

Date: Monday, September 24, 2007

Time: 9:00 a.m.

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



BOARD AGENDA

Orange County Transportation Authority Board Meeting
OCTA Headquarters
First Floor - Room 154, 600 South Main Street
Orange, California
Monday, September 24, 2007, at 9:00 a.m.

ACTIONS

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

Invocation

Director Rosen

Pledge of Allegiance

Director Dixon

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. Presentation of Resolutions of Appreciation for Employees of the Month for September 2007

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2007-54, 2007-55, 2007-56, 2007-59, to Felicitas Guzman, Coach Operator; Binh Do, Maintenance; Beatriz Cota, Maintenance; and Roberta Espinoza, Administration, as Employees of the Month for September 2007.

2. Presentation of Resolution of Appreciation by Orange County Sheriff's Department

Present Orange County Transportation Authority Resolution of Appreciation No. 2007-58 to Kathi Slaughter.

3. Public Hearing to Amend Measure M Expenditure Plan
Monte Ward

Overview

On August 13, 2007, the Orange County Transportation Authority Board of Directors directed staff to schedule a public hearing for September 24, 2007, to consider two proposed amendments to advance work related to two projects within the Freeway Projects element of the Measure M Expenditure Plan. The two proposed amendments were approved by the Measure M Taxpayers Oversight Committee by a unanimous vote (10-0) and are now submitted for public input and formal approval.

Recommendations

- A. Conduct a public hearing to amend the Measure M Expenditure Plan.
- B. Amend the Measure M Expenditure Plan by approving the proposed amendments to:
 - 1. Modify the description of the Orange Freeway (State Route 57) project, consistent with Project G in the Renewed Measure M Transportation Investment Plan, and increase the funding allocation by \$22 million.



BOARD AGENDA

ACTIONS

3. (Continued)

2. Expand the limits of the Garden Grove Freeway (State Route 22) project to include the West County Connection improvements and increase the funding allocation by \$10 million.

C. Direct staff to give written notice of the amendments to local agencies.

Consent Calendar (Items 4 through 31)

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

4. Approval of Minutes

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of September 10, 2007.

5. Approval of Resolutions of Appreciation for Employees of the Month for September 2007

Adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2007-54, 2007-55, 2007-56, and 2007-59, to Felicitas Guzman, Coach Operator; Binh Do, Maintenance; Beatriz Cota, Maintenance; and Roberta Espinoza, Administration, as Employees of the Month for September 2007.

6. Approval of Resolution of Appreciation by Orange County Sheriff's Department

Adopt Orange County Transportation Authority Resolution of Appreciation No. 2007-58 for Kathi Slaughter.



BOARD AGENDA

ACTIONS

7. **Draft Audit Responsibilities of the Finance and Administration Committee**

Kathleen M. O'Connell

Overview

The Finance and Administration Committee of the Board of Directors of the Orange County Transportation Authority has, to a large degree, functioned as an audit committee in its oversight of audit activities and its involvement in the appointment of independent external auditors. Draft Audit Responsibilities of the Finance and Administration Committee are being proposed to more formally establish the roles and responsibilities of the Finance and Administration Committee functioning as an audit committee.

Recommendations

- A. Adopt the Draft Audit Responsibilities of the Finance and Administration Committee.
- B. Direct staff to return to the Finance and Administration Committee with recommendations for the implementation of the Draft Audit Responsibilities of the Finance and Administration Committee.

8. **State Legislative Status Report**

Kristin Essner/P. Sue Zuhlke

Overview

The Fiscal Year 2007-2008 State Budget was signed by the Governor on August 24, 2007. Included within the budget is trailer bill language that creates a new, permanent spillover diversion formula and implements certain categories of Proposition 1B. An overview of currently pending legislation regarding the disbursement of funds from the Proposition 1B Trade Corridors Improvement Fund is provided.

Recommendation

Receive and file as an informational item.



BOARD AGENDA

ACTIONS

9. **Contract Amendment for Consulting Services from Scott Baugh**
Richard J. Bacigalupo

Overview

Scott Baugh has provided strategic advice and consulting services to the Orange County Transportation Authority since 2003. His contract provides for an additional option year until December 31, 2008, at the present compensation rate of \$5,000 per month.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-3-0986 between the Orange County Transportation Authority and Scott Baugh and Associates, in an amount not to exceed \$60,000, for the remainder of the option term, expiring on December 31, 2008; to reaffirm the current contract scope as amended in November of 2004; and to add to the scope the provision of multi-level governmental collaboration strategies which will assist the Orange County Transportation Authority to achieve its legislative goals by use of local, state, and federal processes.

10. **Homeland Security Grant Award Authorization**
Ric Teano/Richard J. Bacigalupo

Overview

The United States Department of Homeland Security awarded the Orange County Transportation Authority \$950,000 in grant funds to support a variety of security efforts, including the installation of camera equipment on buses and at the Buena Park commuter rail station, as well as to develop a Comprehensive Emergency Management Plan for the agency. An authorizing resolution to execute grant-related agreements is presented for consideration as required by the grant.



BOARD AGENDA

ACTIONS

10. (Continued)

Recommendations

- A. Authorize the Chief Executive Officer to execute grant agreements with the Governor's Office of Homeland Security, as the designated administrative agency of the United States Department of Homeland Security, to support the purchase and installation of cameras on bus vehicles and at the Buena Park rail station, as well as to develop a Comprehensive Emergency Management Plan.
- B. Adopt Orange County Transportation Authority Resolution No. 2007-57 authorizing the Chief Executive Officer to execute and file grant-related agreements necessary to obtain financial assistance from the United States Department of Homeland Security and Governor's Office of Homeland Security.
- C. Amend the Fiscal Year 2007-08 budget to accommodate \$950,000 in United States Department of Homeland Security grant funds.

11. **Metrolink Video Surveillance System Deployment Program**

Anh-Tuan Le/Kia Mortazavi

Overview

In 2006, the Orange County Transportation Authority began the planning for deployment of security cameras at Metrolink stations in cooperation with each city's police department. Installation design started first with major facility construction projects underway at the Buena Park and Irvine stations. Continuing deployment at other Metrolink stations in this initial pilot project requires Board of Directors approval.

Recommendations

- A. Direct staff to utilize federal funds earmarked for security camera surveillance systems, with the required local match, to implement the Metrolink Video Surveillance System Deployment Program as described herein, a pilot project involving Buena Park, Fullerton, Irvine, Orange, Santa Ana, and Tustin stations.



BOARD AGENDA

ACTIONS

11. (Continued)

- B. Direct staff to prepare the required cooperative agreements or amendments with the cities listed above and the California Department of Transportation to incorporate video surveillance systems at Metrolink stations and to present to the Board of Directors for review and authorization.

12. **Cooperative Agreement with the Southern California Regional Rail Authority for Implementation of Orange County Metrolink Station Destination Signage**

Abbe McClenahan/Kia Mortazavi

Overview

Metrolink stations are currently equipped with electronic and standalone platform boarding signage. In order to better serve new weekend and high-frequency service customers in Orange County, new and improved station destination signage is under development and being recommended at dual-platform stations.

Recommendation

Authorize the Chief Executive Officer to enter into Cooperative Agreement C-7-1144 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in an amount not to exceed \$208,240, for implementation, management, fabrication, and installation of destination signage at dual-platform Orange County Metrolink stations.

13. **Draft 2007 Orange County Congestion Management Program Release for Public Review**

Gregory Nord/Kia Mortazavi

Overview

The Orange County Transportation Authority is responsible for monitoring and reporting on the Orange County Congestion Management Program every two years, in accordance with state legislation. A draft 2007 Orange County Congestion Management Program report has been prepared for public review and will be circulated to local agencies with direction by the Board of Directors.



BOARD AGENDA

ACTIONS

13. (Continued)

Recommendation

Direct staff to release the draft 2007 Orange County Congestion Management Program report for public review.

14. **Amendment to Cooperative Agreement with the California Department of Transportation for the Riverside Freeway (State Route 91) Express Lanes Concrete Median Barrier Modification Project**

Dipak Roy/Kia Mortazavi

Overview

On September 25, 2006, the Board of Directors approved a cooperative agreement with the California Department of Transportation, in the amount of \$500,000, to provide construction and construction management for the Riverside Freeway (State Route 91) Express Lanes Concrete Median Barrier Modification Project. The California Department of Transportation is requesting that the Orange County Transportation Authority agree to mutual termination of the project.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Cooperative Agreement No. 12-555 between the Orange County Transportation Authority and the California Department of Transportation. This amendment will terminate the Riverside Freeway (State Route 91) Express Lanes Concrete Median Barrier Modification Project and refund to the California Department of Transportation \$500,000 paid to the Orange County Transportation Authority.



BOARD AGENDA

ACTIONS

15. **Approval of Cooperative Agreement for the Riverside Freeway (State Route 91) Westbound Lane Addition Between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57)**
Dipak Roy/Kia Mortazavi

Overview

Orange County Transportation Authority staff, in conjunction with the California Department of Transportation, has developed a cooperative agreement for the Project Report/Environmental Approval phase for the Riverside Freeway (State Route 91) westbound lane addition between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57). These improvements consist of extending the existing auxiliary lane through the interchanges to create a fourth westbound general purpose lane on the Riverside Freeway (State Route 91).

Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-7-1153 with the California Department of Transportation to provide quality assurance activities for the Project Report/Environmental Approval phase for the westbound Riverside Freeway (State Route 91) between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57).

16. **Amendment to Agreement with the Department of California Highway Patrol**
Joe Toolson/Kia Mortazavi

Overview

On September 13, 2004, the Board of Directors of the Orange County Transportation Authority approved an agreement with the Department of California Highway Patrol, in the amount of \$1,000,000, to facilitate traffic control services for the Garden Grove Freeway (State Route 22) project. An amendment is required to continue these services through November 2007.



BOARD AGENDA

ACTIONS

16. (Continued)

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-4-0588 between the Orange County Transportation Authority and the Department of California Highway Patrol, in an amount not to exceed \$350,000, for additional traffic control services.

17. **Alameda Corridor East Grade Separations Environmental Impact Report Additional Funding Request**

Jennifer Bergener/Kia Mortazavi

Overview

The Orange County Transportation Authority has received a request from the City of Placentia to assume the lead agency responsibilities for the environmental impact report for the Alameda Corridor East grade separations and for additional funding to complete this effort.

Committee Recommendations

- A. Authorize the Chief Executive Officer to respond to the City of Placentia's request for the Orange County Transportation Authority to assume lead agency responsibilities for the completion of the environmental impact report for the Alameda Corridor East grade separations by offering staff support for completion of that report.
- B. Approve an amendment to the Orange County Transportation Authority Fiscal Year 2007-08 Budget and authorize the use of up to \$200,000 of Commuter Urban Rail Endowment funds for the completion of the environmental impact report for the Alameda Corridor East grade separations.
- C. Authorize the Chief Executive Officer to execute an agreement with the City of Placentia for the use of Commuter Urban Rail Endowment funds for the completion of the environmental impact report for the Alameda Corridor East grade separation. Funds shall be provided on a reimbursement basis, and \$50,000 of the \$200,000 shall be retained until the state and federal environmental process is completed.



