bridge overcrossing Artesia Boulevard so that falsework can begin this month. Fullerton Creek bridge work for the southbound side is progressing now that the previous rain season restrictions have expired. The Gateway project is still on course for a summer 2010 completion.

**Public Outreach**

Looking forward, major milestones are the opening of Western Avenue bridge in July 2007, and the closing of Stanton Avenue bridge. The public awareness campaign for closing Stanton Avenue in Buena Park has included attending local school open houses in May; distributing over 15,000 information flyers specific to the closure, from May through July; setting up an information booth at events in the city; and briefing the Buena Park City Council in late June.

**Construction Contingency**

To date, Caltrans has executed contingency-funded contract change orders (CCOs) totaling \$2,049,015. Key change orders executed since the last project update include waterline and utility relocation work on Western Avenue and the higher groundwater cost impacts at retaining wall 1672, near the northbound Beach Boulevard on-ramp. The current projected contingency balance, including pending CCOs, is \$8,999,097. To date the contingency draw is 17 percent, as compared to the 24 percent project completion level.

Other future items that may impact the contingency balance are unrecorded or unforeseen underground utility lines within the project area that have to be relocated for freeway widening construction. The estimated costs for contingency items that need to be included in the Caltrans right-of-way cooperative agreement are not known at this time, but will be calculated and presented in an upcoming staff report this summer.

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**Summary**

The Caltrans I-5 Gateway freeway widening construction contract with FCI/BBCI continues to progress as scheduled.

**Attachment**

None.

**Prepared by:**



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

**Approved by:**



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





BOARD COMMITTEE TRANSMITTAL

June 25, 2007

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board <sup>WK</sup>  
**Subject:** Santa Ana Regional Transportation Center Pedestrian Bridge Improvement Project – Request for Budget Transfer

Transit Planning and Operations Committee

June 14, 2007

**Present:** Directors Green, Moorlach, Nguyen, Norby, and Winterbottom  
**Absent:** Directors Brown, Dixon, and Pulido

**Committee Vote**

Recommendation A was passed by all Committee Members present.  
Recommendation B passed; Director Green voted to oppose.

**Committee Recommendations (reflects change from staff recommendation)**

- A. Authorize the use of \$245,000 of additional Commuter Urban Rail Endowment funds to cover the final cost associated with the pedestrian bridge project constructed at the Santa Ana Regional Transportation Center.
- B. Request the City of Santa Ana to pay \$35,000 to close out the project.

**Committee Discussion**

When the project was initiated, OCTA was asked by the City of Santa Ana to put in an Art Wall and incorporate it into the bid package. The project has been completed and an additional \$280,000 is needed to close out the project. \$150,000 of this amount is what was originally allocated between both the Art Wall and the Construction project. The concept was that the two projects would share these costs. Due to the Art Wall project being removed, there was a \$35,000 re-bidding cost that is being incurred on the construction side. Some Committee Members felt that this amount should be the responsibility of the City of Santa Ana. Jim Ross, Director of Public Works for the City of Santa Ana, commented that the City's perspective is that this is a negotiation between Metrolink and their contractor and the City of Santa Ana was not a party to that agreement. Director Green felt that this was not the City's liability.



*June 14, 2007*

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy<sup>AKL</sup>, Chief Executive Officer  
**Subject:** Santa Ana Regional Transportation Center Pedestrian Bridge Improvement Project – Request for Budget Transfer

**Overview**

Construction of pedestrian safety improvements, including the pedestrian bridge crossing over the railroad tracks, were recently completed at the Santa Ana Regional Transportation Center. Project costs have exceeded the current budget and require a budget transfer of \$280,000 to fund this difference.

**Recommendation**

Authorize the use of \$280,000 of additional Commuter Urban Rail Endowment funds to cover the final cost associated with the pedestrian bridge project constructed at the Santa Ana Regional Transportation Center.

**Background**

The Southern California Regional Rail Authority (SCRRA) is the lead agency for the design, engineering, and construction of the pedestrian bridge and related safety improvements recently completed at the Santa Ana Regional Transportation Center (SARTC). The project was originally funded with \$5.5 million of State Public Transportation Account (PTA) funds from the California Department of Transportation (Caltrans).

The SCRRA originally solicited bids for this project in May 2004; however, the City of Santa Ana (City) received a Transportation Enhancement Act (TEA) grant to construct a decorative block art wall behind the east platform at the SARTC and needed to obligate the funds in a timely manner. At the request of the City, Orange County Transportation Authority (Authority) staff requested that SCRRA include the art wall project in the construction bid package. The SCRRA re-solicited bids for the revised construction project. Construction bids for the revised project were received in August 2004. The bid price for the art wall exceeded grant funds available, therefore, the City removed the project from the

## Santa Ana Regional Transportation Center Pedestrian Bridge Improvement Project – Request for Budget Transfer

bid and solicited separate construction bids for the art wall. The lowest responsive, responsible bid price for the remaining project was significantly higher than the engineer's estimate of \$3,069,059. In September 2004, an independent analysis of bid line items was performed to determine the reasonableness of the bids received; the analysis confirmed that the bids were reasonable. In October 2004, the Authority's Board of Directors (Board) approved the use of \$2.94 million of Commuter Urban Rail Endowment (CURE) funds for the project, which allowed SCRRA to proceed with the award of the construction contract in November 2004.

### *Discussion*

The SCRRA's contractor worked with the City to try to accommodate the construction of the art wall along with its project. By doing so, it allowed the two projects to share certain common costs, including construction management, utilities relocation, and railroad safety flagging. Unfortunately, the City's contractor was unable to perform the work as required and the art wall project was postponed. The City has not yet developed a schedule to proceed with the art wall project.

Construction of the pedestrian bridge continued and the project is now complete. The SCRRA has been addressing contract closeout issues with the contractor and has determined that an additional \$280,000 is needed to close out this project. These costs were incurred early in the project and were initially covered in the budget; however, once all change orders and claims were finalized the existing budget could no longer absorb these costs without additional funds.

The additional costs are attributed to the following changes:

Project Changes	Cost
Additional cost to re-solicit bids for the project	\$35,000
Project modifications required by the Office of the State Architect	\$30,000
Cancellation of the City's art wall project	\$150,000
Additional work to improve integration with existing facility	\$30,000
Additional work to modify or remove existing platforms	\$35,000
<b>Total</b>	<b>\$280,000</b>

Details of the cost increases identified above are addressed in the attached letter from SCRRA (Attachment A).

Staff is recommending that \$280,000 in CURE funds be added to the project budget to cover the additional costs. The Authority's total contribution to the

**Santa Ana Regional Transportation Center Pedestrian Bridge Improvement Project – Request for Budget Transfer**

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Staff is recommending that \$280,000 in CURE funds be added to the project budget to cover the additional costs. The Authority's total contribution to the project would increase from \$2,940,000 to \$3,220,000. The proposed funding contributions and project costs by phase are shown on Attachment B.

The total project cost increase is 3.3 percent of the originally approved budget of \$8,440,000. The approval of additional CURE funds will allow SCRRA to complete and close out the pedestrian bridge safety project.

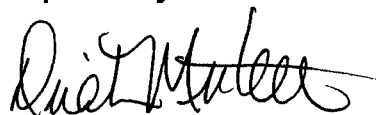
**Summary**

The pedestrian bridge safety project at the SARTC has been completed. Staff is seeking Board approval to increase the Authority's funding contribution by \$280,000 to cover additional costs incurred by SCRRA and to close out this project.

**Attachments**

- A. Letter from Stuart Chuck, Metrolink, SCRRA, to Dinah Minter, Authority - Dated April 19, 2007
- B. Project Source and Use of Funds

**Prepared by:**



Dinah Minter  
Manager, Metrolink Expansion Program  
(714) 560-5740

**Approved by:**



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



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Member Agencies:  
Los Angeles County  
Metropolitan Transportation  
Authority.  
Orange County  
Transportation Authority.  
Riverside County  
Transportation Commission.  
San Bernardino  
Associated Governments.  
Ventura County  
Transportation Commission.  
Ex Officio Members:  
Southern California  
Association of Governments.  
San Diego Association  
of Governments.  
State of California.

April 19, 2007

Dinah E. Minter  
Manager, Construction Services  
OCTA  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1594

Dear Dinah,

In my February 8, 2007 letter, I provided you with a final budget overrun of \$280,000 for the Santa Ana Station Pedestrian Bridge Project. As you requested, the following is a breakdown of that amount:

1) Additional Invitation for Bid costs - \$35,000

SCRRA issued Invitation for Bid (IFB) No. C3078-04 for the Pedestrian Bridge Project on May 5, 2004 with bids due on June 22, 2004. The IFB was advertised in several publications, and a pre-bid conference was held on May 18, 2004. Subsequently, the City of Santa Ana requested that the City's art wall project be added to the scope of IFB No. C3078-04. In order to add the art wall, SCRRA was required to make modifications to the bid documents, change plans and specifications, re-advertise the IFB, and conduct a second pre-bid conference.

2) Project modifications required by the State Architect - \$30,000

In accordance with the state funding agreement, the plans and specifications for the Pedestrian Bridge Project were reviewed by Division of the State Architect. The State Architect required various changes that had not been anticipated during project design.

3) Cancellation of City's Art Wall Project - \$150,000

The Pedestrian Bridge Project budget was developed under the assumption that the City's Art Wall project would be allocated a portion of certain common costs, including construction



Dinah Minter  
April 19, 2007  
Page 2

management and safety flagging. The cancellation of the Art Wall project eliminated the sharing of costs between the two projects. As a result, the Pedestrian Bridge budget line items for safety flagging, utility relocation work, construction management, and indirect costs were exceeded.

3) Additional work requested by City of Santa Ana - \$30,000

During construction of the Pedestrian Bridge Project, SCRRA authorized the contractor to proceed with various changes (e.g., elevator shaft painting and platform tile replacement) as requested by the City's station manager.

4) Additional work to modify or remove existing platforms - \$35,000

During demolition of the center boarding platform and modification of the existing side platform, it was discovered that substructure was much different than had been indicated on as-built drawings. This resulted in a change order to reflect the significant amount of additional work performed by the contractor to remove or modify the existing platforms.

Please let me know if you have any questions on any of these items.

Sincerely,



Stuart Chuck  
Station Facilities Manager

## Project Source and Use of Funds

Source of Funds	Amount
State Public Transportation Account	5,500,000
Commuter Urban Rail Endowment	2,940,000
<i>Approved Budget</i>	8,440,000
Commuter Urban Rail Endowment Increase	280,000
<b>Proposed Budget</b>	<b>\$8,720,000</b>

Phase	Amount
Design	502,000
Construction	6,764,000
Construction Management	714,000
Contract Administration/Agency Costs	740,000
<b>Total</b>	<b>\$8,720,000</b>







BOARD COMMITTEE TRANSMITTAL

June 25, 2007

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Combined Transportation Funding Program Semi-Annual Review

Regional Planning and Highways Committee

June 18, 2007

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

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendations**

- A. Approve adjustments to the Combined Transportation Funding Program project allocations as presented.
- B. Authorize the Chief Executive Officer to execute amendments to local agencies' master funding cooperative agreements to reflect approved project allocations.
- C. Approve amended guidelines to Combined Transportation Funding Program to expedite closeout of project allocations during project submittals.



*June 18, 2007*

**To:** Regional Planning and Highways Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** Combined Transportation Funding Program Semi-Annual Review

**Overview**

Twice each year, Orange County Transportation Authority staff meets with local agencies to assess the status of projects funded as part of the Combined Transportation Funding Program. Changes to project allocations made by the local agencies are presented to the Board of Directors for review and approval.

**Recommendations**

- A. Approve adjustments to the Combined Transportation Funding Program project allocations as presented.
- B. Authorize the Chief Executive Officer to execute amendments to local agencies' master funding cooperative agreements to reflect approved project allocations.
- C. Approve amended guidelines to Combined Transportation Funding Program to expedite closeout of project allocations during project submittals.

**Background**

The Combined Transportation Funding Program (CTFP) is the mechanism the Orange County Transportation Authority (OCTA) uses to allocate funding for local streets and roads to local agencies. The CTFP consists of a variety of funding programs and sources including Measure M Local and Regional Streets and Roads revenues, as well as Regional Surface Transportation Program (RSTP) federal funds.

Since 1991, OCTA has awarded over \$733.5 million in Measure M project allocations programmed for fiscal years (FY) 1992-93 through 2009-10 and approximately \$405.5 million of RSTP federal funds to local agencies through

the CTFP on a competitive basis for transportation improvements throughout the County.

OCTA also provides local agencies with a set of guidelines for transportation funding and administration of these CTFP projects. In accordance with the CTFP guidelines, a semi-annual review of the project allocations is conducted with the local agencies to assess project status. During the March review process, projects were categorized as follows:

Status	Definition	Funding Allocation
Completed	Final report filed and approved; final payment made.	\$341.1 M
Pending	Project work has been completed and only final report submittal/approval is pending.	\$54.7 M
Started	Project is progressing on schedule and within funding allocation.	\$158.5 M
Planned	Projects are planned; however, delays were incurred for a variety of reasons and additional time may be requested. The CTFP guidelines have specific restrictions for extending projects due to delays (Attachment A). In addition, agencies may request permission to advance the project.	\$179.2 M

To date, project allocations totaling approximately \$341.1 million have been fully completed including submittal/approval of final reports. Since the last semi-annual review in September 2006, project allocations totaling approximately \$11.8 million have been completed and are included in the total completions noted. More detailed information on the completed Measure M project allocations by jurisdiction is shown in Attachment B.

***Discussion***

During the March 2007 semi-annual review, OCTA staff met with all local agencies and reviewed the status of CTFP projects. As part of the review, 22 agencies requested 68 various project adjustments to Measure M and RSTP projects. Detailed information for requested changes, justifications, and staff recommendations for these project allocations are shown in Attachment C. Each project may have more than one funding allocation.