BOARD AGENDA

ACTIONS

18. Cooperative Agreement with the City of Fullerton for the Go Local Program

Jeanne Spinner LaMar/Kia Mortazavi

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the City of Fullerton to establish roles and responsibilities and define a proposed project concept for step one of the Go Local program.

Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-7-1012 between the Orange County Transportation Authority and the City of Fullerton, in an amount not to exceed \$100,000, to enhance pedestrian and bicycle access between the Fullerton Transportation Center and off-site parking.

19. Selection of a Consultant for Preparation of Plans, Specifications, and Estimates for the El Camino Real Soundwall

George B. Saba/Kia Mortazavi

Overview

The Orange County Transportation Authority intends to prepare construction plans for a soundwall along the San Diego Freeway (Interstate 5) near El Camino Real. Statements of qualifications and proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to provide architectural and engineering services. These procedures are in accordance with both federal and state legal requirements.



BOARD AGENDA

ACTIONS

19. (Continued)

Recommendations

- A. Select RMC, Inc., as the highest qualified firm to provide design services for the preparation of plans, specifications, and estimates for El Camino Real soundwall.
- B. Authorize the Chief Executive Officer to request a cost proposal from RMC, Inc., and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement.

20. Imperial Highway Smart Street Update

Harry W. Thomas/Kia Mortazavi

Overview

Smart Streets are high-capacity, high-volume streets that serve as the backbone for Orange County's Master Plan of Arterial Highways. Smart Street projects result in coordinated improvements across multiple jurisdictions in accordance with locally approved implementation plans. The Orange County Transportation Authority Board of Directors has allocated funds to build four Smart Streets. A request from the City of Brea for additional Imperial Highway Smart Street funding is provided for the Board of Directors review and approval.

Recommendations

- A. Approve the City of Brea's request for an additional \$2,228,391 for construction on Imperial Highway Smart Street.
- B. Increase Measure M Smart Street Program allocations by \$2,228,391 for the Imperial Highway Smart Street between Harbor Boulevard and Rose Drive, utilizing available capacity within the Smart Street Program to facilitate the above action.



BOARD AGENDA

ACTIONS

- 21. Human Resources Overview**
Lisa Arosteguy/James S. Kenan

Overview

In an effort to increase effectiveness of the Human Resources Department, the Orange County Transportation Authority conducted an organizational study of Human Resources. The implementation of the recommended staffing changes and reorganization of the department occurred in the fourth quarter of fiscal year 2005-06. This report provides an overview status of Human Resources.

Recommendation

Receive and file as an information item.

- 22. Property Insurance Policy Renewal**
Al Gorski/James S. Kenan

Overview

The Orange County Transportation Authority has a property insurance policy with Travelers Property Casualty Company of America. This policy is scheduled to expire on November 30, 2007.

Recommendation

Authorize the Chief Executive Officer to issue Purchase Order A03772, in an amount not to exceed \$400,000 to Marsh Risk and Insurance Services, Inc., for the purchase of property insurance on behalf of the Orange County Transportation Authority for the period of December 1, 2007 to November 30, 2008.



BOARD AGENDA

ACTIONS

23. Bus Rapid Transit Market Analysis

Stella Lin/Ellen S. Burton

Overview

The Orange County Transportation Authority is planning to deliver three bus rapid transit routes by the end of 2010. This report presents a market overview and identifies the potential target markets and marketing strategies for this service.

Recommendation

Receive and file as an information item.

Orange County Transit District Consent Calendar Matters

24. Request for Proposals for the Technology Elements of Bus Rapid Transit Project

Mark Schaff/Beth McCormick

Overview

Staff has developed the proposed evaluation criteria weighting to initiate the competitive bidding process to select a firm to provide design, furnish, and installation services for the technology elements of the bus rapid transit project.

Recommendations

- A. Approve the proposed evaluation criteria and weightings.
- B. Approve the release of a Request for Proposals for a Consultant to design, furnish, and install the technology elements of the bus rapid transit project.



BOARD AGENDA

ACTIONS

25. Amendment to Agreement for Americans with Disabilities Act On-Board Performance Monitoring

Erin Rogers/Beth McCormick

Overview

The Orange County Transportation Authority has an agreement with Transit Access for on-board performance monitoring of ACCESS service. The scope of this contract includes on board schedule checks, vehicle operator performance monitoring, on-time pull in and pull out checks, trip sheet auditing, and call center activity monitoring. Transit Access was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. An amendment is necessary to exercise the second option term of this agreement.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-5-2581, between the Orange County Transportation Authority and Transit Access, in an amount not to exceed \$59,592, exercising the second option year for on-board performance monitoring.

26. Agreement for Joint Sealant Replacement for Concrete Pavement at the Anaheim Base

James J. Kramer/Kia Mortazavi

Overview

Modifications are needed at the Anaheim Base to replace deteriorated joint sealant to prevent contamination and debris from leaking into the concrete pavement joints. The project is ready for construction and Board of Directors authorization is requested.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-1031 between the Orange County Transportation Authority and Pacific Waterproofing & Restoration, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$177,177, for joint sealant replacement at the Anaheim Base.



BOARD AGENDA

ACTIONS

27. Agreement for Structural Modifications and Waterproofing at the Anaheim Base Parking Structure

James J. Kramer/Kia Mortazavi

Overview

Modifications are required at the Anaheim Base parking structure to provide structural modifications and waterproofing to address existing, as well as, further deterioration of the concrete parking structure. The project is ready for construction and Board of Directors authorization is requested.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0971 between the Orange County Transportation Authority and Kitson Specialty Contracting, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$597,775, for structural modifications and waterproofing at the Anaheim Base parking structure.

28. Agreement for Maintenance Uniform Rental and Cleaning Services

Lloyd Banta/Beth McCormick

Overview

The Orange County Transportation Authority provides approximately 400 union employees with uniform rental and cleaning services in order to comply with maintenance union requirements. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. The current agreement expires on October 31, 2007.

Recommendation

Authorize the Chief Executive Officer to execute blanket purchase order C-71000 between the Orange County Transportation Authority and Prudential Overall Supply, in an amount not to exceed \$267,660, for maintenance uniform rental and cleaning service for a three-year period with one option year.



BOARD AGENDA

ACTIONS

29. **Amendment to Agreement for Bus Stop Maintenance**
Lloyd Banta/Beth McCormick

Overview

The Orange County Transportation Authority's bus stop maintenance program ensures that bus stops are safe, clean, and in good order. The program includes preventive maintenance of each bus stop location along an assigned route, installation and relocation of stops, removal of discontinued bus stop signs and posts, and placement of red curb. On October 27, 2003, the Board of Directors approved an agreement with ShelterCLEAN, Inc., in the amount of \$3,000,000, to provide the services for a three-year period with two one-year options. ShelterCLEAN, Inc. was retained in accordance with procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-3-0810 between the Orange County Transportation Authority and ShelterCLEAN, Inc., in an amount not to exceed \$1,000,000, to exercise the final option year to perform on-going preventive and corrective maintenance at each of the Orange County Transportation Authority's bus stop locations.

30. **Request for Title Transfer of Surplus Vehicles for Golden Guardian 2007 Security Exercise**
Dana Wiemiller/Beth McCormick

Overview

The State of California is sponsoring Golden Guardian 2007, three simultaneous emergency preparedness drills on November 14 and 15, 2007, with one taking place at Angel Stadium of Anaheim. The City of Anaheim Police Department has requested two retired, 40-foot Orange County Transportation Authority buses to facilitate technical training exercises during the event.

Recommendation

Authorize the Chief Executive Officer to transfer title of two retired Orange County Transportation Authority buses to the City of Anaheim Police Department.



BOARD AGENDA

ACTIONS

Orange County Local Transportation Authority Consent Calendar Matters

31. **Bus System Planning and Implementation**
Scott Holmes/Beth McCormick

Overview

The Orange County Transportation Authority's bus services encompass a dynamic system that responds to changes in Board policy direction, short and long-term demand, performance, and customer input. An overview on how bus system changes are recommended is provided for Board review.

Recommendation

Receive and file as an information item.

Regular Calendar

Orange County Transportation District Regular Calendar Matters

32. **ACCESS Performance Measurement Update and Overview of Use of Taxis in ACCESS Service**
Erin Rogers/Beth McCormick

Overview

At the June 25, 2007, Board of Directors meeting, staff provided the final report of Veolia's 90-day evaluation period. At that time, the Board of Directors approved maintaining the contract with Veolia and directed staff to continue providing monthly reports on ACCESS service performance measurements. The following report provides updated ACCESS performance measurement including an overview of the use of taxis in ACCESS service.

Recommendation

Receive and file as an information item.



BOARD AGENDA

ACTIONS

Orange County Local Transportation Authority Regular Calendar Matters

33. Garden Grove Freeway (State Route 22) Design-Build Project Update
Tom Bogard/Kia Mortazavi

Overview

Reconstruction of the Garden Grove Freeway (State Route 22) from Valley View Street to the Costa Mesa Freeway (State Route 55) is nearing completion. A project update on the status of the current work, including the remaining activities required to complete the project, is presented.

Committee Recommendations

- A. Receive and file as an information item.
- B. Ratify an increase in the maximum costs to \$3.2 million for Contract Change Order No. 21 for the rubberized asphalt project on a portion of State Route 22 Garden Grove Freeway.

Other Matters

34. Third Quarter Review of Chief Executive Officer's Goals for 2007

35. 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.



BOARD AGENDA

ACTIONS

36. Chief Executive Officer's Report

37. Directors' Reports

38. Closed Session

- A. Pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Marva Phillips regarding collective bargaining agreement negotiations with the Teamsters Local 952 representing the maintenance employees.
- B. 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.
- C. Pursuant to Government Code Section 54956.9(b)(1).

39. Adjournment

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Friday, October 5, 2007**, at the OCTA Headquarters.



September 24, 2007

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: Public Hearing to Amend the Measure M Expenditure Plan

Overview

On August 13, 2007, the Orange County Transportation Authority Board of Directors directed staff to schedule a public hearing for September 24, 2007, to consider two proposed amendments to advance work related to two projects within the Freeway Projects element of the Measure M Expenditure Plan. The two proposed amendments were approved by the Measure M Taxpayers Oversight Committee by a unanimous vote (10-0) and are now submitted for public input and formal approval.

Recommendations

- A. Conduct a public hearing to amend the Measure M Expenditure Plan.
- B. Amend the Measure M Expenditure Plan by approving the proposed amendments to:
 - 1. Modify the description of the Orange Freeway (State Route 57) project, consistent with Project G in the Renewed Measure M Transportation Investment Plan, and increase the funding allocation by \$22 million.
 - 2. Expand the limits of the Garden Grove Freeway (State Route 22) project to include the West County Connection improvements and increase the funding allocation by \$10 million.
- C. Direct staff to give written notice of the amendments to local agencies.

Background

As Measure M (M1) approaches its sunset on April 30, 2011, and the Renewed Measure M (M2) approaches its sunrise, the Orange County Transportation Authority (OCTA) Board of Directors (BOD) has approved an M2 Early Action Plan. The Early Action Plan provides a framework for activities from 2007 to 2012 and defines the criteria for project delivery of M2 projects. On August 13, 2007, the Board directed staff to proceed with the necessary steps to implement the M2 Early Action Plan.