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In summary, adjustments to Measure M-funded projects include:

- One Imperial Highway (State Route 90) Smart Street Program (SSP) project allocation requires additional funds, totaling \$3.2 million, for implementation of the construction phase for the remaining segment administered by the City of Anaheim. The transportation improvements under this program are fully funded with CTFP funds, and these additional funds are required to cover the current allocation shortfall due to the overall construction cost increase for this segment. Additional funds for this project will be allocated from the previously set aside Master Plan of Arterial Highways Program funds for completion of the SSP projects.
- Nine project allocations are proposed for early implementation, advancing approximately \$1.7 million.
- The 32 project allocation adjustments, totaling \$27.6 million, will require additional time for implementation on various phases. When compared to prior years, project delay requests have declined from 53 projects to 32 projects representing \$34.1 million in March 2006. The following provides a breakdown of these requests by delay causes as reported by the agencies.
  - Eight project allocation delay requests are for additional time needed to either redesign projects to trim costs or to secure additional funds.
  - Five project allocation delay requests are for additional time needed for right-of-way acquisition.
  - Four delay requests are to align funding with other allocations.
  - Five project allocation delay requests are to resolve environmental/final design issues.
  - Five delay requests are to coordinate with other projects in the same area and/or developers.
  - Four delay requests are for additional time needed to coordinate the project approval process with other agencies and/or utility companies.
  - One delay request is for additional time needed to complete a project study.
- There are 17 miscellaneous project allocation adjustments - among them, transfer of funds between project phases or change in lead agency status.



- Cancellation of eight project allocations, totaling \$1.7 million, are requested. (Also included is an Arterial Highways Rehabilitation Project [AHRP] cancellation.)

Many of the adjustment requests are for projects funded through the Growth Management Area (GMA) districts. All requested changes to GMA-funded projects must be approved by the GMA elected officials' bodies. The project adjustments submitted prior to elected officials' approvals are being considered by OCTA, pending approval by the GMA elected officials' bodies.

During past review presentations, the OCTA Board of Directors (Board) has instructed staff to continually look for ways to streamline the process for local agencies, while maintaining the integrity of the program. During this review, several opportunities were identified (Attachment D).

The first opportunity is when CTFP projects are implemented as part of a larger freeway improvement project; it may take years to fully close out the program. Staff is recommending that agencies be given credit for their completed portion. The second issue is when projects are completed as part of the Signal Improvement Program; the nature of these projects makes it difficult to maintain separate accounting for design, construction, and construction engineering. Staff recommends allowing agencies to submit a consolidated report for the design and construction phases.

Adjustments for federal RSTP-funded projects are limited to projects approved for funding through the AHRP. There are other categories within the RSTP, but adjustments may only be requested for those programmed to AHRP. Local agencies receiving federal RSTP funding for these projects must adhere to state and federal timely-use requirements.

Adjustments to federally funded projects include:

- One AHRP project cancellation totaling \$165,000. City Council members cancelled this project.
- Miscellaneous adjustments to 2004 call AHRP projects, such as redistribution of grant funds among the approved projects and/or reduction in project limits, are being implemented administratively as authorized by the Board on February 27, 2006, and are not included in this report.

A similar version of this report was presented to the Technical Steering Committee (TSC) on May 9, 2007, and the to Technical Advisory Committee (TAC) on May 23, 2007. The TSC and TAC found the information gathered in the review process to be within the CTFP guidelines and supports the staff recommendations to the Board.

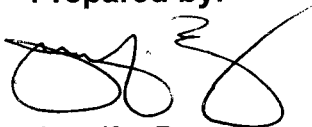
**Summary**

OCTA has recently completed a semi-annual review of projects funded through the CTFP. In total, 22 agencies requested or confirmed 68 project allocation adjustments. One SSP project segment on State Route 90 requires additional allocation of CTFP funds, totaling \$3.2 million, for the construction phase. Staff also recommends approval of changes to the CTFP guidelines to expedite completion of final projects. The next semi-annual review is scheduled for September 2007.

**Attachments**

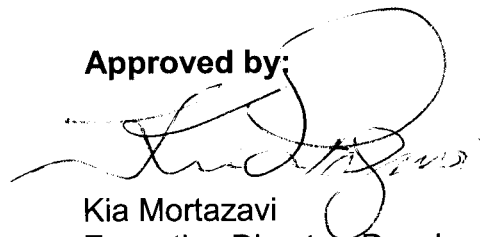
- A. Combined Transportation Funding Program Time Extension Policy (Adopted as of November 2004)
- B. March 2007 Semi-Annual Review, Measure M Project Allocations Completed by Agencies Since 1991
- C. Combined Transportation Funding Program, March 2007 Semi-Annual Review Adjustment Requests
- D. Amendment to Combined Transportation Funding Program Guidelines for Final Reports and Initial Payments

**Prepared by:**



Jennifer Bergener  
Acting Manager, Capital Programs  
(714) 560-5462

**Approved by:**



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

**Combined Transportation Funding Program  
Time Extension Policy  
(Adopted as of November 2004)**

- Agencies may request a one-time delay of up to 24 months. Jurisdictions will be required to justify this request and seek approval of OCTA staff, Technical Steering Committee (TSC), and the Technical Advisory Committee (TAC) as part of the semi-annual review process.
- A second delay request may only be awarded by obtaining the council approved revised Capital Improvement Program (CIP) that indicates the project's revised program year. The second delay request will still require the OCTA staff review and the TSC and TAC approval.
- Any further delay beyond the second delay request would require a direct request for approval from the OCTA Board of Directors. The OCTA Board of Directors will have the final approval of the Agency's request.



# Combined Transportation Funding Program, March 2007 Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
<b>ADDITIONAL FUNDS</b>												
Anaheim	97-ANAH-SSP-2000	SSP	Imperial Highway (SAC to Orangehope)	C	N/A	N/A	N/A	\$8,371,000	Additional Funds	\$11,571,000	Additional funds of \$3.2 million for implementation of the construction phase	Approve
<b>Sub-Total SSP Program Additional Funds</b>								<b>\$8,371,000</b>		<b>\$11,571,000</b>		
<b>ADVANCES</b>												
Anaheim	03-ANAH-GMA-1014	GMA	Magnolia St. Signal Improvement	C	07/08	12	06/07	\$60,000	Advance	\$60,000	To align funding with other project allocations	Refer to GMA-TAC/E.O.
Costa Mesa	05-CMSA-GMA-2627	GMA	Fairview Rd/Adams Ave GMA	E	08/09	12	07/08	\$60,000	Advance	\$60,000	Project underway. City requests to advance	Refer to GMA-TAC/E.O.
County	05-ORCO-GMA-2234	GMA	Warner Ave Bridge	C	08/09	12	07/08	\$250,000	Advance	\$250,000	Project underway. City requests to advance	Approve
County	06-ORCO-GMA-2833	GMA	Oso Parkway Widening	C	09/10	36	06/07	\$300,000	Advance	\$300,000	Project underway. City requests to advance	Approve
County	TBD	GMA	Oso/Antonion Parkway	C	09/10	36	06/07	\$350,000	Advance	\$350,000	Project underway. City requests to advance	Approve
Irvine	05-IRVN-GMA-2107	GMA	Culver Drive (Portola to Scottdale)	E	09/10	36	06/07	\$50,000	Advance	\$50,000	Project underway. City requests to advance	Refer to GMA-TAC/E.O.
<b>Sub-Total GMA Program Advances</b>								<b>\$1,070,000</b>		<b>\$1,070,000</b>		
Irvine	05-IRVN-SIP-2003	SIP	Culver Drive (Scottsdale to Portola Pkwy)	C	09/10	36	06/07	\$163,340	Advance	\$163,340	The City has awarded construction contract and requests to advance the funds for this project	Approve
Irvine	05-IRVN-SIP-2004	SIP	Culver Drive ( Walnut to I-405 Fwy)	C	09/10	36	06/07	\$216,224	Advance	\$216,224	The City has awarded construction contract and requests to advance the funds for this project	Approve
Irvine	05-IRVN-SIP-2004	SIP	Culver Drive ( Walnut to I-405 Fwy)	E	09/10	36	06/07	\$33,776	Advance	\$33,776	The City has awarded construction contract and requests to advance the funds for this project	Approve
Irvine	05-IRVN-SIP-2006	SIP	Jamboree Rd (Barranca Pkwy to I-405 Fwy)	E	08/09	24	06/07	\$22,655	Advance	\$22,655	Project underway. City requests to advance	Approve
Irvine	05-IRVN-SIP-2006	SIP	Jamboree Rd (Barranca Pkwy to I-405 Fwy)	C	09/10	36	06/07	\$172,746	Advance	\$172,746	Project underway. City requests to advance	Approve
<b>Sub-Total SIP Program Advances</b>								<b>\$608,741</b>		<b>\$608,741</b>		
<b>Advances - Total All Measure M Programs</b>								<b>\$1,678,741</b>		<b>\$1,678,741</b>		

# Combined Transportation Funding Program, March 2007 Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
<b>CANCELLATIONS</b>												
County	03-ORCO-GMA-1060	GMA	Chapman Ave Widening (Cannon to Canyon View)	C	06/07	N/A	N/A	\$200,000	Cancel	\$0	County requests cancellation	Approve
Cypress	00-CYRF-IP-3057	IP	Intersection Improvement Valley View/ Cerritos	C	06/07	N/A	N/A	\$105,052	Cancel	\$0	City requests cancellation due to RW Issues and Cost Increase	Approve
Fullerton	05-FULL-MPAH-2265	MPAH	State College Blvd Widening	C	09/10	N/A	N/A	\$338,611	Cancel	\$0	City requests to cancel this project due to significant increase in project cost	Approve
Irvine	03-IRYN-MPH-1126	MPAH	Campus Drive Widening Project	E	07/08	N/A	N/A	\$341,918	Cancel	\$0	Current two lane roadway provides acceptable level of service. Additional two lanes funded by this grant are not justified at this time. City requests cancellation	Approve
La Habra	03-LHAB-IP-1139	IP	Beach Blvd and La Habra Intersection Improvements	C	07/08	N/A	N/A	\$328,513	Cancel	\$0	City request cancellation - Lack of significant local funds for this project	Approve
La Habra	03-LHAB-IP-1139	IP	Beach Blvd and La Habra Intersection Improvements	E	07/08	N/A	N/A	\$28,527	Cancel	\$0	City request cancellation - Lack of significant local funds for this project	Approve
La Habra	03-LHAB-TDM-1145	TDM	Union Pacific Rail Line Bikeway - WCL to Walnut St	C	06/07	N/A	N/A	\$193,200	Cancel	\$0	City request cancellation - Lack of significant local funds for this project	Approve
La Habra	03-LHAB-TDM-1146	TDM	Union Pacific Rail Line Bikeway - Walnut st to ECL	C	06/07	N/A	N/A	\$171,660	Cancel	\$0	City request cancellation - Lack of significant local funds for this project	Approve
La Habra	03-LHAB-TDM-1146	TDM	Union Pacific Rail Line Bikeway - Walnut st to ECL	E	06/07	N/A	N/A	\$15,291	Cancel	\$0	City request cancellation of this phase, no additional RW required for this project	Approve
Lake Forest	03-LFOR-IP-1170	IP	El Toro @ Trabuco	R	05/06	N/A	N/A	\$14,150	Cancel	\$0	Legal interpretation and concurring interpretation by property owner finds that the City has all the rights necessary for construction. There fore no acquisition is required	Approve
<b>Sub-Total All Measure M Programs</b>								<b>\$1,736,922</b>				
<b>Cancellations - Total All Measure M Programs</b>								<b>\$1,736,922</b>				

# Combined Transportation Funding Program, March 2007 Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
<b>DELAYS</b>												
Anaheim	00-ANAH-GMA-3002	GMA	East Street/SR-91 Interchange	C	06/07	24	08/09	\$100,000	Delay	\$100,000	Additional time needed to coordinate project with Caltrans & Edison	Refer to GMA-TAC/E.O.
Buena Park	05-BPRK-GMA-2750	GMA	Bus Bays on Beach Blvd (I-5 to Rosecrans)	C	06/07	12	08/09	\$58,000	Delay	\$58,000	City needs to secure additional internal/focal funds to cover the significant construction cost increase	Refer to GMA-TAC/E.O.
La Habra	05-LHAB-GMA-2632	GMA	Harbor Blvd at Lambert Rd Intersection Improvement	C	08/09	12	09/10	\$284,000	Delay	\$284,000	City needs to secure additional internal/focal funds to cover the significant construction cost increase	Refer to GMA-TAC/E.O.
Laguna Hills	00-LHLL-GMA-3116	GMA	Moulton Parkway, Segment 2, N (Santa Maria to El Pacifico)	C	06/07	24	08/09	\$458,000	Delay	\$458,000	Additional time needed for RW acquisition	Refer to GMA-TAC/E.O.
Lake Forest	00-LFOR-GMA-3128	GMA	Trabuco Rd IMPAH Completion	E	06/07	12	07/08	\$100,000	Delay	\$100,000	Align funding with other project allocation	Refer to GMA-TAC/E.O.
Lake Forest	05-LFOR-GMA-2811	GMA	Trabuco Rd. Widening	E	06/07	12	07/08	\$160,000	Delay	\$160,000	Align funding with other project allocation	Refer to GMA-TAC/E.O.
Orange	03-ORNG-GMA-1185	GMA	Main Street Widening (Culver to 260' N/O Palmyra)	R	06/07	12	07/08	\$114,000	Delay	\$114,000	Additional time needed for RW acquisition	Refer to GMA-TAC/E.O.
Santa Ana	05-SNTA-GMA-2797	GMA	First Street Bridge Widening	C	06/07	12	07/08	\$400,000	Delay	\$400,000	Additional time needed to obtain NEPA Environmental approval from Caltrans/FHWA	Refer to GMA-TAC/E.O.
<b>Sub-Total GMA Program Delays</b>										<b>\$1,674,000</b>		
Garden Grove	03-GGRV-IP-1107	IP	Euclid/Hazard	C	06/07	24	08/09	\$301,663	Delay	\$301,663	City needs to secure additional internal/focal funds to cover the significant construction cost increase	Approve
Irvine	03-IRVN-IP-1124	IP	Culver/Walnut Intersection	C	06/07	24	08/09	\$644,144	Delay	\$644,144	Additional time needed to complete technical studies	Approve
La Habra	03-LHAB-IP-1141	IP	Euclid St and Lambert Rd Intersection Improvements	C	07/08	24	09/10	\$126,396	Delay	\$126,396	City needs to secure additional internal/focal funds to cover the significant construction cost increase	Approve
La Habra	03-LHAB-IP-1141	IP	Euclid St and Lambert Rd Intersection Improvements	E	07/08	24	09/10	\$10,266	Delay	\$10,266	City needs to secure additional internal/focal funds to cover the significant construction cost increase	Approve
La Habra	05-LHAB-IP-2416	IP	Whittier Blvd/Kaho St. Intersection Improvements	C	08/09	12	09/10	\$329,110	Delay	\$329,110	City needs to secure additional internal/focal funds to cover the significant construction cost increase	Approve
La Habra	05-LHAB-IP-2416	IP	Whittier Blvd/Kaho St. Intersection Improvements	E	07/08	24	09/10	\$33,899	Delay	\$33,899	City needs to secure additional internal/focal funds to cover the significant construction cost increase	Approve
La Habra	05-LHAB-IP-2416	IP	Whittier Blvd/Kaho St. Intersection Improvements	R	08/09	12	09/10	\$32,212	Delay	\$32,212	City needs to secure additional internal/focal funds to cover the significant construction cost increase	Approve
La Habra	05-LHAB-IP-2597	IP	Harbor Blvd at Lambert Rd Intersection Improvement	R	07/08	24	09/10	\$2,022,906	Delay	\$2,022,906	City needs to secure additional internal/focal funds to cover the significant construction cost increase	Approve
Laguna Woods	05-LWDS-IP-2810	IP	Moulton Parkway and El Toro Road	C	06/07	24	08/09	\$1,839,775	Delay	\$1,839,775	Additional time needed for RW acquisition	Approve
Orange	03-ORNG-IP-1186	IP	Tustin Street and Meats Ave	R	06/07	12	07/08	\$1,327,818	Delay	\$1,327,818	Additional time needed for RW acquisition	Approve
Orange	03-ORNG-IP-1187	IP	Cannon/Santiago Canyon Road	C	06/07	24	08/09	\$1,399,148	Delay	\$1,399,148	Additional time needed for RW acquisition	Approve
<b>Sub-Total IP Program Delays</b>										<b>\$8,067,337</b>		

# Combined Transportation Funding Program, March 2007 Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
Buena Park	05-BPRK-RIP-2656	RIP	Beach Blvd/SR 91 Eastbound Ramps Widening	C	06/07	24	08/09	\$530,613	Delay	\$530,613	Additional time needed to coordinate with other projects in the area	Approve
San Juan Capistrano	00-SJCP-RIP-3160	RIP	Interchange 5/Omega highway (SR 74) Interchange	E	06/07	24	08/09	\$2,500,000	Delay	\$2,500,000	Additional time needed to obtain NEPA Environmental approval from Caltrans/FHWA	Approve
Westminster	05-WEST-RIP-2738	RIP	Beach/Edinger Ramp: I-405 Improvements	E	06/07	24	08/09	\$200,000	Delay	\$200,000	Additional time needed to coordinate project with Caltrans	Approve
Westminster	05-WEST-RIP-2738	RIP	Beach/Edinger Ramp: I-405 Improvements	C	07/08	24	09/10	\$888,000	Delay	\$888,000	Additional time needed to coordinate project with Caltrans	Approve
<b>Sub-Total RIP Program Delays</b>										<b>\$4,118,613</b>		
Fullerton	03-FULL-MPAH-1093	MPAH	Bastanchury Road Widening	C	06/07	24	08/09	\$747,461	Delay	\$747,461	City needs to secure additional internal/local funds to cover the significant construction cost increase	Approve
La Habra	05-LHAB-MPAH-2568	MPAH	Lambert Rd. Widening West of Harbor	C	08/09	12	09/10	\$351,103	Delay	\$351,103	City needs to secure additional internal/local funds to cover the significant construction cost increase	Approve
La Habra	05-LHAB-MPAH-2568	MPAH	Lambert Rd. Widening West of Harbor	R	08/09	12	09/10	\$4,913,663	Delay	\$4,913,663	City needs to secure additional internal/local funds to cover the significant construction cost increase	Approve
La Palma	03-LPMA-MPH-1148	MPAH	Walker St. / Marquardt Ave. over Coyote Creek	C	39240	24	39303	\$469,486	Delay	\$469,486	Additional time needed to coordinate with Caltrans for approval of "HBP" state funds and FHWA funds	Approve
Laguna Hills	03-LHLL-MPAH-1156	MPAH	La Paz (Cabot Drive to I-5)	C	06/07	24	08/09	\$1,051,647	Delay	\$1,051,647	Additional time needed to obtain PR/PSR from Caltrans	Approve
Los Alamitos	03-LSAL-MPAH-1176	MPAH	Los Alamitos Blvd. Improvement Phase 2	C	06/07	24	08/09	\$287,432	Delay	\$287,432	Additional time needed to coordinate project with other development projects	Approve
Orange	00-ORNG-MPAH-3144	MPAH	Main Street Widening (260' N/O Palmyra to 300 S/O Chapman)	C	07/08	12	08/09	\$351,508	Delay	\$351,508	Additional time needed to obtain NEPA Environmental approval from Caltrans/FHWA	Approve
Orange	00-ORNG-MPAH-3144	MPAH	Main Street Widening (260' N/O Palmyra to 300 S/O Chapman)	R	06/07	12	07/08	\$998,058	Delay	\$998,058	Additional time needed to obtain NEPA Environmental approval from Caltrans/FHWA	Approve
San Juan Capistrano	05-SJCP-MPAH-2400	MPAH	Camont/Santiago Canyon Road	C	06/07	24	08/09	\$3,279,826	Delay	\$3,279,826	Additional time needed to coordinate project with other development projects	Approve
<b>Sub-Total MPAH Program Delays</b>										<b>\$12,450,184</b>		
Costa Mesa	05-CMSA-SIP-2472	SIP	Costa Mesa/Santa Ana Coordination Project	E	06/07	24	08/09	\$120,000	Delay	\$120,000	To align funding with other project allocations	Approve
Huntington Beach	03-HBCH-SIP-1112	SIP	Pacific Coast Highway CCTV Cameras	C	06/07	24	08/09	\$188,171	Delay	\$188,171	Additional time needed to coordinate with Caltrans & Edison	Approve
Los Alamitos	03-LSAL-SIP-1177	SIP	Signal Interconnect Along Los Alamitos Blvd	C	06/07	24	08/09	\$190,554	Delay	\$190,554	Additional time needed to coordinate project with other development projects	Approve
San Juan Capistrano	03-SJCP-SIP-1203	SIP	Ortega Highway Signal Timing and Coordination	E	06/07	12	07/08	\$158,000	Delay	\$158,000	Additional time needed to coordinate project with other development projects	Approve
Santa Ana	03-SNTA-SIP-1209	SIP	Bristol Street Traffic Management, Phase 1	E	06/07	12	07/08	\$16,000	Delay	\$16,000	To align funding with other project allocations	Approve
Santa Ana	03-SNTA-SIP-1209	SIP	Bristol Street Traffic Management, Phase 1	C	06/07	12	07/08	\$234,000	Delay	\$234,000	To align funding with other project allocations	Approve
<b>Sub-Total SIP Program Delays</b>										<b>\$906,725</b>		
Orange	00-ORNG-TDM-3148	TDM	Tustin Branch Trail	C	06/07	24	08/09	\$400,000	Delay	\$400,000	Additional time needed to obtain NEPA Environmental approval from Caltrans/FHWA	Approve
<b>Sub-Total TDM Program Delays</b>										<b>\$400,000</b>		
<b>Delays - Total All Measure M Programs</b>										<b>\$27,616,860</b>		



# Combined Transportation Funding Program, March 2007 Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
<b>TRANSFER</b>												
Santa Ana	05-SNTA-GMA-2540	GMA	17th/Broadway Intersection Widening	C	09/10	N/A	N/A	\$200,000	Transfer	\$0	Funds needed to cover shortfall in construction funding for Memory Lane Bridge Widening Transfer \$200,000 to 97-SNTA-GMA-1138	Refer to GMA-TACE/O.
Santa Ana	97-SNTA-GMA-1138	GMA	Memory Lane Bridge	C	07/08	N/A	N/A	\$0	Transfer	\$200,000	Transfer \$200,000 from 05-SNTA-GMA-2540	Refer to GMA-TACE/O.
<b>Sub-Total GMA Transfer</b>										<b>\$200,000</b>		
Anaheim	03-ANAH-RIP-1242	RIP	Gene Autry Way (West) / I-5 Fwy Interchange	C	08/09	N/A	N/A	\$4,270,500	Transfer	\$0	Transfer \$4,270,500 from C Phase to R Phase	Approve
Anaheim	03-ANAH-RIP-1242	RIP	Gene Autry Way (West) / I-5 Fwy Interchange	R	07/08	N/A	N/A	\$0	Transfer	\$4,270,500	Transfer \$4,270,500 from C Phase to R Phase	Approve
<b>Sub-Total RIP Program Transfer</b>										<b>\$4,270,500</b>		
Anaheim	03-ANAH-IIP-1016	IIP	Kraemer - La Palma Intersection	E	05/06	N/A	N/A	\$45,000	Transfer	\$225,000	Transfer \$175,000 from R Phase to E Phase	Approve
Anaheim	03-ANAH-IIP-1016	IIP	Kraemer - La Palma Intersection	R	06/07	N/A	N/A	\$1,458,053	Transfer	\$1,283,053	Transfer \$175,000 from R Phase to E Phase	Approve
Brea	03-BREA-IIP-1032	IIP	Birch & Kraemer	C	06/07	N/A	N/A	\$804,739	Transfer	\$632,320	Transfer \$127,581 from RW covered increased construction	Approve
Brea	03-BREA-IIP-1032	IIP	Birch & Kraemer	E	06/07	N/A	N/A	\$62,480	Transfer	\$132,000	Transfer \$69,520 from RW, increase in consultant fee to design O.C. flood control channel improvements	Approve
Brea	03-BREA-IIP-1032	IIP	Birch & Kraemer	R	06/07	N/A	N/A	\$221,101	Transfer	\$24,000	Transfer \$197,101 to C and E Phase. Property owner dedicated R.O.W (Phiala Development)	Approve
Anaheim	03-ANAH-IIP-1017	IIP	Bail Road/Harbor Boulevard Intersection	R	04/05	N/A	N/A	\$1,166,663	Transfer	\$693,291	Transfer \$437,370.33 from R phase to C Phase	Approve
Anaheim	03-ANAH-IIP-1017	IIP	Bail Road/Harbor Boulevard Intersection	C	05/06	N/A	N/A	\$367,691	Transfer	\$841,061	Transfer \$437,370.33 from R phase to C Phase	Approve
<b>Sub-Total IIP Program Transfer</b>										<b>\$2,622,672</b>		
Tustin	05-TUST-RIP-2508	RIP	Newport / SR 55 NB Ramp Configuration (7130)	R	05/06	N/A	N/A	\$3,000,000	Transfer	\$0	Transfer \$3,000,000 from RW Phase to C Phase	Approve
Tustin	05-TUST-RIP-2508	RIP	Newport / SR 55 NB Ramp Configuration (7130)	C	05/06	N/A	N/A	\$0	Transfer	\$3,000,000	Transfer \$3,000,000 from RW Phase to C Phase	Approve
<b>Sub-Total RIP Program Transfer</b>										<b>\$3,000,000</b>		
Anaheim	00-ANAH-SIP-3009	SIP	Bail Rd. Euclid Street to Harbor Blvd	E	01/02	N/A	N/A	\$78,664	Transfer	\$47,195	Transfer \$31,469 from E Phase to C Phase	Approve
Anaheim	00-ANAH-SIP-3009	SIP	Bail Rd. Euclid Street to Harbor Blvd	C	01/02	N/A	N/A	\$146,126	Transfer	\$177,596	Transfer \$31,469 from E Phase to C Phase	Approve
Anaheim	00-ANAH-SIP-3013	SIP	Lincoln Ave - Harbor Blvd to Muller Street	E	02/03	N/A	N/A	\$84,002	Transfer	\$38,635	Transfer \$45,166.94 from E Phase to C Phase	Approve
Anaheim	00-ANAH-SIP-3013	SIP	Lincoln Ave - Harbor Blvd to Muller Street	C	02/03	N/A	N/A	\$128,819	Transfer	\$173,986	Transfer \$45,166.94 from E Phase to C Phase	Approve
Anaheim	00-ANAH-SIP-3015	SIP	State College - Bail Rd. to South City Limits	E	06/07	N/A	N/A	\$61,465	Transfer	\$15,465	Transfer \$46,000 from E Phase to C Phase	Approve
Anaheim	00-ANAH-SIP-3015	SIP	State College - Bail Rd. to South City Limits	C	06/07	N/A	N/A	\$71,969	Transfer	\$117,969	Transfer \$46,000 from E Phase to C Phase	Approve
<b>Sub-Total SIP Program Transfer</b>										<b>\$571,045</b>		

# Combined Transportation Funding Program, March 2007 Semi-Annual Review Adjustment Requests

Agency	Project #	Program	Project Title	Phase	Current FY	Months	Proposed FY	Amount	Action Request	Proposed Amount	Reason	OCTA Staff Recommendations
Anaheim	00-ANAH-MPAH-3007	MPAH	Lincoln Ave - State College Blvd to Sunkist St Widening and Beautification Project	R	04/05	N/A	N/A	\$1,484,573	Transfer	\$917,268	Transfer \$567,266 from R Phase to C Phase	Approve
Anaheim	00-ANAH-MPAH-3007	MPAH	Lincoln Ave - State College Blvd to Sunkist St Widening and Beautification Project	C	04/05	N/A	N/A	\$583,286	Transfer	\$1,150,572	Transfer \$567,266 from R Phase to C Phase	Approve
Sub-Total MPAH Program Transfer								\$2,067,859		\$2,067,840		
<b>Transfer - Total All Measure M Programs</b>								\$12,732,078		\$12,732,057		
<b>MISCELLANEOUS ADJUSTMENTS</b>												
Irvine	00-IRVN-RIP-3099	RIP	Alton/SR-55 Overcrossing and HOV Ramps	E	06/07	N/A	N/A	\$1,680,000	Transfer Lead Agency	\$1,680,000	City of Santa Ana will be the lead agency for this project	Approve
Irvine	02-IRVN-GMA-1004	GMA	Alton/I-55 Overcrossing	E	06/07	N/A	N/A	\$200,000	Transfer Lead Agency	\$200,000	City of Santa Ana will be the lead agency for this project. Approve by the GMA Board on March 1, 2007	Approve
Irvine	05-IRVN-GMA-2569	GMA	Alton Pkwy/SR-55	E	06/07	N/A	N/A	\$255,000	Transfer Lead Agency	\$255,000	City of Santa Ana will be the lead agency for this project. Approve by the GMA Board on March 1, 2007	Approve
Irvine	03-IRVN-SIP-1135	SIP	Sand Canyon (I-5 off ramps to Alton Parkway	C	06/07	N/A	N/A	\$166,230	Scope Change	\$166,230	Scope Change	Approve
Santa Ana	05-SNTA-MPAH-2151	MPAH	Moulton (Edinger) - Ritchey to Redhill	C	05/06	N/A	N/A	\$596,033	Transfer Lead Agency	\$596,033	City of Tustin will be the lead agency on construction phase	Approve
Santa Ana	97-SNTA-SSP-2018	SSP	Moulton (Richey to Redhill)	C	05/06	N/A	N/A	\$510,749	Transfer Lead Agency	\$510,749	City of Tustin will be the lead agency on construction phase	Approve
<b>Administrative Adjustment - Total Programs</b>								\$3,408,011		\$3,408,011		
<b>AHRP PROGRAMS</b>												
Dana Point	05-DPNT-AHRP-1021	AHRP	Del Prado Street Rehabilitation	C	06/07	N/A	N/A	\$165,000	Cancel	\$0	City requests cancellation	Approve
<b>Cancellations - Total All RSTP Programs</b>								\$165,000		\$0		

## **Amendment to Combined Transportation Funding Program Guidelines for Final Reports and Initial Payments**

Two amendments to the Combined Transportation Funding Program guidelines are proposed to expedite the submittal and approval process for Measure M project allocations.