A step identified in the staff report was to expedite the design work on the Orange Freeway (State Route 57) project. The project description in M1 must be modified to be consistent with the M2 Project G, Orange Freeway (State Route 57) Improvements.

OCTA has existing local funding commitments as a match to the Corridor Mobility Improvement Account (CMIA)-funded freeway projects that must be addressed in the short term, including providing a match for CMIA funds that are available only for construction on the M2 State Route 57 (SR-57) Project G, and the completion of existing M1 freeway projects on the Santa Ana Freeway (Interstate 5) and the Garden Grove Freeway (State Route 22). Fact sheets with maps for the State Route 22 (SR-22) Phase II and the SR-57 project are included (Attachment A).

In addition, the SR-22 Phase II West County Connections Project (not part of M2) is funded with a combination of federal Congestion Mitigation Air Quality (CMAQ) funds (available only via reimbursement), and state CMIA funds (available only for construction). Working capital is needed on this project for initial investment in design and right-of-way (Attachment B).

Currently, the M1 freeway mode is projected to have an ending unspent balance of \$172 million (Attachment C). This would leave an estimated projected balance of \$140 million in the M1 freeway mode as a prudent reserve for economic uncertainties and project closeout costs.

Discussion

Included in the recommendations approved by the Board on August 13, 2007, was direction to present two proposed amendments to the M1 Expenditure Plan to the Taxpayers Oversight Committee (Attachment D). A revision to page 18 of the M1 Expenditure Plan, detailing the changes in the project funding allocations was also offered for their consideration and approval (Attachment E).

Briefly, the amendments propose to:

1. Modify the description of the Orange Freeway (State Route 57) project, consistent with Project G in the Renewed Measure M Transportation Investment Plan, and increase the funding allocation by \$22 million from un-programmed funds in the M1 freeway mode to pay for pre-construction costs.
2. Expand the limits of the Garden Grove Freeway (State Route 22) project to include the State Route 22 (SR-22) Phase II West County Connection improvements and increase the funding allocation by \$10 million from the un-programmed funds as working capital for design and right-of-way costs.

On August 28, 2007, the Measure M Taxpayers Oversight Committee met and voted unanimously (10-0) to approve the amendments and revised expenditure plan(Attachment F) .

A public hearing conducted by the OCTA Board regarding the amendments was noticed in accordance with M1 requirements through the Clerk of the Board's office (Attachment G). If the Board approves the amendments, they will become effective 45 days after the public hearing is concluded and notification is sent to the local agencies (Attachment H).

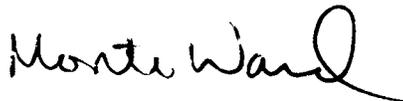
Summary

In order to complete the process of amending the Measure M Expenditure Plan, the Board will seek comments from the public and act on the proposed amendments. These actions will allow OCTA to proceed with implementation of these state highway improvement projects.

Attachments

- A. Fact Sheets
- B. Summary of CTC CMIA Recommendations
- C. Measure M Schedule of Revenues and Expenditures Summary as of March 31, 2007
- D. August 2007 Proposed Amendments to Measure M Expenditure Plan
- E. August 2007 Revised Traffic Improvement and Growth Management Plan Expenditure Plan (1988 \$ x million)
- F. Measure M Taxpayers Oversight Committee
- G. NOTICE OF PUBLIC HEARING
- H. Draft of Amendment Notification letter

Prepared by:



Monte Ward
Director, Special Projects
(714) 560-5582

Fact Sheets

**SR-22/405/605
HOV Connectors**

Project Description:

This project proposes to construct direct HOV connectors from SR-22 to I-405 (between Seal Beach Blvd. and Valley View St.) and from I-405 to I-605 (between Katella Ave. and Seal Beach Blvd.) with a second HOV lane in each direction on I-405 between the two direct connectors. This project is Phase II of the SR-22/WOCC widening project. Phase I added an HOV on SR-22 between Glassell Avenue in the City of Orange and Valley View Street in the City of Garden Grove, plus auxiliary lanes between SR-55 and Valley View Street.

Corridor Description:

State Route 22 (SR-22) is an east-west transportation corridor that provides connections to five major Interstate 5, 405 and 605, and State Routes 55 and 57 and that crosses most of the major north-south arterial corridors in Central Orange County.

Funding:

Total project Cost:	\$400,000
CMIA Funds Recommended:	\$200,000
Local Match:	\$200,000

Project Schedule:

Ready for advertisement:	Mid 2009
Construction award:	Early 2010
Construction complete:	Mid 2012

Project Map:



SR-57 NB Widen from SR-91 to Lambert Road

Project Description:

This project will add one general purpose lane on NB SR-57 from the SR-91 to Lambert Road for a total length of 5.1 miles. This segment of the freeway experiences heavy traffic congestion in the NB direction, particularly in the PM peak period.

Corridor Description:

SR-57 is the principal corridor connecting central Orange County to eastern Los Angeles County and western San Bernardino County. This freeway serves both as the primary commuter route between these areas as well as a major goods movement corridor. SR-57 provides a north-south connection between I-5 in the south and I-10 and I-210 to the north.

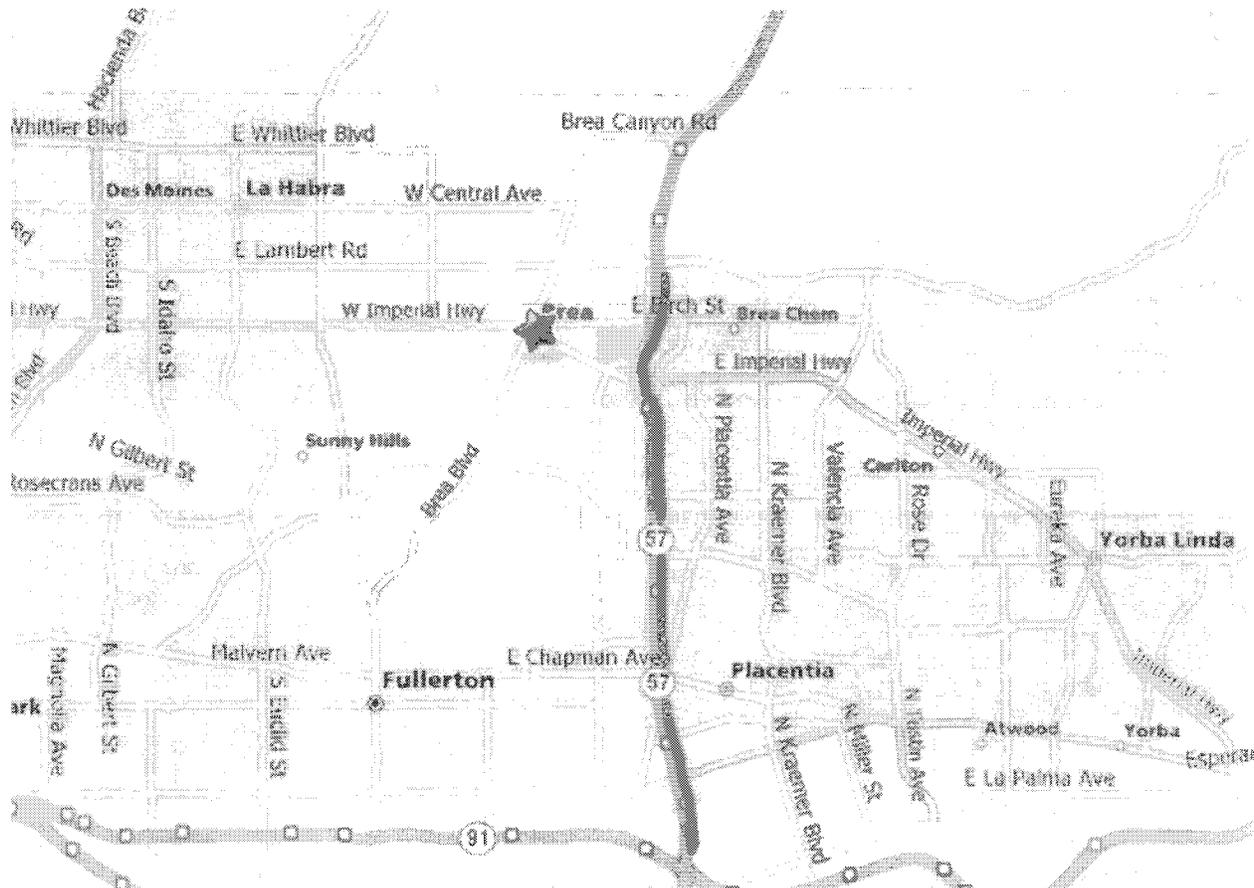
Funding:

Total project Cost:	\$140,000
CMIA Funds Recommended:	\$70,000
Local Match:	\$70,000

Project Schedule:

Ready for advertisement:	Early 2010
Construction award:	Mid 2010
Construction complete:	Mid 2014

Project Map:



**Summary of CTC
CMIA Recommendations**

(\$1,000's)

Freeway Corridor	Project Title	Total Project Cost	CMIA Requested	Approved CMIA Share	Local Share	Local Share Source	Estimated Construction Start
Recommended for Funding							
I-405/I-605/ SR-22	HOV Connectors 405/22 & 405/605, 2nd HOV lane on I-405 from SR-22 to I-605	400,000	200,000	200,000	200,000	Federal Congestion Mitigation & Air Quality Funds	March 2010
SR-91	Eastbound lane from SR-241 to SR-71	80,500	73,800	71,440	9,060	Riverside County Transportation Commission and Toll Revenues	August 2009
SR-91	Add 1 lane each direction from SR-55 to Gypsum Canyon Road	96,000	48,000	22,000	74,000	State Transportation Improvement Program (STIP)	February 2012
SR-57	Northbound lanes from Katella to SR-91 Connector	41,000	20,086	20,086	20,914	1990 Measure M Fwy Program Savings	May 2011
SR-57	Northbound lanes from Orangethorpe to Lambert	140,000	70,000	70,000	70,000	1990 Measure M Fwy Program Savings	June 2010
	TOTAL	757,500	411,886	383,526	373,974		

Measure M
Schedule of Revenues and Expenditures Summary
as of March 31, 2007

Project Description (G)	Net Tax Revenues Program to date Actual (H)	Total Net Tax Revenues (I)	Project Budget (J)	Estimate at Completion (K)	Variance Total Net Tax Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through Mar 31, 2007 (N)	Reimbursements through Mar 31, 2007 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
<i>(\$ in thousands)</i>										
Freeways (43%)										
I-5 between I-405 (San Diego Fwy) and I-605 (San Gabriel Fwy)	\$ 738,587	\$ 1,044,181	\$ 810,010	\$ 801,602	\$ 242,579	\$ 8,408	\$ 745,791	\$ 77,164	\$ 668,627	82.5%
I-5 between I-5/I-405 Interchange and San Clemente	51,209	72,397	57,836	59,940	12,457	(2,104)	68,029	10,358	57,671	99.7%
I-5/I-405 Interchange	64,996	91,888	72,802	73,075	18,813	(273)	98,157	25,082	73,075	100.4%
S.R. 55 (Costa Mesa Fwy) between I-5 and S.R. 91 (Riverside Fwy)	43,330	61,259	44,511	50,176	11,083	(5,665)	55,317	6,172	49,145	110.4%
S.R. 57 (Orange Fwy) between I-5 and Lambert Road	21,665	30,629	24,128	22,750	7,879	1,378	25,609	2,859	22,750	94.3%
S.R. 91 (Riverside Fwy) between Riverside Co. line & Los Angeles Co. line	93,554	132,263	116,136	105,639	26,624	10,497	123,914	18,606	105,308	90.7%
S.R. 22 (Garden Grove Fwy) between S.R. 55 and Valley View St.	291,496	412,104	244,460	247,852	164,252	(3,392)	496,317	266,436	229,881	94.0%
Subtotal Projects	1,304,837	1,844,721	1,369,883	1,361,034	483,687	8,849	1,613,134	406,677	1,206,457	
Net (Bond Revenue)/Debt Service			311,179	311,179	(311,179)	-	293,600		293,600	
Total Freeways	\$ 1,304,837	\$ 1,844,721	\$ 1,681,062	\$ 1,672,213	\$ 172,508	\$ 8,849	\$ 1,906,734	\$ 406,677	\$ 1,500,057	
%				40.6%					52.6%	
Regional Street and Road Projects (11%)										
Smart Streets	\$ 114,444	\$ 161,796	\$ 159,392	\$ 159,392	\$ 2,404	\$ -	\$ 122,077	\$ 3,489	\$ 118,588	74.4%
Regionally Significant Interchanges	66,759	94,381	94,381	94,381	-	-	42,503	146	42,357	44.9%
Intersection Improvement Program	95,370	134,830	134,830	134,830	-	-	61,157	56	61,101	45.3%
Traffic Signal Coordination	47,685	67,415	67,415	67,415	-	-	33,153	132	33,021	49.0%
Transportation Systems Management and Transportation Demand Management	9,537	13,483	13,483	13,483	-	-	6,864	149	6,715	49.8%
Subtotal Projects	333,795	471,905	469,501	469,501	2,404	-	265,754	3,972	261,782	
Net (Bond Revenue)/Debt Service			2,404	2,404	(2,404)	-	2,268		2,268	
Total Regional Street and Road Projects	\$ 333,795	\$ 471,905	\$ 471,905	\$ 471,905	\$ -	\$ -	\$ 268,022	\$ 3,972	\$ 264,050	
%				11.5%					9.3%	

**Garden Grove Freeway (State Route 22) from State Route 55 to Valley View Street
Interstate 605 including West County Connection improvements**

Description:

State Route 22 is the last major freeway in Orange County slated for Measure M-funded improvements. In 2000, over 174,000 vehicles a day traveled on this freeway and forecasts show demand increasing to over 212,000 daily. At the west end, SR-22 connects with Interstate 405 and Interstate 605 – “West County Connection.” This freeway segment carries over 430,000 cars today and future demand is projected to reach 526,000. Plans call for the addition of carpool lanes in each direction along with auxiliary lanes, freeway-to-freeway carpool connectors, interchange improvements, and environmental mitigation.

Costs:

The Measure M contribution for this project shall not exceed ~~\$296~~ 303 million in 1988 dollars. These funds will leverage existing Federal, State, and Local sources that are providing over \$235 million for improvements. In 2007, an additional \$400 million of new state and federal funds were made available to the West County Connection.

Implementation:

Design of the project will begin immediately. Construction is targeted to begin by 2004. Sales Tax revenues would be used to augment funding from other sources. Design of the West County Connection improvements will begin in 2007 and construction is scheduled to begin on 2009.

References:

State Route 22/West County Connection Project Report, Caltrans, March 2003.

Orange Freeway (SR 57) from the Los Angeles County Line to Interstate 5

Description:

The 20-Year Master Plan for Transportation Improvements calls for the addition of one carpool lane in each direction to the Orange Freeway for its entire length within Orange County. This covers a distance of about 12 miles. In addition, soundwalls and other environmental amenities will be added. In 1988, this freeway carried over 210,000 vehicles per day and forecasts estimate this demand to grow to over 280,000 daily. Los Angeles County plans for additional lanes that extend the improvements north to Route 60 in Diamond Bar.

The 2007 Renewed Measure M Transportation Investment Plan lists additional improvements for this corridor under "Project G – Orange Freeway Improvements." Use of available Measure M funds will enable Orange County to leverage state funds and deliver the improvements earlier.

Costs:

The 1988 capital cost estimate for this improvement is \$22 million. The cost of pre-construction work on early-action Renewed Measure M improvements on the Orange Freeway is \$16 million (in 1988 dollars).

Implementation:

The current schedule slates the Orange Freeway improvements for the first five-year period of the plan. Design of the early-action Orange Freeway improvements will begin in 2007 and construction is scheduled to begin in 2010.

References:

1. Renewed Measure M Transportation Investment Plan, July 2006.
2. Renewed Measure M Early Action Plan, Draft Report, Orange County Transportation Authority, July 16, 2007.

August 2007

**Revised Traffic Improvement and Growth
Management Plan Expenditure Plan (1988 \$ x million)**

Freeway Projects		\$ 1,325
Project	Cost	
I-5 (Santa Ana Freeway) between I-405 (San Diego Freeway) and I-605 (San Gabriel Freeway)	\$ 734	
I-5 (San Diego Freeway) between I-5/I-405 Interchange and San Clemente	\$ 52	
I-5/I-405 Interchange	\$ 66	
S.R. 55 (Costa Mesa Freeway) between I-5 and S.R. 91(Riverside Freeway)	\$ 44 *	
S.R. 57 (Orange Freeway) between I-5 and Lambert Road	\$ 38	
S.R. 91 (Riverside Freeway) between Riverside County Line and Los Angeles County Line	\$ 95 *	
S.R. 22 (Garden Grove Freeway) between S.R. 55 and Valley View Street (Phase I) and Valley View to Interstate 605 (Phase II)	\$ 296 **	
Freeway Sub-total	\$ 1,325	

Regional Street and Road Projects		\$ 350
Project	Cost	
Smart Streets	\$ 120	
Regionally Significant Interchanges	\$ 70	
Intersection Improvement Program	\$ 100	
Traffic Signal Coordination	\$ 50	
Transportation Systems Management and Transportation Demand Management	\$ 10	
Streets and Roads Sub-total	\$ 350	

Local Street and Road Projects		\$ 650
Project	Cost	
Master Plan of Arterial Highway Improvements	\$ 100	
Streets and Roads Maintenance and Road Improvements	\$ 450	
Growth Management Area Improvements	\$ 100	
Local Street and Road Sub-total	\$ 650	

Transit Projects		\$ 775
Project	Cost	
Pacific Electric Right-of-Way	\$ 15	
LOSSAN Intercity Rail Program	\$ 20	
LOSSAN Commuter Rail	\$ 215	
Riverside Commuter Rail	\$ 40	
High-Technology Advanced Rail Transit	\$ 340	
Elderly & Handicapped Fare Stabilization	\$ 20	
Transitways	\$ 125	
Transit Sub-total	\$ 775	

TOTAL		\$ 3,100
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* Pursuant to Resolution No. 94-03 dated 4/11/94, these projects shall be first in priority for State Transportation Improvement Program funds.

** Measure M project budget, assuming a 2004 construction date, is \$327 million. Pursuant to OCTA Board action dated 9/13/2004, OCTA shall pursue reimbursement of \$123.7 million in Transportation Congestion Relief Funds



Measure M Taxpayers Oversight Committee

August 28, 2007

To: Carolyn V. Cavecche
Chairman, OCTA Board of Directors

From: David Sundstrom, Chairman 
Measure M Taxpayers Oversight Committee

Subject: Proposed Amendments To Measure M (M1) Expenditure Plan, Page 18

On August 28, the Taxpayers Oversight Committee (TOC) was presented with a proposal to amend the Measure M (M1) Expenditure Plan utilizing \$32 million of the \$172 million unprogrammed balance which is currently forecast for the freeway component. The two amendments the committee considered include allocating \$22 million to pay for preconstruction costs on the Renewed M (M2) Orange Freeway (SR-57) widening (Project G), and allocating \$10 million as working capital for design and right-of way on the Garden Grove Freeway (SR-22) Phase II - West County Connections.

After careful review and deliberation, the TOC approved unanimously, by a 10 – zero vote, "to amend the Measure M (M1) Expenditure Plan, Page 18 to:

1. Modify the description of the Orange Freeway (State Route 57) project, consistent with Project G in the Renewed Measure M Transportation Investment Plan, and increase the funding allocation by \$22 million.
2. Expand the limits of the Garden Grove Freeway (State Route 22) project to include the West County Connection improvements and increase the funding allocation by \$10 million.

Attachment

NOTICE OF PUBLIC HEARING

**Orange County Transportation Authority
Amendment of the Measure M Freeway Category
State Route 22 Improvement Project – West County Connections
State Route 57 Improvement Project**

NOTICE IS HEREBY GIVEN that the Orange County Transportation Authority (OCTA) Board of Directors will hold a public hearing at the Board of Directors Meeting Room 155, 600 South Main Street, Orange, California, at the regular meeting on September 24, 2007. The meeting will begin at 9:00 a.m. It is recommended that Measure M be amended to expand the limits of the State Route 22 Improvement Project funding under the Freeway category to include the carpool connectors from State Route 22 to Interstate 405 and Interstate 605. Also under consideration is an amendment to include the addition of general purpose lanes on State Route 57 between I-5 and Lambert Road. A funding allocation of Measure M revenue is additionally proposed.

All interested parties are invited to attend the public hearing and to submit, orally or in writing, comments with respect to the recommendation. Written comments may be addressed to the Clerk of the Board:

Wendy Knowles
Clerk of the Board
Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Telephone (714) 560-5676

September 26, 2007

The Honorable Name
Mayor
City of XXXX
Address
City, CA ZIP

Dear Mayor Name:

On September 24, 2007, the Orange County Transportation Authority (OCTA) Board of Directors (Board) held a public hearing and approved two amendments to Measure M (M1) to:

1. Modify the description of the Orange Freeway (State Route 57) project, consistent with Project G in the Renewed Measure M (M2) Transportation Investment Plan, and increase the funding allocation by \$22 million from un-programmed funds in the M1 freeway mode to pay for pre-construction costs.
2. Expand the limits of the Garden Grove Freeway (State Route 22) project to include the State Route 22 (SR-22) Phase II West County Connection improvements and increase the funding allocation by \$10 million from the un-programmed funds as working capital for design and right-of-way costs.

These amendments will maximize the effectiveness of the improvements funded with Measure M (SR-22 Phase 1) and will allow the County to jumpstart an M2 project, while leveraging significant outside funding. Please note, the approved amendments do not impact the allocation of funds to the other Measure M categories, including the Regional and Local Street and Road Projects.

In accordance with the Measure M Ordinance, the amendments were approved by the Measure M Taxpayers Oversight Committee prior to the public hearing. Now that the public hearing has concluded, the Board has approved the amendments; therefore, the amendments will take effect on November 2007.

OCTA along with oversight from the Measure M Taxpayers Oversight Committee has acted to ensure timely implementation of these projects. The approved project allocations were made possible through remaining funds in the Freeway Projects category of the Measure M Expenditure Plan. A copy of the revised

Name

September 14, 2004

Page 2

Measure M Expenditure Plan, and fact sheets for the two projects are enclosed for your reference.