### ***Overview***

During the most recent Combined Transportation Funding Program (CTFP) semi-annual review process, closeout of \$30 million of allocations was found to be pending the submittal of final reports. A detailed review of the specifics indicates that there is a group of streets and roads projects that are dependent on closeout of freeway projects. Additionally, experience with signal improvement projects suggests that the final report requirement for this type of projects should be reviewed and possibly amended.

CTFP projects that are implemented as part of freeway improvement projects where the Orange County Transportation Authority (OCTA) or the California Department of Transportation (Caltrans) is the lead agency, may require much longer time to be declared complete. This is because although the local (CTFP funded) component may be complete, the final report for the overall project is not issued until the larger freeway project is completed and accepted by Caltrans.

To expedite closeout of these types of Measure M funded projects, staff has developed alternative final/initial report submittal guidelines as per the attached sheet. This sheet provides detailed information about the current CTFP requirements, modified acceptable paperwork, and reason for requesting the change.

Staff is also proposing a change in the Signal Improvement Project (SIP) final report submittal requirement. The nature of the signal improvement projects requires some of the design work such as timing plans, etc., to be performed during the construction phase, making it difficult for the agencies to maintain separate accounting for design, construction, and construction engineering.

This will allow the agencies to submit a consolidated final report for the design and construction phase and without a requirement to adhere to individual subtotals for the design and construction allocation amounts, but rather to the overall total. The CTFP allocations including matching funds requirements related to these allocations will remain unchanged.

Once approved, these two proposed amendments to the CTFP guidelines will expedite closeout of completed Measure M funded streets and roads project allocations.

## Amendment to CTFP Guidelines Applicable to Final Reports and Initial Payments

Streamline Paperwork for Final and Initial Reports for Measure M Streets and Roads Program Project Allocations with OCTA/Caltrans/Outside Agency as the Lead Agency

<b>Current CTFP Requirements</b>	<b>Proposed Paperwork</b>	<b>Justification</b>
Certified Notice of Completion - Construction Allocation	Certification from Public Works Director or City Engineer for completion of scope of work as per approved project allocation. Exhibit 13-3 (Page 13-12) of the CTFP and "Project Expenditure Certification" (Page 13-17 of CTFP) Manual.	Certified notice of completion is a copy of the notice filed by the lead agency with the County, and for larger Freeway-related projects it could take significant additional time after completion of construction for this step to take place, if at all. The proposed paperwork will provide sufficient information for OCTA to review/approve final reports and perform field review to verify completion of the work.
Revised/Final Cost Estimate (Breakdown)	Proof of contribution by the Local Agency - Payment voucher, copy of check etc.... Any net savings to the Local Agency's contributions at the completion of the overall project shall be returned to the CTFP program on a pro rata basis per the approved allocation.	Most, if not all, of the time the Local Streets and Roads component is a very small portion of the overall larger Freeway project, and it will take a lot longer to get final cost breakdown for the whole project - most of the details will be irrelevant to the smaller Measure M Streets and Roads project allocation portion.
City Invoice	Same, no change	N/A
Back-up/Supporting material for "Work by Local Agency Forces and/or Others".	Same, no change	N/A
PS&E Certification	Copy of Cooperative Agreement with Lead agency, permits issued, or similar document signifying local agency acceptance of design.	Project will not be designed or managed by the Local Agency - only significant action on part of the Local Agency will be contribution of funds.
Division of Costs	Contract cost information limited to the CTFP and the Local matching funds contribution to the project and proof of contribution.	Project not managed by Local Agency - see reason for Revised/Final Cost Estimate (Breakdown)
Initial 90% Payment Submittal - Executed Contract / City Council Approval	Certification from Public Works Director or City Engineer that approved project allocation scope of work is included in the overall larger project and the overall project contract has been awarded, a copy of signed/certified cooperative Agreement or Council action.	This certifies that a contract has been awarded or the City Council has provided authorization for the implementing agency. This will provide an authorization for initial payments.





BOARD COMMITTEE TRANSMITTAL

**June 25, 2007**

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** Agreement for Countywide Coordinated Communications System Load Study

Transit Planning and Operations Committee

June 14 , 2007

**Present:** Directors Green, Moorlach, Nguyen, Norby, and Winterbottom  
**Absent:** Directors Brown, Dixon, and Pulido

***Committee Vote***

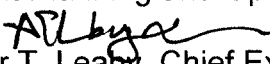
This item was passed by all Committee Members present.

***Committee Recommendation***

Authorize the Chief Executive Officer to execute Agreement C-7-0804 between the Orange County Transportation Authority and Motorola, in an amount not to exceed \$50,000, for a countywide coordinated communications system load study.



*June 14, 2007*

**To:** Transit Planning and Operations Committee  
**From:**   
Arthur T. Leahy, Chief Executive Officer  
**Subject:** Agreement for Countywide Coordinated Communications System Load Study

### **Overview**

The Orange County Transportation Authority is currently conducting a study of the 500 and 800 megahertz communications systems. The purpose of the study is to identify an immediate replacement for the 500 megahertz system servicing the Community Transportation Services contracted fleet and a long-term plan for both radio communications systems. One of the alternatives identified is moving all voice traffic onto the County of Orange countywide communications system. The load study is required by the County of Orange Governance Committee to evaluate whether this alternative is feasible.

### **Recommendation**

Authorize the Chief Executive Officer to execute Agreement C-7-0804 between the Orange County Transportation Authority and Motorola, in an amount not to exceed \$50,000, for a countywide coordinated communications system load study.

### **Background**

The Orange County Transportation Authority (Authority) operates two radio systems which are capable of transmitting and receiving voice communications. The 500 megahertz (MHz) Community Transportation Services (CTS) system provides voice only communication between dispatch and the contracted service fleet, and the 800 MHz integrated transportation communication system (ITCS) provides both voice and data communication between Central Communications and the directly operated fixed route service fleet.

A study is currently being conducted on behalf of the Authority by Eiger TechSystems of all Authority radio systems. This will result in a short-term

plan for replacement of the 500 MHz CTS system and a long-range plan for all Authority radio systems. Eiger TechSystems identified the County of Orange countywide coordinated communications system (CCCS) as an alternative for consideration. Under this alternative, the voice communications portion of the Authority's radio systems would be moved onto the County of Orange, 800 MHz CCCS. To be considered as a subscriber on the county system, the County of Orange Governance Committee requires that a load study be performed on all systems involved to determine if there is room on the countywide system to absorb the Authority's voice traffic volume.

***Discussion***

This procurement was handled in accordance with the Authority's sole source procedures for professional and technical services. The County of Orange CCCS is a proprietary Motorola digital radio system. Since the bulk of this study will be to determine the CCCS current load and total load capacity, it is necessary for Motorola to conduct the study.

**Fiscal Impact**

Funds for this project are available in the Authority's Fiscal Year 2006-07 Budget, Transit Division/Maintenance, Account 2114-7519-D2108-CXV, and are funded through the Local Transportation Fund.

***Summary***

Staff recommends award of Agreement C-7-0804 to Motorola, in an amount not to exceed \$50,000, for a countywide coordinated communications system load study.

***Attachment***

None.

**Prepared by:**

  
Lloyd Banta  
Acting Manager, Maintenance  
(714) 560-5975

**Approved by:**

  
Beth McCormick  
Acting General Manager, Transit  
(714) 560-5964







*BOARD COMMITTEE TRANSMITTAL*

***June 25, 2007***

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Agreement to Purchase Alternator Material Kits for 50 New Flyer Buses

Transit Planning and Operations Committee

June 14 , 2007

**Present:** Directors Green, Moorlach, Nguyen, Norby, and Winterbottom  
**Absent:** Directors Brown, Dixon, and Pulido

***Committee Vote***

This item was passed by all Committee Members present.

***Committee Recommendation***

Authorize the Chief Executive Officer to execute Agreement C-7-0883 between the Orange County Transportation Authority and Complete Coach Works, in an amount not to exceed \$172,630, for the purchase of material kits for the installation of alternators on 50 New Flyer buses.



**June 14, 2007**

**To:** Transit Planning and Operations Committee

**From:** Arthur T. Leahy,  Chief Executive Officer

**Subject:** Agreement to Purchase Alternator Material Kits for 50 New Flyer Buses

### **Overview**

The vehicle fleet operated by the Orange County Transportation Authority includes 50 New Flyer articulated buses. In the past two years, three separate fires have occurred related to alternators causing almost \$100,000 in damage. To remedy this, staff recommends replacing the alternators in these vehicles. Offers to obtain alternator material kits were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

### **Recommendation**

Authorize the Chief Executive Officer to execute Agreement C-7-0883 between the Orange County Transportation Authority and Complete Coach Works, in an amount not to exceed \$172,630, for the purchase of material kits for the installation of alternators on 50 New Flyer buses.

### **Background**

The 1998, 1999, and 2001 New Flyer articulated buses are currently equipped with an air cooled C.E. Niehoff alternator. Over the past few years, the alternator has experienced several reliability and safety issues. The maintenance department, as a result, initiated an aggressive program to replace the alternator every eighteen months reducing the likelihood of catastrophic failures (potentially catching fire). Alternator replacement with a transit industry proven Delco-Remy model 50DN will reduce the chance of premature failure and the two-year warranty will allow maintenance to relax the aggressive 18 month replacement cycle, decreasing maintenance costs.

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***Discussion***

A Request For Proposals (RFP) 7-0386 was issued to 124 firms registered on CAMMNET. The RFP was advertised on February 14 and February 20, 2007, in a newspaper of general circulation. On February 28, 2007, a pre-proposal meeting was held and eight firms were in attendance. On March 29, 2007, two proposals were received. An evaluation committee composed of staff from Contracts Administration and Materials Management, Safety and Environmental Compliance and Transit Maintenance Support Services was established to review all offers submitted. The proposals were evaluated based on the following criteria: technical merit, qualifications, resources, management, price, and other financial impacts. After completing the evaluations, the evaluation committee requested best and final offers from the two proposers. On May 4, 2007, the evaluation committee reconvened to evaluate the best and final offers. As a result, Valley Power Systems was deemed non-responsive due to the fact they did not propose the kits accordingly, they proposed parts only which did not meet the Authority's requirements. Based on the evaluation committee's findings the following firm is recommended for consideration of an award.

Firm and Location

Complete Coach Works  
Riverside, California

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2006-07 Budget, Transit Division/Maintenance Department, Account 2114-9024-D2108-D28, and is funded through the Local Transportation Fund.

***Summary***

Staff recommends approval of Agreement C-7-0883 to Complete Coach Works, in an amount not to exceed \$172,630, for alternator kits.

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***Attachment***

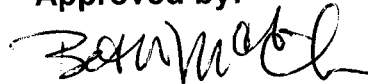
None.

**Prepared by:**



Lloyd Banta  
Acting Manager, Maintenance  
714-560-5975

**Approved by:**



Beth McCormick  
Acting General Manager, Transit  
714-560-5964







BOARD COMMITTEE TRANSMITTAL

June 25, 2007

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board <sup>WK</sup>  
**Subject:** Agreement to Purchase Material Kits for the Installation of Interior Lighting on 232 North American Bus Industry Buses

Transit Planning and Operations Committee

June 14 , 2007

**Present:** Directors Green, Moorlach, Nguyen, Norby, and Winterbottom  
**Absent:** Directors Brown, Dixon, and Pulido

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendation**

Authorize the Chief Executive Officer to execute Agreement C-7-0882 between the Orange County Transportation Authority and TCB Industries, Inc., in an amount not to exceed \$491,195, for the purchase of material kits for the installation of solid state light emitting diodes interior lighting on 232 North American Bus Industry buses.





*June 14, 2007*

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy, <sup>ATL by [signature]</sup> Chief Executive Officer  
**Subject:** Agreement to Purchase Material Kits for the Installation of Interior Lighting on 232 North American Bus Industry Buses

**Overview**

The vehicle fleet operated by the Orange County Transportation Authority include 232 North American Bus Industry Buses. When the fluorescent interior lighting on the vehicles begins to fail, the flickering activates the methane detectors causing service disruptions while the alarm signal is investigated. To improve service reliability of these vehicles and decrease maintenance costs, staff recommends replacement of the interior lights with solid state light emitting diodes. Offers to obtain these lighting kits were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services.

**Recommendation**

Authorize the Chief Executive Officer to execute Agreement C-7-0882 between the Orange County Transportation Authority and TCB Industries, Inc., in an amount not to exceed \$491,195, for the purchase of material kits for the installation of solid state light emitting diodes interior lighting on 232 North American Bus Industry buses.

**Background**

The 1998 and 1999 North American Bus Industry (NABI) fleet operated by the Orange County Transportation Authority (Authority) is equipped with fluorescent interior lighting. Each bus includes ten six-foot fluorescent tubes. The lights in the front of the bus turn on and off when the front door opens and closes, significantly reducing the life of the fluorescent tube. As a proactive measure to prevent service interruption as a result of failing fluorescent lights, maintenance replaces the fluorescent lights approximately 17 times a year, at an annual cost of about \$1,700 per bus. Due to the mercury content in these

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lights, failed fluorescent lights are packaged and disposed of as hazardous waste. Upgrading to light emitting diode (LED) lighting will extend the life of the interior lights and reduce radio frequency (RF) noise common in fluorescent lights, which in turn affects the methane detection system on the bus. LED lighting is not adversely affected by frequent on and off deployment, and will operate significantly longer than fluorescent lights. The upgrade to LED lighting will pay for itself in the first year and includes a six year warranty.

***Discussion***

A Request for Proposals (RFP) 7-0386 was issued to 124 firms registered on CAMMNET. The RFP was advertised on February 14 and February 20, 2007, in a newspaper of general circulation. On February 28, 2007, a pre-proposal meeting was held. On March 29, 2007, four proposals were received. The proposals were evaluated based on a set of criteria that included technical merit, qualifications, resources, management, price, and other financial impacts. After completing the evaluations, the evaluation committee recommended to proceed and request the best and final offers from the four bidders. On May 4, 2007, the best and final offers were evaluated. Based on the evaluation committee's findings the following firm is recommended for consideration of an award.