Measure M has been a critical element of Orange County's efforts to fund a broad range of needed transportation projects. Through our partnerships with the cities, the County of Orange, Caltrans, and other agencies, OCTA has been successful in keeping our commitments made to the voters. Moreover, the significance of having a local funding option has become more evident during times when state and federal transportation budgets continue to be in flux. Your continued support and active involvement in the delivery of the Measure M Program is appreciated.

Should your agency have any comments or questions on these amendments, please contact Kia Mortazavi, Executive Director, Development (714) 560-5741.

Sincerely,

Carolyn V. Cavecche
Chairman

CVC:km
Enclosures

c: Board of Directors
Executive Staff
City Councils
City Managers
Cindy Quon, Caltrans District 12 Director
Taxpayers Oversight Committee

Minutes of the Meeting of the
Orange County Transportation Authority
Orange County Service Authority for Freeway Emergencies
Orange County Local Transportation Authority
Orange County Transit District
Board of Directors
September 10, 2007

Call to Order

The September 10, 2007, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Cavecche at 9:05 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
James Pinheiro, Caltrans District 12 attended on behalf of
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 Green gave the invocation.

Pledge of Allegiance

Director Winterbottom 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

There were no Special Matter items.

Consent Calendar (Items 1 through 3)

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.

Orange County Transportation Authority Consent Calendar Matters

1. Approval of Minutes

Director Bates pulled this item and referenced Item 19, the State Legislative Status Report, in the August 27 Board meeting minutes. She stated that she wished her opposition to be corrected to reflect opposing the motion for "Support with Amendments".

Regarding Item 20, the Rail-Highway Grade Crossing Enhancement Program Implementation Options, Director Pulido wished to be shown as opposing the motion, though he does support quiet zones.

1. (Continued)

A motion was made by Director Bates, seconded, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of August 27, 2007, with the corrections noted.

Directors Moorlach and Nguyen abstained from voting on this item, having not been present at the August 27 Board meeting.

2. 91 Express Lanes Management Consulting and Project Management Support

Director Moorlach pulled this item and stated he wished to move to return this item to the Finance and Administration Committee due to concerns regarding the scoring, additionally commented he would like to consider bifurcating the recommendation; Director Campbell seconded the motion, which was subsequently declared as having passed.

Director Mansoor referenced Page Two of the staff report, first paragraph following the bullet points, vehicle identification technology. He stated he would like it addressed when this item is returned to Committee as to what safeguards are in place when the transponder is not activated or read and if a ticket is issued.

Director Buffa was not present to vote on this item.

Orange County Transit District Consent Calendar Matters

3. Amendment to Agreement for Community Transportation Services Mobile Radio Maintenance

A motion was made by Director Campbell, seconded by Director Winterbottom, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 8 to Agreement C-3-0025 between the Orange County Transportation Authority and Radio Service, Inc., in an amount not to exceed \$40,000, to exercise the fourth option year for mobile radio maintenance.

Director Buffa was not present to vote on this item.

Regular Calendar

4. Buena Park Metrolink Station Free Ride Promotion

Marcelo Sandoval, Marketing Program Administrator, provided a presentation on this milestone in Orange County's Metrolink service. Mr. Sandoval provided background, marketing details, and event information for the October 6 dedication.

A motion was made by Director Brown, seconded by Director Green, and declared passed by those present, to approve the Metrolink free ride promotion from Buena Park Station for Saturday, October 6, 2007.

Other Matter

5. 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.

No requests to address the Board were submitted to the Clerk.

6. Chief Executive Officer's Report

Chief Executive Officer, Arthur T. Leahy, reported:

- √ On September 15, an open house will be held at Sunnyside Elementary School to discuss rubberized asphalt demonstration project on the State Route 22 Freeway. An agreement is anticipated that will necessitate a change order which will only address price, not other issues with the contractor. Sound measurement devices will be placed along the freeway to assess the impact of rubberized asphalt as a noise mitigation technology.
- √ Mr. Leahy will be on vacation for the next two week and will be available via cell phone during that time. Deputy Chief Executive Officer, Paul Taylor, will be acting in his absence.

7. Directors' Reports

Director Pringle recognized Ms. Kathleen Brown, former Treasurer of the State of California, who was in the audience for today's meeting. Ms. Brown is now with Goldman-Sachs.

Chairman Cavecche reported that she and Director Buffa were in Washington, D.C., this past week to participate in first-round interviews for the Federal Legislative Lobbyists for OCTA.

Chairman Cavecche informed the Board that she will now serve on the Legislative and Government Affairs Committee and no longer participate on the Finance and Administration Committee in order to even-out the number of members on each committee.

Vice Chairman Norby stated that the anniversary of the founding of the Orange County Transportation District was celebrated in Fullerton this past week.

8. Closed Session

A Closed Session was held:

- A. Pursuant to Government Code Section 54957 to review the performance of the Chief Executive Officer.
- B. Pursuant to Government Code Section 54957.6 to meet with Orange County Transportation Authority designated representative Marva Phillips regarding collective bargaining agreement negotiations with the Teamsters Local 952 representing the maintenance employees.

The Board agreed to a 30-day extension agreement for the maintenance contract with retroactivity.

- C. 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.

The Board approved a letter of agreement for the Worker's Compensation Reduction Plan.

9. Adjournment

The meeting adjourned at 10:45 a.m. Chairman Cavecche announced that the next regularly scheduled meeting of this Board will be held at **9:00 a.m. on September 24, 2007**, at the OCTA Headquarters.

ATTEST

Wendy Knowles
Clerk of the Board

Carolyn V. Cavecche
OCTA Chairman



ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

FELICITAS GUZMAN

WHEREAS, the Orange County Transportation Authority recognizes and commends Felicitas Guzman; and

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

WHEREAS, Felicitas Guzman has demonstrated her integrity by maintaining an excellent work record for the last seven years. Her dedication exemplifies the high standards set forth for Orange County Transportation Authority employees; and

WHEREAS, Felicitas Guzman has demonstrated that safety is vital by achieving five years of safe driving and that courtesy to our customers ensures continued patronage for OCTA; and

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

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

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

Dated: September 24, 2007

Carolyn V. Cavecche, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2007-55





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

BINH DO

WHEREAS, the Orange County Transportation Authority recognizes and commends Binh Do; and

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

WHEREAS, Binh is a strong team player who strives to provide the highest quality maintenance. Binh's expertise in vehicle body repair is exceptional, he consistently demonstrates superb skill and innovation in repairing damaged buses; and

WHEREAS, Binh's commitment to teamwork, standards of excellence, and organizational pride make him a strong asset to the Authority and its core values; 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 Binh Do as the Orange County Transportation Authority Maintenance Employee of the Month for September 2007; and

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

Dated: September 24, 2007

Carolyn Cavecche, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2007-54





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

BEATRIZ COTA

WHEREAS, the Orange County Transportation Authority recognizes and commends Beatriz Cota; and

WHEREAS, be it known that Beatriz Cota is a valued member of the Maintenance Department. Through her diligent, conscientious efforts in performing all tasks, Beatriz has consistently demonstrated a high level of achievement in meeting base mission goals by providing safe, clean, ready for service vehicles at the Santa Ana Base; and

WHEREAS, Beatriz's expertise in the maintenance shop is exceptional. Her skills and superb "can do" attitude in performing all facets of vehicle servicing have earned her the respect of all who work with her; and

WHEREAS, Beatriz has distinguished herself as being an outstanding Serviceworker who always completes her job with pride. She provides passengers with the cleanest and safest vehicles, she is truly a professional who efficiently reports all graffiti and safety issues; and

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

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

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

Dated: September 24, 2007

Carolyn V. Cavecche, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2007-59





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

ROBERTA ESPINOZA

WHEREAS, *the Orange County Transportation Authority recognizes and commends Roberta Espinoza; and*

WHEREAS, *be it known that Roberta has performed her duties as Office Specialist, handling telephone operator duties for the Authority's General Services Section, demonstrating the highest level of integrity and professionalism in all dealings with the public and the Authority staff; and*

WHEREAS, *Roberta's knowledge of Authority staff and departments allow her to immediately and correctly direct calls from the public to the proper destination. Roberta has earned many "thank you" letters from the public sector; and*

WHEREAS, *Roberta's pleasant and professional manner in handling callers with all types of inquiries have made her a most important member of the General Services team. In the age of speaking to a recording, it is a pleasure to call the Authority and speak to a real person, who is also very pleasant; and*

WHEREAS, *Roberta's superb communication skills, teamwork, professional ethics, can-do attitude, and customer focus best exemplifies the values of the Orange County Transportation Authority.*

NOW, THEREFORE, BE IT RESOLVED *that the Authority does hereby declare Roberta Espinoza as the Orange County Transportation Authority Administrative Employee of the Month for September 2007; and*

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

Dated: September 24, 2007

Carolyn V. Cavecche, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2007-56





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

KATHI SLAUGHTER

WHEREAS, the Orange County Transportation Authority recognizes and commends Kathi Slaughter; and

WHEREAS, Kathi has been assigned to Transit Police Services since it's inception in 1993, handling the responsibilities involved with working at TPS 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, Kathi has consistently done an excellent job of tracking both Fixed Route and Right of Way statistics; designing spreadsheets for TPS radio dispatched calls, graffiti cost comparisons, criminal activity, and related coach operator incident reports; and

WHEREAS, Kathi is renowned for her time keeping ability. She has developed a good working relationship with Sheriff's Payroll, and has earned the reputation of consistently submitting one of the most accurate time sheets in the Sheriff's Department; and

WHEREAS, Kathi is always courteous and prompt when dealing with OCTA customers and her co-workers. Kathi is often the first point of contact for those who need assistance from Transit Police Services, and her cheerful disposition is greatly appreciated by everyone who comes in contact with her.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Kathi Slaughter as the Orange County Transportation Authority Transit Police Services Employee of the Quarter for September 2007; and

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

Dated: September 24, 2007

Carolyn V. Cavecche, Chairman
Orange County Transportation Authority

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





BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Draft Audit Responsibilities of the Finance and Administration Committee

Finance and Administration Committee

September 12, 2007

Present: Directors Amante, Bates, Brown, Buffa, Campbell, Cavecche, Moorlach, and Nguyen
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Adopt the Draft Audit Responsibilities of the Finance and Administration Committee.
- B. Direct staff to return to the Finance and Administration Committee with recommendations for the implementation of the Draft Audit Responsibilities of the Finance and Administration Committee.

Committee Discussion

Members stated they were uncertain regarding the wording of the second paragraph on Attachment A, which currently reads: "At least one of the Committee Members will have financial experience sufficient to provide guidance and assistance to other Committee Members on matters related to accounting, auditing, budgeting, and finance.". Members stated that in the future, there perhaps would not be Members of the Committee with extensive financial experience, and perhaps this sentence should amended to state that Committee Members should, rather than will, have the requisite experience. Discussion followed and it was agreed the issue should come back to the Committee when the implementation plan is provided.



September 12, 2008

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Draft Audit Responsibilities of the Finance and Administration Committee

Overview

The Finance and Administration Committee of the Board of Directors of the Orange County Transportation Authority has, to a large degree, functioned as an audit committee in its oversight of audit activities and its involvement in the appointment of independent external auditors. Draft Audit Responsibilities of the Finance and Administration Committee are being proposed to more formally establish the roles and responsibilities of the Finance and Administration Committee functioning as an audit committee.

Recommendations

- A. Adopt the Draft Audit Responsibilities of the Finance and Administration Committee.
- B. Direct staff to return to the Finance and Administration Committee with recommendations for the implementation of the Draft Audit Responsibilities of the Finance and Administration Committee.

Background

The Internal Audit Department (Internal Audit) is an independent appraisal function whose purpose is to examine and evaluate the Orange County Transportation Authority's (OCTA) operations and activities. The Internal Audit Department also monitors the activities of external auditors, including the independent financial statement auditors. The Finance and Administration Committee (Committee) has served, to a large degree, as an audit committee having primary responsibility for the oversight of all audit activities.

Discussion

The Committee receives and reviews the annual internal audit plan, all audit reports and management responses, as well as quarterly updates to the internal audit plan. The Committee reviews the audited financial statements of the OCTA and related entities, as well as the external auditor's required communications, including the management letter. In July 2006, the Committee interviewed and recommended the appointment of the Manager of the Internal Audit Department. In January 2007, the Committee also interviewed and recommended to the Board of Directors the appointment of the independent financial statement auditors. The Committee now seeks to expand its understanding of and clearly define its role in audit oversight.

Using audit industry guidance, the Internal Audit Department has prepared the Orange County Transportation Authority Draft Audit Responsibilities of the Finance and Administration Committee (Attachment A). The audit industry guidance included material published by the American Institute of Certified Public Accountants (AICPA), a national accounting and auditing association providing guidance to audit committees, audit organizations, and public accounting firms. The AICPA has published an "Audit Committee Charter Matrix for Government Organizations" (Audit Charter Matrix) (Attachment B) as guidance for governmental entities in developing an audit charter and monitoring its implementation.

Because the Committee serves in an audit committee capacity but is not designated as a formal or distinct audit committee of OCTA, and because the Committee will continue to forward all audit matters to the Board of Directors for final action, staff recommends adoption of this document as Audit Responsibilities of the Finance and Administration Committee, rather than as an audit committee charter.

The AICPA also provides implementation tools for use by government audit committees in fulfilling specific roles and responsibilities. For example, the AICPA provides guidance in evaluating internal audit department performance with a six-page questionnaire "*Evaluating the Internal Audit Team: Guidelines and Questions*". An index of all AICPA audit charter implementation tools is included as Attachment C, although some of these tools may not be relevant given the roles and responsibilities identified in the Draft Audit Responsibilities of the Finance and Administration Committee. These tools will be provided to the Committee as the Committee undertakes and fulfills its responsibilities.

Summary

Draft Audit Responsibilities of the Finance and Administration Committee have been developed for use by the Committee in more formally defining responsibilities for OCTA audit oversight. Staff will return to the Committee with a detailed implementation plan to ensure the Committee is fulfilling these responsibilities.

Attachments

- A. Orange County Transportation Authority Draft Audit Responsibilities of the Finance and Administration Committee
- B. American Institute of Certified Public Accountants Audit Committee Charter Matrix for Government Organizations
- C. AICPA Audit Charter Implementation Tools Index

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**Orange County Transportation Authority
DRAFT Audit Responsibilities of the Finance and Administration Committee**

The Finance and Administration Committee (Committee) of the Board of Directors of the Orange County Transportation Authority (OCTA) will assist the Board of Directors in fulfilling its audit oversight responsibilities with regard to (1) the integrity of OCTA's financial statements, (2) OCTA's compliance with legal and regulatory requirements, (3) the independent auditor's qualifications and independence, and (4) the performance of OCTA's internal audit function. In providing this assistance to the Board of Directors, the Committee will assume audit responsibilities as provided herein and recommend action on all audit matters to the full Board of Directors.

All Committee members will participate in fulfilling these responsibilities. At least one of the Committee members will have financial experience sufficient to provide guidance and assistance to other Committee members on matters related to accounting, auditing, budgeting, and finance.

Audit responsibilities of the Committee will include, but not be limited to, the following:

Financial Statements

- Review with management and the external auditors:
 - The annual financial audit reports and related footnotes, schedules, unadjusted differences, and management letter, including OCTA accounting principles and significant estimates or judgments impacting the financial statements.
 - Any serious difficulties or disputes with management encountered during the audit.
 - Matters required to be discussed by Statements on Auditing Standards issued by the Auditing Standards Board of the American Institute of Certified Public Accountants or other state or federal agencies.
- Inquire of the Chief Executive Officer and the Executive Director of Finance, Administration and Human Resources regarding the fiscal health of OCTA as well as the financial status of OCTA in relation to its adopted budget.

External Audit

- Review the external auditors' proposed audit scope and approach, including coordination of audit effort with the Internal Audit Department.
- Inquire of the external auditors, internal auditors, and management about significant risks or exposures facing OCTA and assess the steps management has taken or proposes to take to minimize such risks.
- Review the performance of the external auditors, including any issues arising during their most recent quality-control or peer review, their independence as it relates to OCTA and recommend to the Board of Directors the appointment or discharge of the external auditors.

Orange County Transportation Authority
DRAFT Audit Responsibilities of the Finance and Administration Committee

Internal Audit

- Review with management and the Manager of the Internal Audit Department the Annual Audit Plan and quarterly reports of audit activity.
- Review the activities, staffing, budget, independence, and organizational structure of the internal audit function, including the effectiveness of the function and its compliance with the Government Accountability Office's *Government Auditing Standards* (Yellow Book).
- Review all internal audit reports, including management responses thereto.
- Ensure there are no unjustified restrictions or limitations placed upon the Internal Audit Department.
- Review and concur in the appointment, replacement, or dismissal of the manager of the Internal Audit Department.

Internal Control

- Understand the scope of internal and external auditors' review of internal control over financial reporting, and obtain reports on significant findings and recommendations, together with management's responses.
- Consider the effectiveness of the OCTA's internal control system, including information technology security and control.

Other

- Review the Audit Responsibilities of the Finance and Administration Committee annually to reassess their adequacy and recommend any proposed changes.
- Review the Committee's effectiveness in carrying out its responsibilities.
- Other matters deemed appropriate by the Committee Chairman or as directed by the Chairman of the Board of Directors.

American Institute of Certified Public Accountants Audit Committee Charter Matrix for Government Organizations

Audit Committee Charter	Steps to Accomplish the Objective	Deliverable	When to Achieve (Frequency Due Date)	Date Completed
1. Each member of the audit committee should be appointed by the governing body.	<p>Identify/solicit interested individuals, including governing body members, who wish to serve on the committee.</p> <p>Forward information about interested individuals to the governing body for consideration.</p>	Indicate in the audit committee minutes whenever a new member is appointed.	Affirm annually or whenever a change in status by any audit committee member occurs.	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;"> Not Applicable to OCTA. All Finance and Administration Committee members will serve in an audit committee capacity. </div>
2. At least one member of the audit committee should have financial experience.	Ascertain that at least one member of the audit committee has sufficient financial experience to provide guidance and assistance to other audit committee members; provide training if necessary.	Acknowledge in audit committee meeting minutes which member of the audit committee is designated as having financial experience.	Affirm annually, unless there is a change in status.	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;"> Applicable to OCTA. ACIPA's "Audit Committee Financial Experience Considerations" will be used to assess financial experience. </div>
3. Review the committee's charter annually, reassess the adequacy of this charter, and recommend any proposed changes to the governing body. Consider changes that are necessary as a result of new laws, regulations, or accounting and auditing	Review the charter each year. Assess the appropriateness of each point in the charter in light of the previous year's experience. Assess the completeness of the charter in light of new best practices and new legal, regulatory, accounting, or auditing	Report to the governing body on the appropriateness of the audit committee charter and any revisions recommended.	Review annually, unless changes are needed during the course of the year.	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;"> Applicable to OCTA. </div>

<p>standards, including</p> <p>Audit Committee Charter</p>	<p>requirements.</p> <p>Steps to Accomplish the Objective</p>	<p>Deliverable</p>	<p>When to Achieve (Frequency Due Date)</p>	<p>Date Completed</p>
<p><i>Government Auditing Standards (Yellow Book)</i> issued by the Comptroller General of the United States.</p>				
<p>4. The audit committee should meet at least four times per year, and at additional times when necessary. These meetings may be combined with regularly scheduled meetings, or may be held more frequently as circumstances may require. The audit committee may ask members of management or others to attend the meetings and provide pertinent information as necessary.</p>	<p>In-person meetings should be held at least once each quarter. All members should be expected to attend.</p> <p>Arrange meetings in accordance with the government organization’s open meeting laws.</p> <p>Prepare agendas for meetings and provide to members in advance, along with appropriate briefing materials.</p>	<p>Prepare meeting notices and advertisements as required by open meeting laws.</p> <p>Prepare minutes that document decisions made and action steps and approve them.</p> <p>File meeting minutes according to open meetings laws.</p>	<p>Minutes should be distributed as soon as possible but no later than before the next meeting.</p>	<p>Applicable to OCTA. Audit related material will be included in regularly scheduled Finance and Administration Committee Agendas.</p>
<p>5. Conduct executive sessions with the independent auditors, chief executive officer (CEO), chief financial officer (CFO), chief audit executive/internal auditor (CAE), general counsel, outside counsel, director of financial reporting, controller, and anyone else as desired by the committee.</p>	<p>Determine reasons for which executive sessions may be conducted according to the government organization’s open meeting laws.</p> <p>Establish these sessions in conjunction with quarterly meetings or as necessary. (See the tool “Conducting an Executive Session: Guidelines and Questions” in this toolkit.)</p>	<p>Develop action steps to be taken, if appropriate.</p>	<p>Review quarterly, and as necessary.</p>	<p>Applicable to OCTA but executive sessions of the Finance and Administration Committee will continue to be conducted on an as-needed basis.</p>

<p>Audit Committee Charter</p>	<p>Steps to Accomplish the Objective</p>	<p>Deliverable</p>	<p>When to Achieve (Frequency Due Date)</p>	<p>Date Completed</p>
<p>6. The audit committee shall be authorized to hire professional consultants as necessary. (This may take place any time during the year.) See the tool “Points to Consider When Engaging External Resources” in this toolkit.</p>	<p>A budget should be established for this purpose. Request for proposals (RFP's) should be used if required by the government organization’s procurement laws.</p>	<p>Review the report submitted by consultant.</p>	<p>Review as needed.</p>	<div data-bbox="1357 488 1817 695" style="border: 1px solid black; padding: 5px;"> <p>Somewhat applicable to OCTA. The Finance and Administration Committee will recommend the appointment of the external auditors or other professional consultants to the full Board of Directors.</p> </div>
<p>7. Review and concur on the appointment, replacement, reassignment, or dismissal of the CAE. (Note: some or all of this objective may not apply in those circumstances in which the CAE is an elected official.) (See the tool “Guidelines for Hiring the Chief Audit Executive” in this toolkit.)</p>	<p>Meet in executive session at each meeting with the CAE. Hold special meetings as may be necessary to address appointment, reassignment, or dismissal of CAE. The audit committee chair should be available if any unforeseen issues arise between meetings relating to the CAE. Meet at least once annually with other members of executive management and the independent auditors to discuss the performance of CAE.</p>	<p>Report to the governing body on the performance of the CAE including the effectiveness of the internal audit function.</p>	<p>Conduct ongoing reviews, as changes can be made at any time during the year.</p>	<div data-bbox="1427 951 1793 1050" style="border: 1px solid black; padding: 5px;"> <p>Applicable to OCTA.</p> </div>