Firm and Location

TCB Industries Inc.  
Elkhart, Indiana

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2006-07 Budget, Transit Division/Maintenance Department, Account 2114-9024-D2108-D28, and is funded through the Local Transportation Fund.

***Summary***

Staff recommends approval of Agreement C-7-0882 to TCB Industries Inc., in an amount not to exceed \$491,195, for solid state LED lighting kits.

**Agreement to Purchase Material Kits for the  
Installation of Interior Lighting on 232 North  
American Bus Industry Buses**

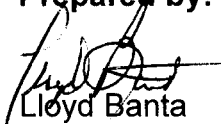
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**Page 3**

***Attachment***

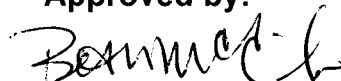
None.

**Prepared by:**



Lloyd Banta  
Manager, Maintenance  
714-560-5975

**Approved by:**



Beth McCormick  
General Manager, Transit  
714-560-5341





BOARD COMMITTEE TRANSMITTAL

*June 25, 2007*

**To:** Members of the Board of Directors  
**From:** Wendy Knowles<sup>WK</sup>, Clerk of the Board  
**Subject:** Agreement for Compressed Natural Gas Fueling Upgrade on 12 Express Buses

Transit Planning and Operations Committee

June 14 , 2007

**Present:** Directors Green, Moorlach, Nguyen, Norby, and Winterbottom  
**Absent:** Directors Brown, Dixon, and Pulido

***Committee Vote***

This item was passed by all Committee Members present.

***Committee Recommendation***

Authorize the Chief Executive Officer to execute Agreement C-7-0834 between the Orange County Transportation Authority and Creative Bus Sales, Inc., in an amount not to exceed \$87,098, for the installation of an additional fueling receptacle on 12 express buses.



*June 14, 2007*

**To:** Transit Planning and Operations Committee  
**From:** <sup>AT Leahy</sup> Arthur T. Leahy, Chief Executive Officer  
**Subject:** Agreement for Compressed Natural Gas Fueling Upgrade on 12 Express Buses

**Overview**

The Orange County Transportation Authority's Fiscal Year 2006-07 Budget approved funds for the installation of an additional fueling receptacle on 12 recently purchased compressed natural gas express buses. The upgrade will allow the fueling of these buses at the Santa Ana Base fueling facility.

**Recommendation**

Authorize the Chief Executive Officer to execute Agreement C-7-0834 between the Orange County Transportation Authority and Creative Bus Sales, Inc., in an amount not to exceed \$87,098, for the installation of an additional fueling receptacle on 12 express buses.

**Background**

In April of 2006, the Orange County Transportation Authority (Authority) deployed 12 buses for express bus service. The buses were manufactured by El Dorado, in a gasoline-powered configuration, and later converted to operate on compressed natural gas (CNG). The conversion was completed by Creative Bus Sales, Inc., a representative company for El Dorado.

The Authority will start operating a fast-fill CNG fueling station at the Santa Ana Base this year. The 12 CNG express buses are not equipped with a fuel fill port to accommodate fast fueling. A plumbing modification is required to install a fueling receptacle called the Sherex-5000 fuel fill nozzle. This modification will allow the buses to be fueled at the Santa Ana facility, as well as other public fueling stations.

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***Discussion***

This procurement was handled in accordance with the Authority's sole source procedures for professional and technical services. It is a modification to the original equipment, CNG fueling system, designed and installed by El Dorado's representatives, Creative Bus Sales, Inc.

The proposal from Creative Bus Sales, Inc., was forwarded to the Authority's Internal Audit Department for review. Internal Audit found that the pricing provided by Creative Bus Sales, Inc., is fair, reasonable, and in compliance with sole source requirements.

Based on the previous information, the following firm was selected, and is recommended for consideration of the award:

Firm and Location

Creative Bus Sales, Inc.  
Chino, California

**Fiscal Impact**

Funds for this project were approved in the Authority's Fiscal Year 2006-07 Budget, Transit Division/ Maintenance, Account 2114-7613-D2108-CXX.

***Summary***

Staff recommends approval of Agreement C-7-0834, in an amount not to exceed \$87,098, for the installation of an additional fueling receptacle on 12 express buses.

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***Attachment***

None.

**Prepared by:**



Lloyd Banta  
Acting Manager, Maintenance  
714-560-5975

**Approved by:**



Beth McCormick  
Acting General Manager, Transit  
714-560-5964







BOARD COMMITTEE TRANSMITTAL

*June 25, 2007*

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board <sup>WK</sup>  
**Subject:** Agreements to Purchase and Install Bus Jack Stand Adapters

Transit Planning and Operations Committee

June 14 , 2007

**Present:** Directors Green, Moorlach, Nguyen, Norby, and Winterbottom  
**Absent:** Directors Brown, Dixon, and Pulido

***Committee Vote***

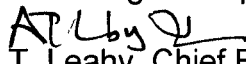
This item was passed by all Committee Members present.

***Committee Recommendations***

- A. Authorize the Chief Executive Officer to issue Agreement C-7-0768 to New Flyer Industries Limited, in an amount not to exceed \$71,064, for the purchase of jack stand adapters.
- B. Authorize the Chief Executive Officer to issue Agreement C-7-0736 to Coach Retrofit Inc., for the installation of jack stand adapters on the buses, in an amount not to exceed \$39,750.



*June 14, 2007*

**To:** Transit Planning and Operations Committee  
**From:**   
Arthur T. Leahy, Chief Executive Officer  
**Subject:** Agreements to Purchase and Install Bus Jack Stand Adapters

**Overview**

As part of the Orange County Transportation Authority's Fiscal Year 2006-07 Budget, the Board approved the purchase and installation of jack stand adapters. The jack stand adapters are required to facilitate the hoisting and supporting of buses during the maintenance of equipment. This will improve safety associated with maintenance work area.

**Recommendations**

- A. Authorize the Chief Executive Officer to issue Agreement C-7-0768 to New Flyer Industries Limited, in an amount not to exceed \$71,064, for the purchase of jack stand adapters.
- B. Authorize the Chief Executive Officer to issue Agreement C-7-0736 to Coach Retrofit Inc., for the installation of jack stand adapters on the buses, in an amount not to exceed \$39,750.

**Background**

The maintenance department requires hoists and jack stands during the heavy and routine maintenance of the Orange County Transportation Authority (Authority) vehicles. On November 8, 2004, a serious accident occurred at the Anaheim Base when a bus slipped off the jack stand while being transferred from the in-ground hydraulic hoist to stationary stands. During the transfer, the bus slipped from the front hoist adapter and stands supporting the bus weight at the rear. Damages to the bus, property and employee tool boxes totaled \$18,611. This incident prompted Maintenance and Health, Safety and Environmental Compliance staff to explore a variety of options to improve the use of hoists and jack stands for employee safety and equipment standardization among the fleet and repair shops. Numerous actions have been taken, and the following list represents items completed:

- Replacement of all hydraulic shop hoist adapters to a single universal adapter that conforms to all axle configurations.
- Replacement of all jack-stands used to support the buses to one single model for interchangeability and conformity with all maintenance bases.
- Replacement of all hydraulic transmission jacks for transmissions, differential, gear boxes, etc., to a single model for uniformity and conformity with all maintenance bases.
- Revision to hoisting procedures and training of maintenance personnel.

The purchase and installation of jack stand adapters will complete the overall project, so that all buses are equipped with a standard jack stand receptacle. This specification has been incorporated as a requirement on all future revenue vehicle purchases.

### ***Discussion***

The procurement of jack stand adapters was handled in accordance with the Authority's sole source procedures for fixed assets. The parts, engineering, and installation procedures are proprietary to New Flyer Industries Limited (New Flyer).

The proposal from New Flyer was forwarded to the Authority's Internal Audit Department for review. Internal Audit found that the pricing from New Flyer is fair, reasonable, and in compliance with sole source requirements.

The labor for the installation of the materials for this project was bid separately under Request for Proposals 7-0736. This procurement was handled in accordance with the Authority's procedures for professional services. The project was advertised on April 19 and April 26, 2007, in the Orange County Register. An electronic notice was sent to 140 firms registered on CAMMNET. A pre-proposal meeting was conducted May 1, 2007, with no attendees. One vendor proposal was submitted to the Authority on May 15, 2007.

The proposal from Coach Retrofit, Inc., was forwarded to the Authority's Internal Audit Department for review. Internal Audit determined that the single bid response from Coach Retrofit, Inc., was fair and reasonable.

Based on the evaluation committee findings, the following firm is recommended for consideration of the award:

Firm and Location

Coach Retrofit, Inc.  
Rancho Cucamonga, California

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2006-07 Budget, Transit Division, Maintenance Department, Account 2114-7613-D2108-D2F, and is funded through the local transportation fund.

**Summary**

Staff recommends approval of Agreement C-7-0768 with New Flyer Industries, Limited, in an amount not to exceed \$71,064 for the purchase of jack stand adapters, and Agreement C-7-0736 with Coach Retrofit, Inc., in an amount not to exceed \$39,750, for the installation of jack stand adapters on the buses.

**Attachment**

None.

**Prepared by:**

  
Lloyd Banta  
Acting Manager, Maintenance  
714-560-5975

**Approved by:**

  
Beth McCormick  
Acting General Manager, Transit  
714-560-5341





BOARD COMMITTEE TRANSMITTAL

*June 25, 2007*

**To:** Members of the Board of Directors  
**From:** <sup>WK</sup> Wendy Knowles, Clerk of the Board  
**Subject:** ACCESS Service Update

Transit Planning and Operations Committee

June 14, 2007

**Present:** Directors Green, Moorlach, Nguyen, Norby, and Winterbottom  
**Absent:** Directors Brown, Dixon, and Pulido

***Committee Vote***

This was passed by the Committee Members present.

Director Moorlach voted to oppose.

***Committee Recommendations***

- A. Continue with Veolia Transportation Services, Inc., for the management and operation of ACCESS, Contracted Fixed Route, StationLink, and Express Bus Service.
- B. Continue to monitor the performance of Veolia Transportation Services, Inc., against the contractual performance standards and provide quarterly reports to the Transit Planning and Operations Committee and the Board of Directors.



**June 14, 2007**

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy, Chief Executive Officer  
**Subject:** ACCESS Service Update

**Overview**

At the March 26, 2007, Board of Directors meeting, the Veolia Transportation Services, Inc., evaluation period was extended for 60 days, until May 31, 2007. At that time, staff was directed to continue to provide weekly written updates, monthly presentations to the Transit Planning and Operations Committee, and a monthly consent calendar item to the Board of Directors. This report summarizes Veolia Transportation Services, Inc., performance, and is the final report for this evaluation period.

**Recommendations**

- A. Continue with Veolia Transportation Services, Inc., for the management and operation of ACCESS, Contracted Fixed Route, StationLink, and Express Bus Service.
- B. Continue to monitor the performance of Veolia Transportation Services, Inc., against the contractual performance standards and provide quarterly reports to the Transit Planning and Operations Committee and the Board of Directors.

**Background**

Since the July 1, 2006, transition to Veolia Transportation Services, Inc., (Veolia), the quality of ACCESS service has not met contractual performance standards. The most prevalent service issues have been buses running late (on-time performance), and scheduling and/or dispatching errors.

At the November 27, 2006, Board of Directors meeting, there was discussion regarding terminating the contract with Veolia for lack of performance. At that time, the Board approved deferring termination of the contract and approved a staff recommended 90-day evaluation of Veolia's performance. The intent of



the Board action was to monitor Veolia's performance and make a decision regarding termination of the contract at the end of the evaluation period. At the beginning of the evaluation period, Community Transportation Services (CTS) staff began providing intensive on-site management and oversight of the service and hired a consultant to assess and evaluate operations.

At the March 22, 2006, Transit Planning and Operations Committee meeting and the March 26, 2006, Board of Directors meeting, staff provided a report on the progress made by Veolia during the 90-day evaluation period (Attachment A). This report highlighted incremental improvements in service quality; however, Veolia's performance continued to fall below the contractual performance standards.

At that time, the Board of Directors adopted a staff recommendation to extend the evaluation period for an additional sixty days, ending May 31, 2007. During this period, staff continued to provide weekly written reports to the Board of Directors, and monthly updates to the Transit Planning and Operations Committee and the Board of Directors.

### ***Discussion***

#### **Performance Standards**

Veolia and CTS staff have continued to work closely to monitor ACCESS service quality and track key performance indicators. The contractual performance standards monitored on a daily basis include on-time performance, service delivery failure, and customer comments. All three indicators have continued to show improvement.

On-time performance for the month of April averaged 94.12 percent, and 95.24 percent for the month of May. On-time performance has been consistently meeting or exceeding the 94 percent on-time performance standard since mid-April (Attachment B). Service delivery failures, or trips in excess of 120 minutes late, have shown significant improvement, averaging less than one per week since mid-April (Attachment C). Improvements in this area can be attributed to improvements made in scheduling and dispatching processes and procedures.

Customer comments are continuing to decline, with the most notable reduction in the number of complaints regarding buses running late, decreasing from 118 in April to 43 in May. The top five complaints continue to be buses behind schedule, driver no show, reservation operator error, scheduler error, and dispatch error (Attachment D). While Veolia has made significant

improvements in this area, the contractual performance standard of one comment per one thousand passenger is not being met. Total comments are tracking at an average of three per one thousand passengers (Attachment E).

#### Next Steps

During the past six months, CTS and Veolia staff have primarily focused on resolving service quality issues. Overall, staff is very pleased with the progress made during this 60-day evaluation period. In addition to continued service monitoring, staff will be focusing on administrative and policy issues in the coming months.

CTS staff is currently working with Veolia staff to resolve issues related to data collection, reporting and billing. Collection of operational data from the Trapeze software system has been problematic due to the volume of data and issues associated with the mobile data terminal (MDT) system. This has made it difficult to collect and validate data in a timely manner. This data is required for National Transit Database (NTD) reporting, and is also required for the submittal of invoices for ACCESS service. Staff is currently working with Veolia to resolve this issue.

There are two upcoming ACCESS service policy changes scheduled to go into effect on July 1, 2007. As part of the implementation of the Paratransit Growth Management Plan in 2005, the Board of Directors approved a new premium fare structure for door service. The base ACCESS fare is \$2.25, and there is an additional premium fare of \$2.00 charged for door service. The premium fare was scheduled to be raised to \$4.00 on July 1, 2006; however, the Board of Directors deferred the implementation of the fare increase for one year because the demand for ACCESS service had shown signs of slower growth. Growth in demand for ACCESS service is currently tracking at approximately five percent over last year. This previously scheduled increase will go into effect July 1, 2007.