Audit Committee Charter	Steps to Accomplish the Objective	Deliverable	When to Achieve (Frequency Due Date)	Date Completed
	Discuss job satisfaction and other employment issues with the CAE.			
<p>8. Oversee the appointment of the independent auditors to be engaged by the government organization for external reporting, and establish the related audit fees. (Note: this objective does not apply when the independent auditors are mandated by laws or regulations to perform audits for external reporting purposes.)</p> <p>If the audit organization provides any nonaudit services, determine that the audit organization has considered and documented its consideration of how providing these nonaudit services does not violate the requirements that the audit organization (1) not provide services that involve performing management functions or making management decisions, and (2) not audit their own work, as stipulated in <i>Government Auditing Standards</i>.</p>	<p>At least once each year, discuss the appointment and related audit fees with management, the CAE, and the governing body.</p> <p>Review total audit fee in relation to any nonaudit services being provided by the independent auditor.</p> <p>Discuss the audit committee's review of the independent auditors with the governing body.</p> <p>Ascertain that the independent auditors do not perform any nonaudit service that is prohibited by generally accepted auditing standards or <i>Government Auditing Standards</i>.</p>	<p>Report on the performance of and recommend the fees to be paid to the independent auditors. Review the scope of <i>all</i> services provided by the independent audit firm throughout the government organization.</p>	<p>Review soon after year end, so that the recommendations for next year's external audit requirements can be met.</p>	<div data-bbox="1427 678 1883 987" style="border: 1px solid black; padding: 10px; text-align: center;"> <p>Applicable to OCTA. However, independent auditors will be procured in accordance with OCTA procurement policies and procedures. The Finance and Administration Committee will recommend appointment to the full Board of Directors.</p> </div>

<p>Audit Committee Charter</p>	<p>Steps to Accomplish the Objective</p>	<p>Deliverable</p>	<p>When to Achieve (Frequency Due Date)</p>	<p>Date Completed</p>
<p>Review and evaluate the performance of the independent auditors.</p> <p>Review with the full governing body any proposed discharge of the independent auditors.</p> <p>(Note: this objective does not apply when the independent auditors are mandated by laws or regulations to perform audits for external reporting purposes.)</p> <p>(See the tool “Request for Proposal Letter Checklist for CPA Services (Government Organization)” in this toolkit.)</p>				
<p>9. In cases where the use of a particular independent auditor is not specified by law or regulation, consider establishing a regular schedule for periodically re-bidding the audit contract with an outside CPA firm.</p>	<p>Create a regular schedule to re-bid the audit contract.</p>	<p>Document the schedule in audit committee meeting minutes.</p>	<p>Review schedule annually as part of the evaluation of independent auditors, and determine if the schedule needs to be accelerated.</p>	<div style="border: 1px solid black; padding: 5px;"> <p>Applicable to OCTA but is delegated to CAMM and the Internal Audit Department for compliance with OCTA procurement policies.</p> </div>

Audit Committee Charter	Steps to Accomplish the Objective	Deliverable	When to Achieve (Frequency Due Date)	Date Completed
(See the tool “Request for Proposal Letter Checklist for CPA Services (Government Organization)” in this toolkit.)				
10. Review with management the policies and procedures with respect to the government organization’s public officials’ and management’s use of expense accounts, public monies, and public property, including, for example, their use of the government organization’s vehicles. Consider the results of any review of these areas by the internal auditor or the independent auditors.	Review policies and procedures annually. Discuss with CAE the need for testing by either the internal auditors, independent auditors, or other parties.	Report issues, if any, to the governing body.	Review policies and procedures at the second quarterly meeting and discuss audit plan. Review any significant findings as they arise.	
11. Consider, with management, the rationale for employing audit firms other than the principal independent auditors for services that the government organization or the independent auditor determine would not be appropriate for the principal independent auditor to perform.	If the independent auditor is being considered to provide nonaudit services, ensure that the auditor has considered how these services would impact its independence with respect to the financial statement audit, as required by <i>Government Auditing Standards</i> .	Document auditor selection criteria. Also, use a decision matrix to evaluate and document independent auditor selection. Review engagement letter for each engagement.	Continually review the policy and compliance with it. Other auditors may need to be hired at any point during the year.	

Applicable to OCTA. However, expense account reviews are periodically included in the annual Internal Audit Plan.

Somewhat applicable to OCTA. External audit firms, other than the independent auditors, are employed to supplement internal audit staffing and provide expertise in certain areas. The Internal Audit Department provides rationale in the annual Internal Audit Plan or quarterly updates to the plan.

Audit Committee Charter	Steps to Accomplish the Objective	Deliverable	When to Achieve (Frequency Due Date)	Date Completed
	<p>Use RFP's for engaging auditors or other professionals for nonaudit or other services that the auditor cannot perform.</p> <p>Review compliance with the policy by management. (See the tool "Request for Proposal Letter Checklist for CPA Services (Government Entity)" in this toolkit.)</p>			
<p>12. Inquire of management, the CAE, and the independent auditors about significant risks or exposures facing the government organization; assess the steps management has taken or proposes to take to minimize such risks to the government organization; and periodically review compliance with such steps.</p>	<p>Create a portfolio that documents the material risks that the government organization faces. Update as events occur. Review with management and the CAE quarterly, or sooner if necessary, to make sure it is up-to-date.</p>	<p>Submit a risk report including mitigation strategies and quantifiable risks and insurance to cover such risks, e.g., loss of business.</p>	<p>Review at least once each year, and more frequently if necessary.</p>	<p>Applicable to OCTA.</p>
<p>13. Review with the independent auditor, the controller/finance director of the government organization, and the CAE, the audit scope and plan of the internal auditors and the independent auditors. Address the</p>	<p>Meet with independent audit partner, the controller/finance director, and the CAE to discuss scope of the previous year's audit, and lessons learned. Later, discuss planned scope for audit of current year.</p>	<p>Document the meeting in the audit committee meeting minutes.</p>	<p>At the second-quarter meeting each year, review the scope of the previous year's audit, and the interrelationship between the internal and independent auditors with respect to the scope of the independent auditors' work.</p>	<p>Applicable to OCTA.</p>

Audit Committee Charter	Steps to Accomplish the Objective	Deliverable	When to Achieve (Frequency Due Date)	Date Completed
<p>coordination of audit efforts to assure the completeness of coverage, reduction of redundant efforts, and the effective use of audit resources.</p>			<p>At the third-quarter meeting each year, review the plans for the audit of the current year.</p>	
<p>14. Review with management and the CAE:</p> <ul style="list-style-type: none"> • Significant findings on internal audits during the year and management’s responses thereto • Any difficulties the internal audit team encountered in the course of their audits, including any restrictions on the scope of their work or access to required information • Any changes required in the scope of their internal audits • The internal audit department budget and staffing • The internal audit department charter • The internal audit department’s compliance with applicable standards (for example, <i>Government Auditing Standards</i>, or the Institute of Internal Auditors’ (IIA’s) Standards for the 	<p>Review reports of all internal audits from the preceding 12 months and planned for the upcoming six months along with the status of each planned audit.</p> <p>Review and discuss the findings for each audit completed since the prior meeting, and management’s response to the report.</p> <p>Discuss the internal audit department budget and staffing with the CAE.</p> <p>Discuss the internal audit department’s compliance with applicable standards, including the requirement for a peer review once every three years.</p>	<p>Report on the status of all internal audits planned for the next quarter and/or year.</p>	<p>Review at each meeting.</p>	<div data-bbox="1495 959 1810 1058" style="border: 1px solid black; padding: 5px; text-align: center;"> <p>Applicable to OCTA.</p> </div>

<p>Audit Committee Charter</p>	<p>Steps to Accomplish the Objective</p>	<p>Deliverable</p>	<p>When to Achieve (Frequency Due Date)</p>	<p>Date Completed</p>
<p>Professional Practice of Internal Auditing)</p>				
<p>15. Inquire of the CEO and CFO regarding the fiscal health of the government organization as well as the financial status of the government organization in relation to its adopted budget.</p>	<p>Discuss the fiscal health of the government organization and its financial status in relation to the adopted budget with the CEO, CFO, and other executives. Identify any issues addressed, and their resolution.</p>	<p>Include in agenda for executive sessions. See the tool “Conducting an Executive Session: Guidelines and Questions” in this toolkit.</p>	<p>Review, as necessary, but at least annually.</p>	<p>Applicable to OCTA.</p>
<p>16. Review with the independent auditors and the CAE: <ul style="list-style-type: none"> • The adequacy of the government organization’s internal controls including computerized information system controls and security • Any related significant findings and recommendations of the independent auditors and internal auditors together with management’s responses thereto <p>(See the tools “Internal Control: A Tool for the Audit Committee” and “Fraud and the Responsibilities of the Government Audit</p> </p>	<p>Review the reports of the internal audit team for all audits completed since the prior audit committee meeting. Review key internal controls with the CAE, and understand how these controls will be monitored during the year. Review these plans with the independent auditor to understand their scope with respect to key controls. Review with the CAE the plans for audits of other elements of the control environment. Determine that all internal control weaknesses are quantified, reviewed, and addressed.</p>	<p>Report to the governing body on issues relating to internal controls, with emphasis on management’s ability to override controls and related monitoring.</p>	<p>Submit a comprehensive report to the governing body at the second-quarter meeting each year. Update on anything new, or any changes to the internal control system, at every meeting.</p>	<p>Applicable to OCTA.</p>

Audit Committee Charter	Steps to Accomplish the Objective	Deliverable	When to Achieve (Frequency Due Date)	Date Completed
Committee” in this toolkit.)				
<p>17. Review with management and the independent auditor the effect of any regulatory and accounting initiatives, such as related organizations financing structures, derivatives, or securities lending.</p>	<p>Independently, through professional reading and CPE, keep up-to-date on new developments related to the government environment, including any regulatory and accounting requirements the government may be subject to.</p> <p>Discuss with management and the independent auditors in meetings.</p> <p>(See the tool: “Management’s Summary of Unique Transactions and Financial Relationships” in this toolkit.)</p>	<p>Record discussion and any action steps in audit committee meeting minutes.</p>	<p>Review as necessary.</p>	<p>Applicable to OCTA.</p>
<p>18. Review with the independent auditor that performs the financial statement audit:</p> <ul style="list-style-type: none"> • All critical accounting policies and practices used by the government organization • All alternative treatments of financial information within generally accepted accounting principles that have been discussed with the government 	<p>Discuss each matter, and related matters that may come to the attention of the audit committee and/or the independent auditors through this process.</p> <p>Create an action plan and follow-up plan as necessary.</p>	<p>Submit reports and documentation of discussions and resolution of disagreements.</p>	<p>Review, at least annually, and/or in conjunction with the year-end audit.</p>	<p>Applicable to OCTA.</p>

Audit Committee Charter	Steps to Accomplish the Objective	Deliverable	When to Achieve (Frequency Due Date)	Date Completed
organization's management, the ramifications of each alternative, and the treatment preferred by the government organization				
19. Review all significant written communications between the independent auditors and management, such as any management letter or schedule of unadjusted differences.	Discuss each item with the independent auditors and management (including the CAE) and conclude on the appropriateness of the proposed resolution.	Submit reports and documentation of discussions, resolution of issues, and the action plan for any items requiring follow-up and monitoring.	Review at the completion of the independent audit.	Applicable to OCTA.
20. Review with management and the independent auditors: <ul style="list-style-type: none"> The government organization's annual financial statements, related footnotes, and management's discussion and analysis The independent auditors' audit of the financial statements and their report thereon The independent auditors' judgments about the quality, not just the acceptability, of the government organization's accounting principles as 	Discuss each matter, and others that may come to the attention of the audit committee through this process, with management (including the CAE) and the independent auditors. Review with management the course of action to be taken for any action requiring follow-up. Monitor any follow-up action that requires continued audit committee intervention.	Submit reports and documentation of discussions, resolution of disagreements, or action plan for any item requiring follow-up.	Review at the completion of the independent audit.	Applicable to OCTA.