ACCESS reservations currently can be made from one to seven days in advance of travel. The Board of Directors previously approved reducing the number of days in advance for scheduling trips from one to three days in advance; this was scheduled to go into effect on January 1, 2007. This change was deferred due to ACCESS service quality issues. Now that service quality has improved and stabilized, staff believes it would be prudent to implement this change. It is anticipated that this change will further enhance system efficiency by reducing the number of late cancellations and passenger no shows. Both of these service policy changes have been reviewed by the Special Needs in Transit Committee, and have been communicated to

ACCESS customers via *The Transit Connection* newsletter (Attachment F) as well as by a special mailing.

**Summary**

Veolia has continued to stabilize and improve the quality of ACCESS service. Staff recommends continuing the contract with Veolia Transportation Services, Inc., and providing quarterly reports to the Transit Planning and Operations Committee and the Board of Directors.

**Attachments**

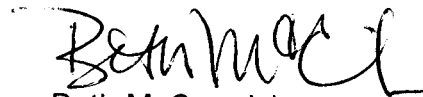
- A. March 22, 2007 Transit Planning and Operations Committee Staff Report
- B. On-time Performance
- C. Service Delivery Failure
- D. Top Five Customer Comments
- E. Customer Comments
- F. The Transit Connection newsletter

**Prepared by:**



Erin Rogers  
Department Manager  
Community Transportation Services  
714-560-5367

**Approved by:**



Beth McCormick  
Acting General Manager, Transit  
714-560-5964



*March 22, 2007*

**To:** Transit Planning and Operations Committee  
**From:** Arthur T. Leahy, <sup>IV</sup> Chief Executive Officer  
**Subject:** ACCESS Service Update

**Overview**

In February 2006, the Orange County Transportation Authority Board of Directors awarded a contract to Veolia Transportation Services, Inc. for the management and operation of ACCESS, Contracted Fixed Route, Stationlink and Express Bus Service. Since Veolia commenced service on July 1, 2006, the quality of ACCESS service has not met contractual performance standards. On November 27, 2006, the Board of Directors approved a staff recommended 90-day evaluation period of Veolia's performance. This report summarizes progress made during the evaluation period.

**Recommendations**

- A. Continue with Veolia Transportation Services, Inc., for the management and operation of ACCESS, Contracted Fixed Route, Stationlink and Express Bus Service; extend evaluation period through June 30, 2007.
- B. Continue to monitor the performance of Veolia Transportation Services, Inc., against contractual performance standards.
- C. Continue to provide weekly written updates and monthly oral updates to the Board of Directors through June 30, 2007.

**Background**

Since the July 1, 2006, transition to Veolia Transportation Services, Inc. (Veolia) the quality of ACCESS service has not met contractual performance standards. The most prevalent service issues have been buses running late (on-time performance) and dispatch and/or scheduling errors.

At the November 27, 2006, Board of Directors meeting, there was discussion regarding terminating the contract with Veolia for lack of performance. At that

time, the Board approved deferring termination of the contract and approved a staff recommended 90-day evaluation period of Veolia's performance. The intent of the Board action was to monitor Veolia's performance and make a decision regarding possible termination of the contract at the end of the evaluation period. (Attachment A)

Community Transportation Services (CTS) staff has provided weekly written reports and updates at all Transit Planning and Operations Committee meetings and nearly all Board of Directors meetings. At the beginning of the evaluation period, CTS staff began on-site management of ACCESS scheduling and dispatch functions, and hired a consultant to assess and evaluate the operation.

### ***Discussion***

#### **Performance Indicators**

Throughout the evaluation period, CTS staff has been closely monitoring key performance indicators, with emphasis on on-time performance, service delivery failure, and customer comments. There are contractual performance standards for these indicators and financial penalties associated with failure to meet the standards.

In the months prior to the transition, Laidlaw service quality had started to decline. On-time performance during the last four months of the Laidlaw contract dropped from 91 percent to 86 percent. The established performance standard in the Veolia contract for on-time performance is 94 percent. Veolia's performance in this area has been inconsistent, with on-time performance ranging from 86 percent to 92 percent.

Performance in this area has stabilized over the past three months, ranging from 89 to 91 percent, and trending in a positive direction. (Attachment B) While this remains below the performance standard, CTS staff is confident that operational strategies have been put in place to ensure that progress continues to be made.

Another contractual performance standard that is monitored very closely is service delivery failure. Service delivery failure is defined as any trip that arrives for a pick up in excess of 120 minutes past the scheduled time. Trips that are excessively late have the greatest negative impact on our customers. Performance in this area has significantly improved, dropping to four during the week of March 4, 2007 (Attachment C).

Customer satisfaction has been significantly impacted by the decline in service reliability which began after the contract was awarded in February 2006. The key indicator that measures customer satisfaction is customer comments received. Customer comments are tracked and monitored on a daily basis. The most common complaints received are buses running behind schedule, driver no-show, reservation operator error, driver judgment, and schedule error (Attachments D).

The contract performance standard for customer comments is one per 1,000 passengers. Since the start of the contract, performance in this area fell far below the contract standard. During the past two months, the trend for this indicator has been positive, with current performance at three comments per 1,000 passengers.

#### **Management Stability and Project Staffing**

The positive trend in these performance indicators can be attributed to a number of actions that have been taken during the 90-day evaluation period. Veolia has committed full-time executive level management to the project, and has filled all vacant management positions. In addition, a number of operational strategies and processes have been put in place to address service quality issues. Strategies appearing to have the biggest impact are in the area of scheduling and dispatching.

There has been significant work done and improvement made in scheduling. CTS staff has worked with Veolia staff to review all subscription trips and run templates. This has improved the efficiency of the schedules and identified problematic areas. The work done in this area has been positively reflected in the reduced number of customer comments received for schedule error. During the month of January, there were 83 customer comments received regarding schedule errors; that number dropped to 23 during the month of February.

In the area of radio dispatch, Veolia has added a Dispatch Manager position and increased the number of dispatchers from three to five. In addition, dispatching using geographic zones has been implemented. Assigning a geographic zone to each dispatcher will improve the dispatcher's ability to effectively communicate with the drivers as well as identify and remedy service issues.

**Risk Analysis**

In considering the action to be taken at the end of the 90-day evaluation period, the options along with the risks associated with each option must be considered. There are three viable options: continue the contract with Veolia; terminate the contract with Veolia and re-procure for the services; terminate the contract with Veolia and negotiate a sole-source agreement with Laidlaw Transit Services, Inc. In consideration of the progress being made, staff is recommending that the Authority continue the contract with Veolia.

If the Authority decides to terminate the contract with Veolia, under any scenario, there would be great risk of further service degradation. With any transition of this magnitude, the out-going contractor would begin to struggle to maintain service quality and the new contractor would experience a period of instability. At the last two Board meetings, ACCESS riders have spoken out against making another change for this reason. In addition, consultant Roy Glauthier concurs that in consideration of the progress being made, another change would carry greater risk than continuing the contract with Veolia. (Attachment E)

**Financial Impact**

The contract with Veolia is a three-year base term, with two one-year options. The Veolia cost proposal represented nearly a \$13 million dollar cost savings over the possible five years of the contract, or \$2.6 million per year. The next lowest cost proposal was from Laidlaw Transit Services, Inc. If Laidlaw were to assume the contract for the remaining base term, staff estimates that the difference in cost would range from \$6 to \$8 million, or up to \$10 million for the entire five-year term.

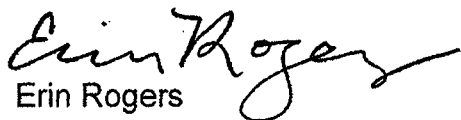
**Summary**

Veolia has continued to make incremental improvements in service delivery during the 90-day evaluation period, however, is still not achieving contractual performance standards. Staff recommends continuing the contract with Veolia with an extended evaluation period through the remainder of the first year of the contract, to June 30, 2007.

**Attachments**

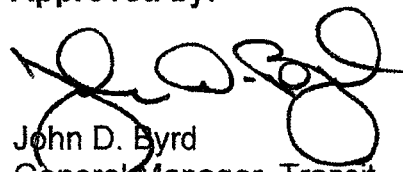
- A. November 27, 2006 Staff Report
- B. Weekly and Monthly On-Time Performance
- C. Service Delivery Failure
- D. Weekly Customer Comments
- E. Roy E. Glauthier Working Memo

**Prepared by:**



Erin Rogers  
Manager  
Community Transportation Services  
(714) 560-5367

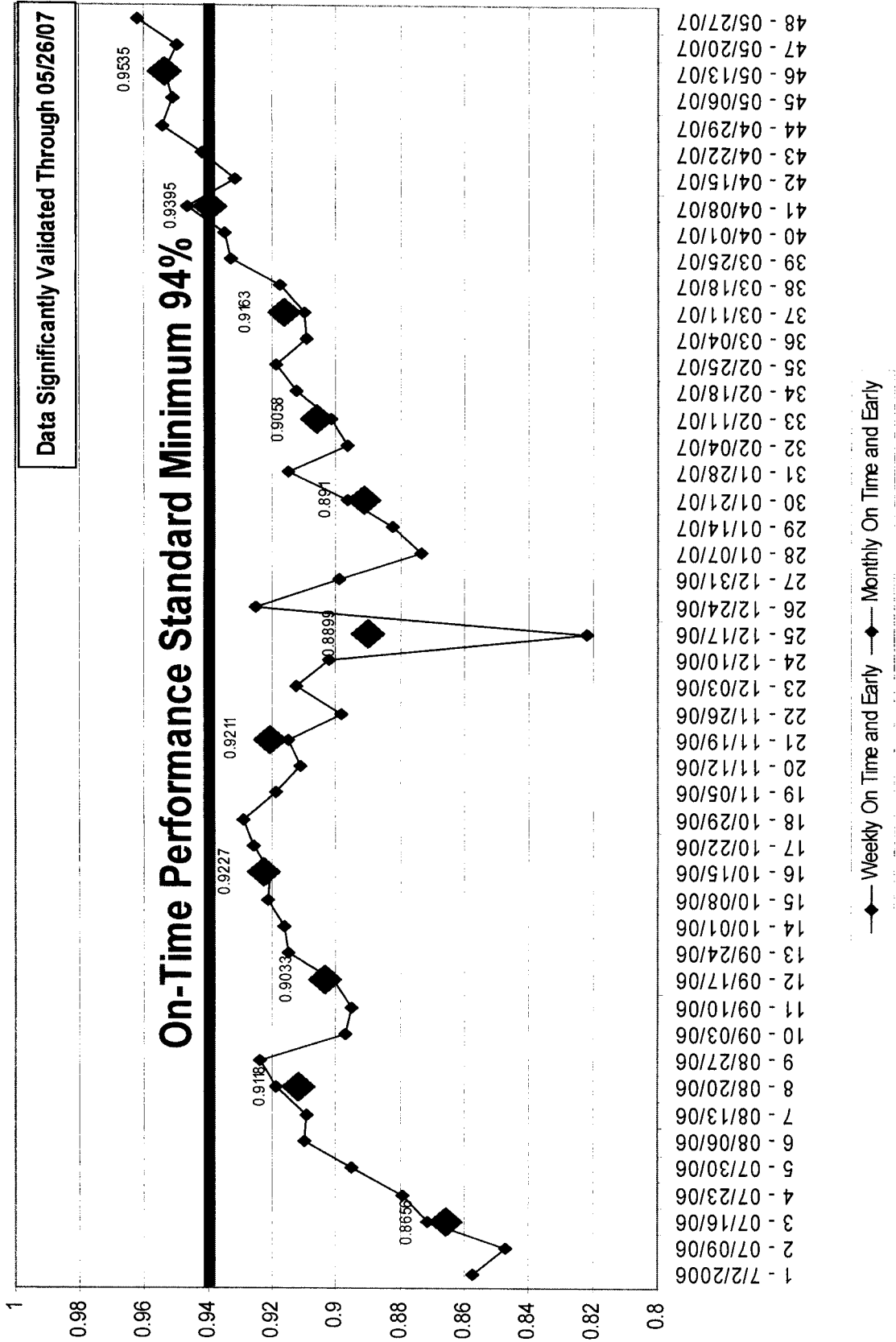
**Approved by:**



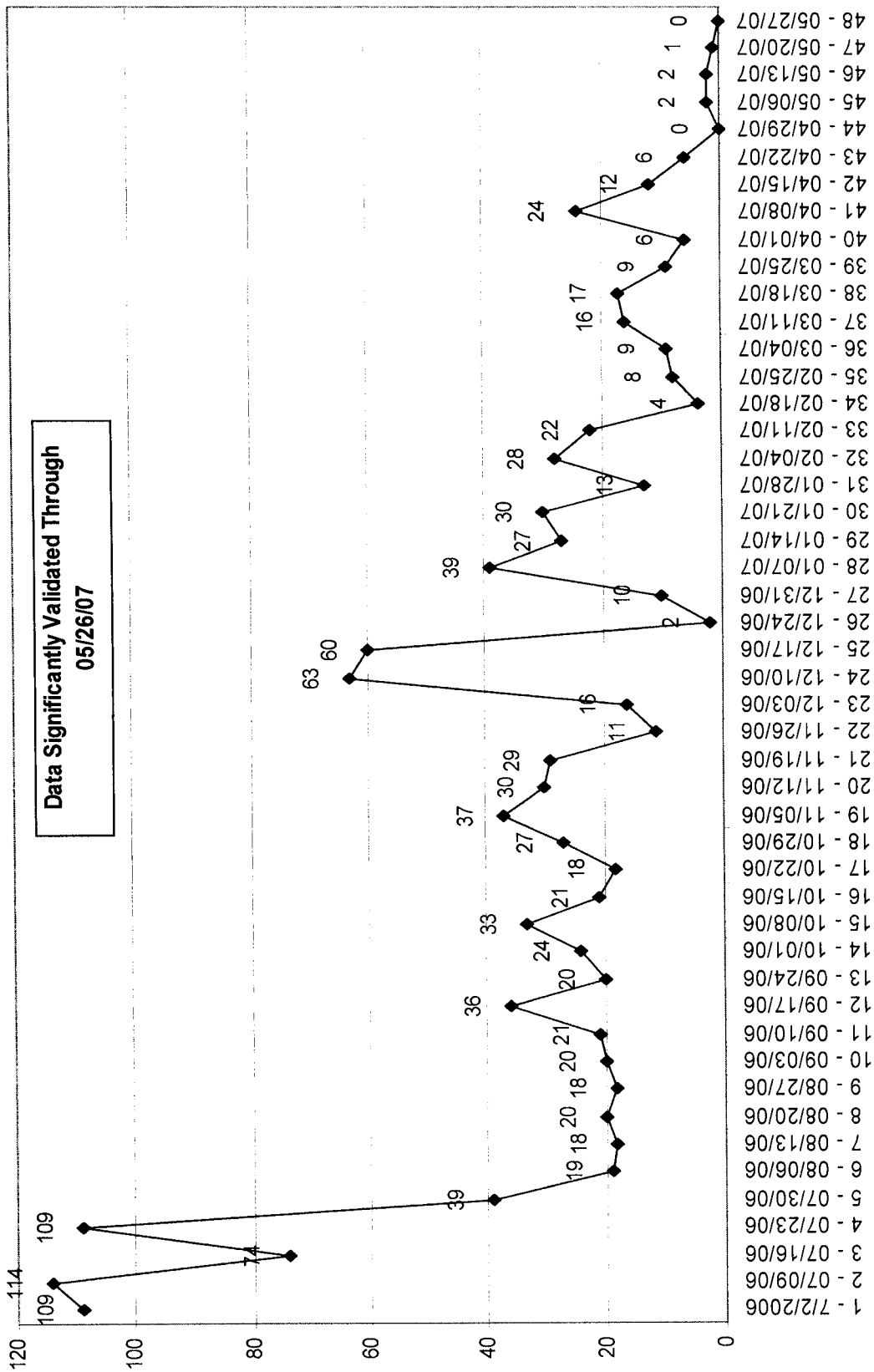
John D. Byrd  
General Manager, Transit  
(714) 560-5341



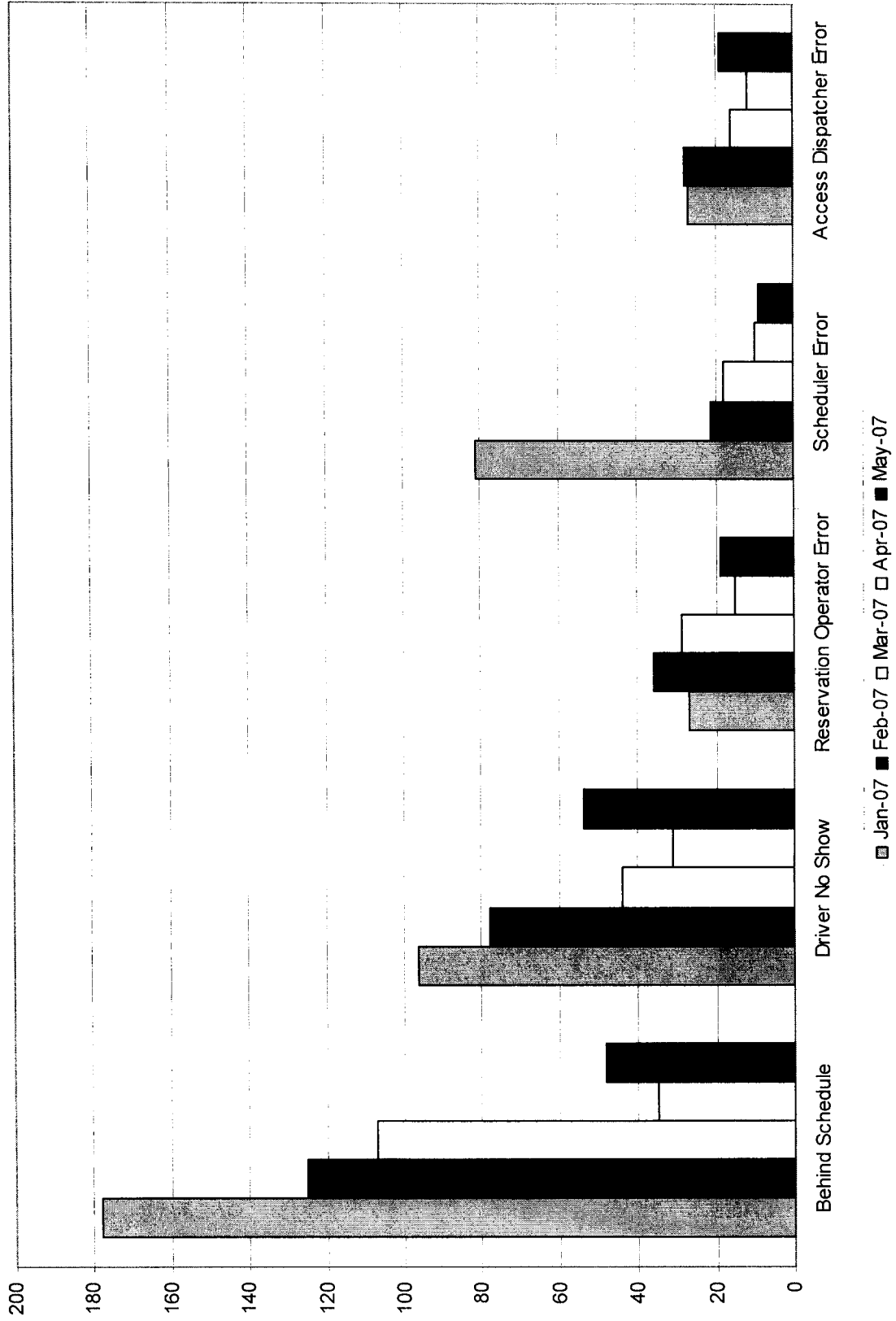
# On-Time Performance



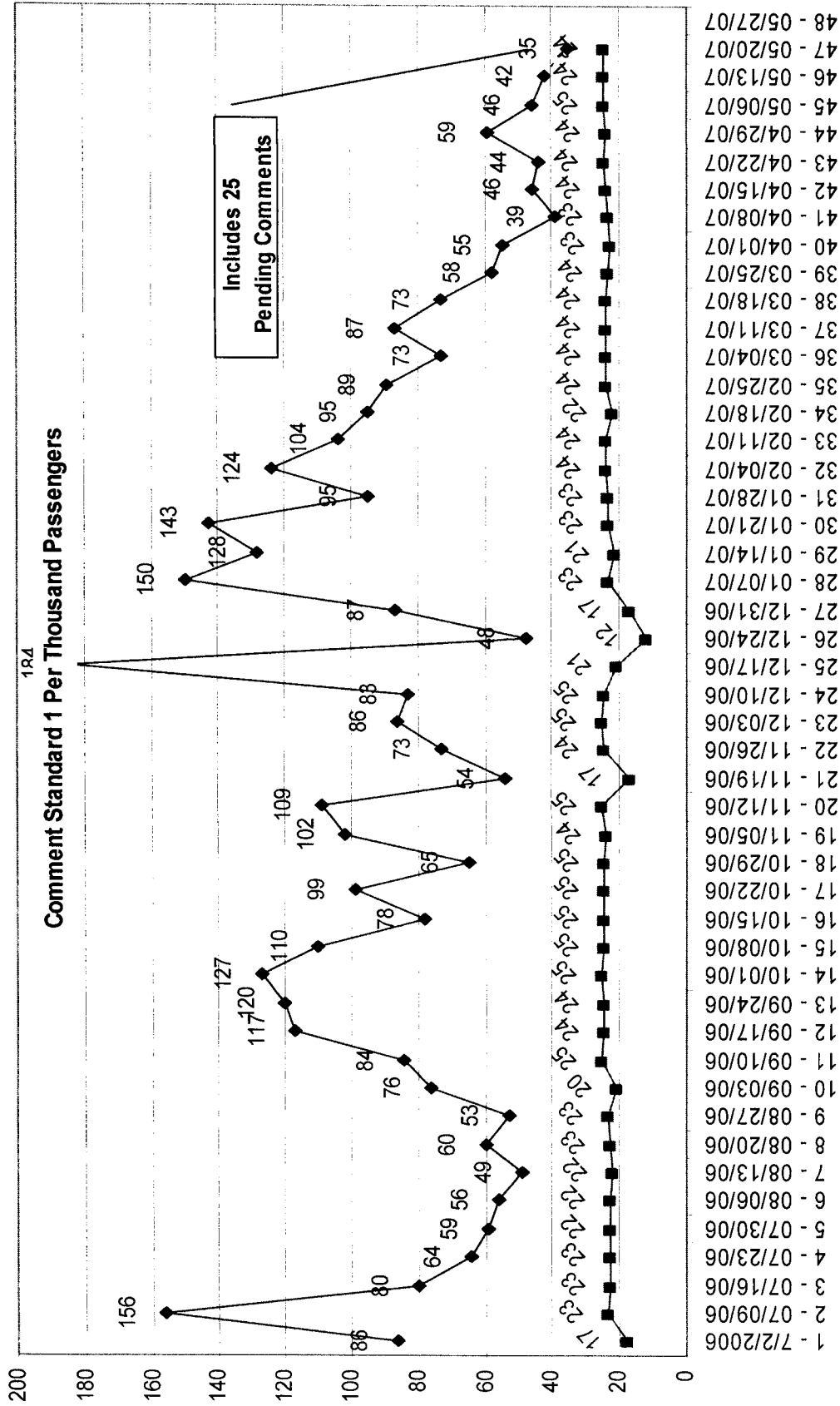
# Service Delivery Failures



# Top Five Customer Comments



# Customer Comments



—◆— ACCESS Valid and Pending Comments —■— Access Comment Standard < 1/1,000 passengers



# The *TRANSIT* Connection

useful information for special needs customers

## **ACCESS Policy Changes** **Effective July 1, 2007**

### **Advance Reservation Policy**

Effective July 1, 2007, customers may schedule rides up to three days in advance of the trip. Currently rides may be scheduled up to seven days in advance of the trip. This policy had been scheduled to change in January 2007, but was postponed for a few months.

Scheduling trips closer to the date of travel will assist in reducing late cancellations and no shows, and help improve scheduling and service efficiency. For questions or additional information, please call 714-636-7433, ext. 2.

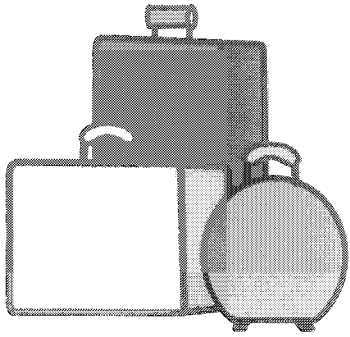
### **Door Service Fair Increase**

Effective July 1, 2007, the fare for door service will increase from \$2.00 to \$4.00. ACCESS provides curb-to-curb service as required by the Americans with Disabilities Act (ADA). Door service is a

premium service and is paid each time the driver is asked to accompany a passenger to or from the vehicle. Drivers may not lose sight of their vehicles or leave passengers unattended on the bus; therefore, door service must be requested at the time the reservation is made and the additional fee must be paid when boarding the bus.

Door service does not include physical assistance provided by the driver, assistance with packages, carrying personal belongings, or entering a residence or business. Customers who have conditions that require physical assistance may want to consider traveling with a personal care attendant. For more information regarding certification to travel with a personal care attendant, please call ACCESS Eligibility at 714-560-5956.





# Vacation Travel Planning

The summer travel season is fast approaching and ACCESS customers may be planning out-of-state vacations or day trips to local Southern California attractions. When traveling outside of Orange County, you are entitled to 21 calendar days of eligibility as a visitor with any ADA paratransit service provider in the United States. If you need ADA paratransit service in another area, we suggest you call that area's ADA

provider in advance to determine availability and procedures for using their service. ACCESS customers can make travel arrangements to Orange County's neighboring counties by calling the ACCESS Call Center at 877-628-2232, and the neighboring county provider to coordinate a service transfer.

For more information about traveling outside of Orange County, please call ACCESS Eligibility at 714-560-5956.

## A Word About ACCESS Vehicles



OCTA is now using different types of vehicles for ACCESS service, including 17 passenger buses, vans, minivans, and taxicabs. Vehicles are assigned through an automated process which schedules accessible vehicles to customers designated as using a mobility device. Please remember that ACCESS customers may not request a specific type of vehicle.

**For ACCESS reservations/information, call 1-877-OCTA-A**

# Travel Tips for Medical Appointments

ACCESS provides hundreds of trips to medical and dental appointments every day. We recognize that there are often delays which can impact your return trip. Here are a few tips which may help avoid unnecessary delays and reduce the stress and anxiety of missing your return trip...

- When booking a trip for medical or dental appointments, be sure to allow sufficient time between your scheduled appointment start time and your return trip.
- Also when booking your trip, be sure to tell the reservation operator the time of your appointment.
- When arriving at your appointment, be sure to tell the medical staff you are traveling on ACCESS and let them know when your return ride is scheduled to arrive.
- Be sure to call ACCESS if the appointment is running behind schedule and you believe you may miss your return trip. ACCESS will not leave a customer stranded, so if you do miss your return trip, the first available vehicle will be sent to pick you up.

## ■ Rider's Guide Highlight ■ Negotiating Trip Times

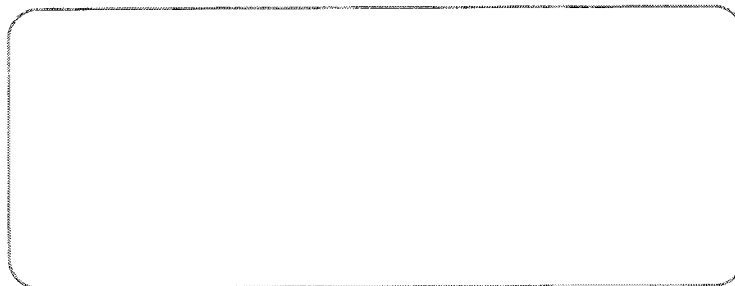
*Due to the number of ACCESS trips requested, OCTA is not always able to give customers the exact time that they request. ADA allows for a negotiated pick-up time within one hour before or after the requested trip time. OCTA makes every effort to offer trip times as close as possible to those requested.*

This information can be found on page 7 of the ACCESS Rider's Guide.



Orange County Transportation Authority  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584

PRESORTED  
STANDARD  
U.S. POSTAGE PAID  
SANTA ANA, CA  
PERMIT NO. 985





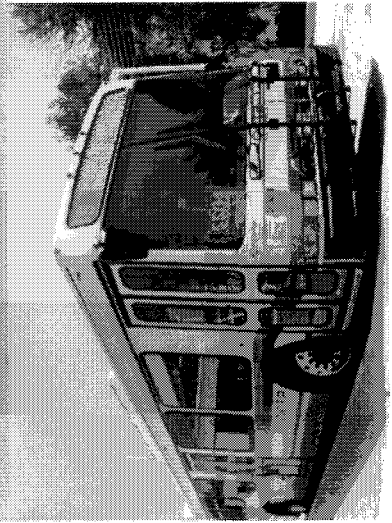
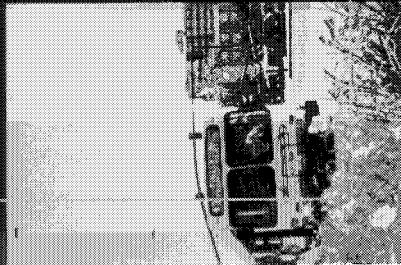
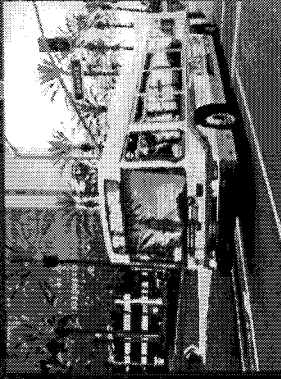


**THE CALIFORNIA DEPARTMENT OF  
TRANSPORTATION HIGH-OCCUPANCY  
VEHICLE LANES UPDATE WILL BE A  
VERBAL PRESENTATION BY CALTRANS  
STAFF AT THE BOARD MEETING.**



*Orange County Transportation Authority*

# **Radio Frequency Communications Quarterly Report**



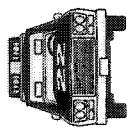
Board of Directors

June 25, 2007

# Agenda

- Overview of Each Radio System
- Status of Fixed Route - Integrated Transportation Communications System (ITCS)
- Status of Community Transportation Services (CTS) Voice System
- Radio Consultant Study
- What's Next

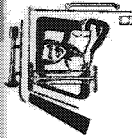
# Integrated Transportation Communications System



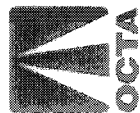
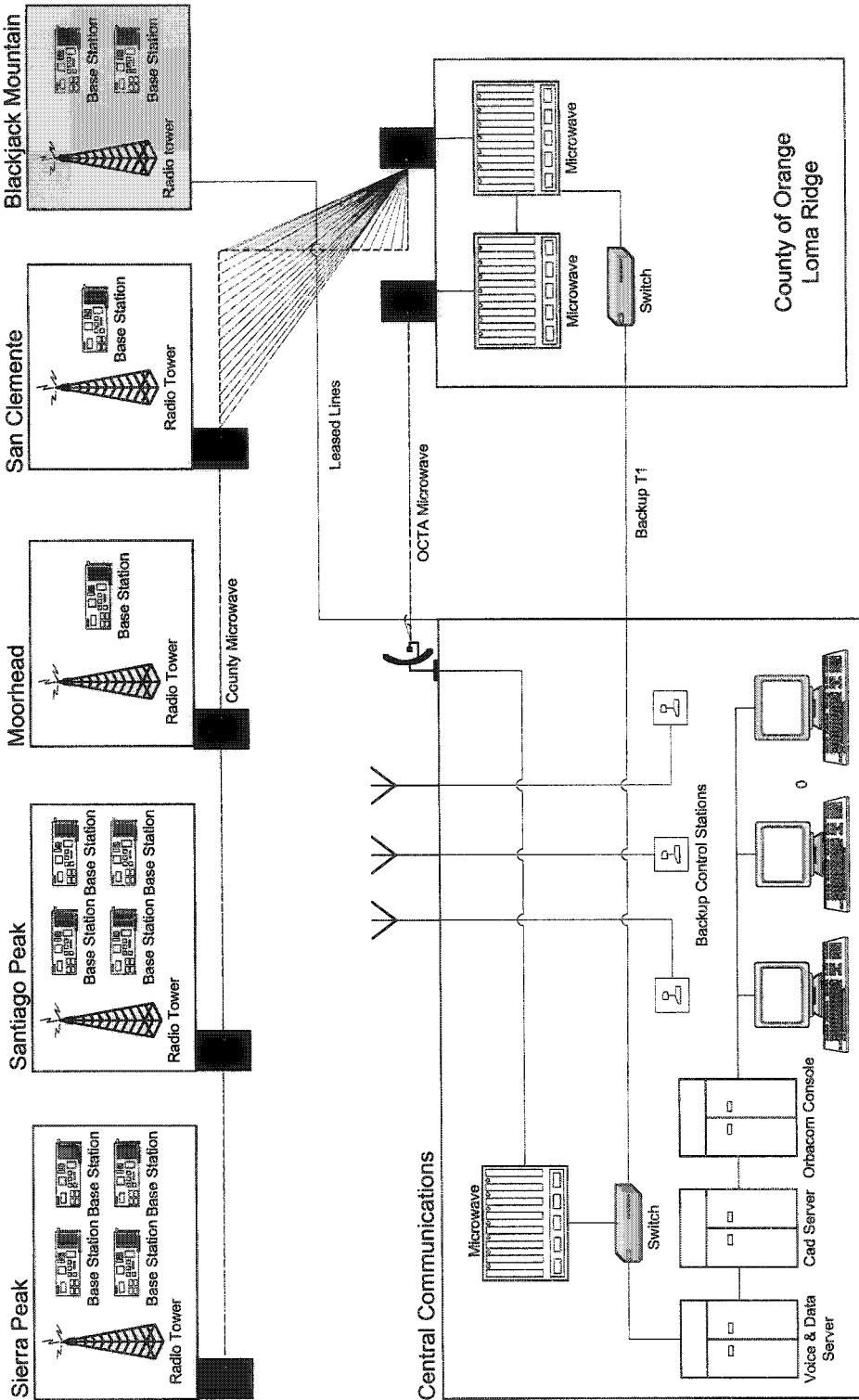
Supervisors and Sheriff's Vehicles



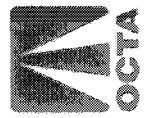
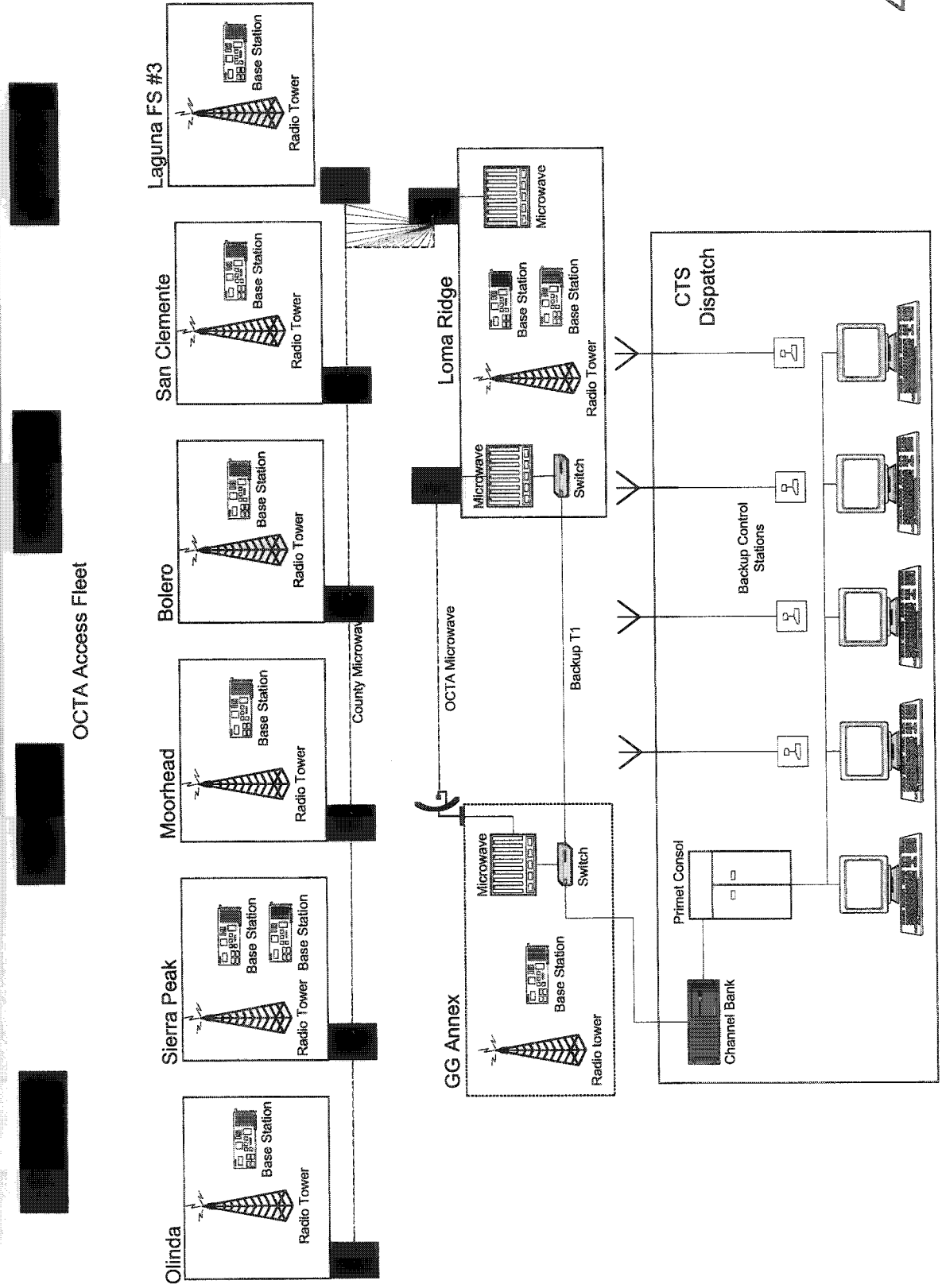
OCTA Fixed Route Fleet



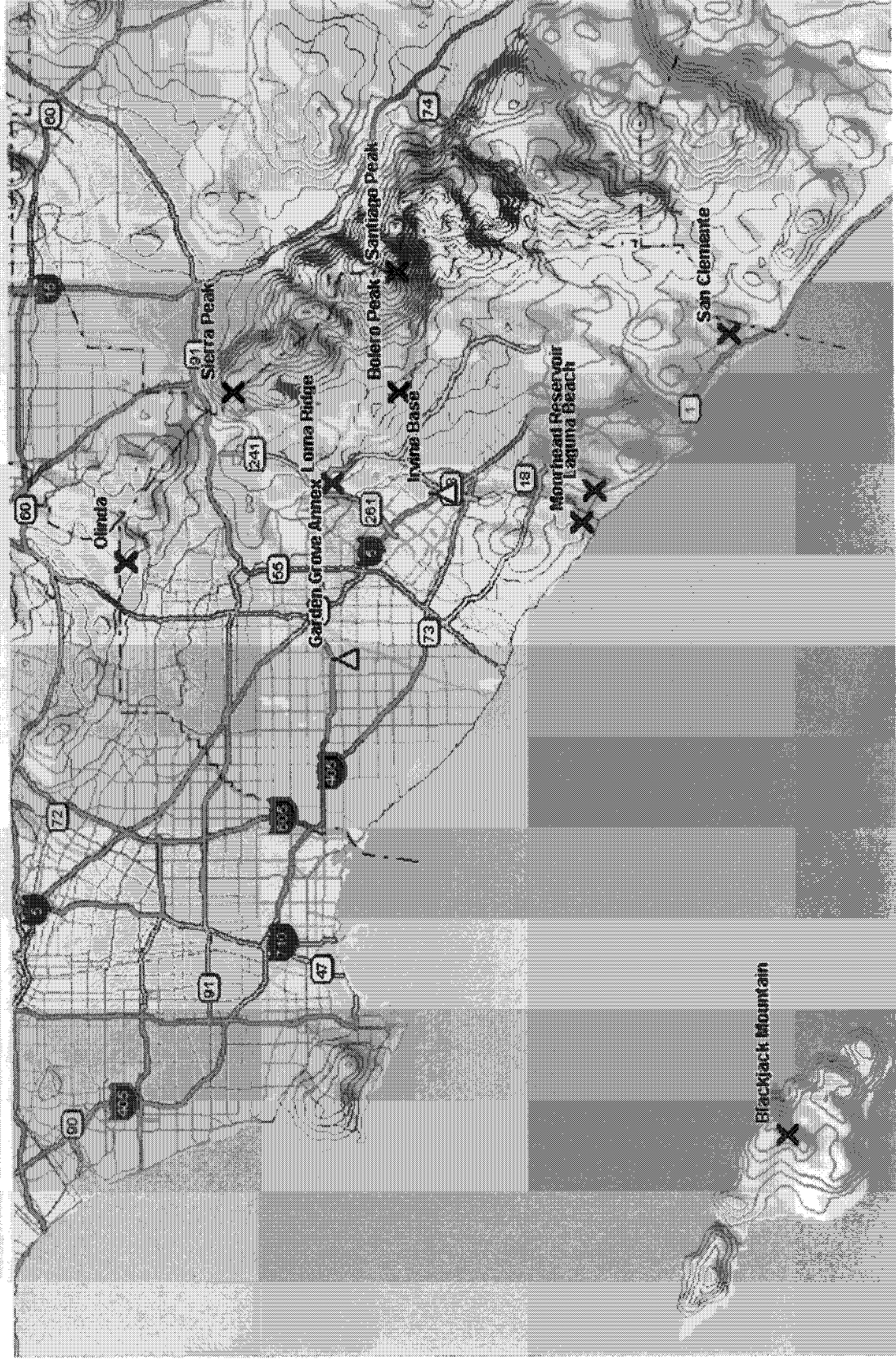
OCTA Service Vehicles



# Community Transportation Services 500 MHz Voice System



# Radio Site Locations





# ITCS Status

- **Completed**
  - Catalina Site Space Lease
  - Lease and Subscriber to County Radio Frequency (RF) Sites
- **Pending**
  - Catalina Equipment Installation
  - M/A-COM Service Contract

# CTS Voice System Status

- **Completed**
  - Upgrade of Dispatch Consoles
  - Agreement for RF Infrastructure Service
- **Pending**
  - Complete Radio Study
  - Develop Specifications for Phase One Replacement of CTS Voice
  - FY 2007-08, Secure Budget and Process RFP

# Radio System Study Status

- **Completed Tasks**
  - User Needs Assessment
  - Define Future Requirements
  - Selected Options to Explore
- **Proceeding with Tasks**
  - Quantify/Rate Attributes of Options
  - Develop Implementation Plan
  - Develop Technical Scope of Work
  - Load Study of County RF System

# What's Next

- Continuation of Radio Study
- Develop Scope of Work and Evaluation Criteria for CTS voice upgrade
- Phase One of CTS System Request for Proposal (RFP)