<p>Audit Committee Charter</p>	<p>Steps to Accomplish the Objective</p>	<p>Deliverable</p>	<p>When to Achieve (Frequency Due Date)</p>	<p>Date Completed</p>
<p>applied in its financial reporting</p> <ul style="list-style-type: none"> • The independent auditors’ single audit of the federal awards administered by the government organization and their reports thereon • Any significant changes required in the independent auditors’ audit plan • Any serious difficulties or disputes with management encountered during the audit • Matters required to be discussed by Statement on Auditing Standards (SAS) No. 61, <i>Communication With Audit Committees</i> (AICPA, <i>Professional Standards</i>, vol. 1, AU sec. 380), as amended; U.S. Government Accountability Office’s <i>Government Auditing Standards</i>; and the U.S. Office of Management and Budget’s Circular A-133 related to the conduct of the audits 	<p>(See the tool “Discussions to Expect from the Independent Auditor” in this toolkit.)</p>			

Audit Committee Charter	Steps to Accomplish the Objective	Deliverable	When to Achieve (Frequency Due Date)	Date Completed
<p>21. Review with the general counsel and the CAE legal and regulatory matters that, in the opinion of management, may have a material impact on the financial statements and compliance with federal, state, and local laws and regulations.</p>	<p>Discuss whether the government organization is in compliance with applicable laws and regulations.</p>	<p>Report to the governing body that the review has taken place and any matters that need to be brought to its attention.</p>	<p>Review at each meeting.</p>	<p>Applicable to OCTA. However, review of legal and regulatory matters is conducted by external auditors. This should be discussed with auditors during their communications concerning the financial statement audit.</p>
<p>22. Periodically review the government organization’s code of conduct to ensure that it is adequate and up to date. Review with the CAE and the government organization’s general counsel the results of their review of compliance monitoring with the code of conduct.</p>	<p>Review results with the CAE and general counsel. Consider any adjustments that may be necessary to the government organization’s code of conduct. Consider steps that may need to be taken to ensure that compliance is at the highest possible level.</p>	<p>Report to the governing body that the review of the code of conduct was done. Recommend changes to the code of conduct to the governing body as needed.</p>	<p>Review annually at the fourth quarter meeting. Review any significant findings as they arise.</p>	<p>Applicable to OCTA but this should be delegated to the Internal Audit Department for inclusion in the Internal Audit Plan rather than “Audit Responsibilities of the Finance and Administration Committee.”</p>
<p>23. Review the procedures for the receipt, retention, and treatment of complaints received by the government organization regarding accounting, internal accounting controls, auditing</p>	<p>Review procedures with the CAE and the general counsel. Review all complaints that have been received and the status of resolution. Ensure that proper steps are taken to investigate</p>	<p>Review an original of each complaint received, no matter the media used to submit them. Discuss the status or resolution of each complaint. Review a cumulative list of complaints submitted to date</p>	<p>Review at each meeting.</p>	<p>Applicable to OCTA. Internal Audit Department is responsible for complaint investigation and elevation.</p>

Audit Committee Charter	Steps to Accomplish the Objective	Deliverable	When to Achieve (Frequency Due Date)	Date Completed
<p>matters, or suspected fraud that may be submitted by any party internal or external to the organization. Review any complaints that might have been received, current status, and resolution if one has been reached.</p>	<p>complaints and resolve them in a timely manner. See the tool: “Anonymous Submission of Suspected Wrongdoing: Issues for Government Audit Committees to Consider” in this toolkit.</p>	<p>for common patterns or other observations.</p>		
<p>24. Review procedures for the confidential, anonymous submission by the government organization’s employees of concerns regarding questionable accounting or auditing matters, or suspected fraud. Review any submissions that have been received, the current status, and the resolution if one has been reached.</p>	<p>Review procedures with the CAE and the general counsel. Review all complaints that have been received and the status of resolution. Ensure that proper steps are taken to investigate complaints and resolve them timely.</p>	<p>Review an original of each complaint received no matter the media used to submit them. Discuss the status of resolution of each complaint. Review a cumulative list of complaints submitted to date for common patterns or other observations.</p>	<p>Review at each meeting.</p>	<div data-bbox="1523 736 1864 954" style="border: 1px solid black; padding: 5px;"> <p>Applicable to OCTA. See above. In addition, Internal Audit will initiate process for anonymous complaints.</p> </div>
<p>25. The audit committee should evaluate the independent auditors and internal auditors.</p>	<p>Use information from audit committee meetings and executive sessions conducted throughout the year. Use a formal assessment tool for each group. See the tools: “Evaluating independent Auditors:</p>	<p>Submit recommendations for changes in process and procedures. For independent auditors, request RFPs if changes are being considered. (Note: this deliverable does not apply when the independent auditors</p>	<p>Review after completion of the annual audit cycle.</p>	<div data-bbox="1534 1158 1853 1290" style="border: 1px solid black; padding: 5px;"> <p>Applicable to OCTA.</p> </div>

Audit Committee Charter	Steps to Accomplish the Objective	Deliverable	When to Achieve (Frequency Due Date)	Date Completed
	Questions to Consider” and “Evaluating the Internal Audit Team: Guidelines and Questions” in this toolkit.	are mandated by laws or regulations to perform audits for external reporting purposes.)		
26. The audit committee should review its effectiveness.	The audit committee should conduct a self-assessment and 360-degree evaluation of all members. See the tool: “Conducting an Audit Committee Self-Evaluation: Guidelines and Questions” in this toolkit.	Discuss recommendations for improving the effectiveness of the audit committee with the governing body.	Review annually.	<div data-bbox="1527 616 1842 740" style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;">Applicable to OCTA.</div>
27. Create an agenda for the ensuing year or review and approve the agenda submitted by the CAE.	Complete the “Audit Committee Charter Matrix.” (Use this tool as a sample, and tailor it to your organization.)		Review at the fourth-quarter meeting for the upcoming year.	<div data-bbox="1551 806 1938 1004" style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;">Not applicable to OCTA. All audit matters will be brought before the Finance and Administration Committee on that committee’s agenda.</div>

AICPA Audit Charter Implementation Tools

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MEMO

September 18, 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.



September 20, 2007

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: State Legislative Status Report

Overview

The Fiscal Year 2007-2008 State Budget was signed by the Governor on August 24, 2007. Included within the budget is trailer bill language that creates a new, permanent spillover diversion formula and implements certain categories of Proposition 1B. An overview of currently pending legislation regarding the disbursement of funds from the Proposition 1B Trade Corridors Improvement Fund is provided.

Recommendation

Receive and file as an informational item.

Discussion

Fiscal Year 2007-2008 State Budget

On August 24, 2007, the Governor signed the Fiscal Year (FY) 2007-2008 State Budget, ending a 52-day budget stalemate. The Governor was able to increase the initial \$3.6 billion budget reserves to \$4.1 billion through the use of his line item veto authority, including a \$100 million reduction in State Transit Account (STA) funds, which will now instead be available for the Public Transportation Account (PTA) for capital projects under the State Transportation Improvement Program (STIP).

General Fund revenues are projected to be \$105.6 billion, including \$4.3 billion from the prior year fund balance and \$101.3 billion in current revenues. General Fund expenditures are projected to be \$102.3 billion, including reserve levels set at \$4.1 billion. In addition, the budget provides for the early repayment of \$2.5 billion in bond obligations, \$1 billion more than required by state law.

Spillover revenues continue to be re-directed to General Fund obligations. Overall, the budget would shift \$1.3 billion in transportation funds to cover General Fund expenditures. In addition, the budget creates a new formula for the permanent diversion of 50 percent of spillover funding to fulfill General Fund obligations in the future.

Finally, language was included in various budget trailer bills, which will create the structure and process to implement the following Proposition 1B funding categories:

- \$3.6 billion Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)
- \$1 billion Transit System Safety, Security, and Disaster Response Account (TSSSDRA)
- \$2 billion Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006
- \$1 billion Port Air Quality Improvement Account

Transportation Component of the Budget

The major components of the Business, Transportation & Housing Agency (BT&H) revised budget affecting the Orange County Transportation Authority (OCTA) are described below:

Proposition 42

The budget continues to fully fund Proposition 42 at \$1.48 billion, to be distributed as follows:

- \$602 million to the Traffic Congestion Relief Program (TCRP)
- \$702 million to the STIP
- \$176 million to the PTA

Cities and counties will receive no funding due to early distributions received in FY 2001-2002 and FY 2002-2003. These funds are to be offset by Proposition 1B funding for local streets and roads, which is \$950 million for FY 2007-2008.

The budget also includes a minimum Proposition 42 loan repayment of \$83 million, as required by Proposition 1A passed in November 2006.

Spillover

For FY 2007-2008, spillover (a calculation of the difference between a portion of the state sales tax on all goods and the sales tax on gasoline) revenue is estimated to be \$827 million. The budget will divert all but \$200 million of the spillover to pay for General Fund obligations. The \$627 million in spillover funds, in combination with other PTA funds for a total of \$1.26 billion, will be diverted to pay for non-transit purposes as follows:

- \$948 million for FY 2007-2008 and past-year debt service on transportation bonds
- \$83 million to payback a portion of the outstanding Proposition 42 loan
- \$99 million to pay for home-to-school transportation in FY 2006-2007
- \$129 million to pay for regional center transportation

Of the \$200 million in remaining spillover funds, \$100 million will be directed to the STA program and \$100 million will be retained in the PTA to fund transit capital projects.

The FY 2007-2008 budget also establishes a new spillover formula to significantly and permanently divert spillover funding to fulfill General Fund obligations such as school transportation and bond debt service. Specifically, the new formula will divert 50 percent of all future spillover revenue beginning in the FY 2008-2009 to cover expenditures traditionally covered by the General Fund. In FY 2008-2009, this diverted amount is estimated to be \$467 million. The remaining spillover funds would then be allocated two-thirds to the STA and one-third to the PTA, whereas traditionally transit funding is divided equally between the two sources. Additionally, the budget obligates the PTA to fund regional center transportation on an ongoing basis.

Furthermore, in a veto message, the Governor warned that in future years further re-direction of funds may occur based on budget needs at the time leaving even the promised funds at risk.

As a result of the transfer of spillover funds, and the threats of further divestment, on September 6, 2007, the California Transit Association filed a lawsuit against the State seeking to prohibit the transfer of PTA funds for non-transit purposes. The basis of the lawsuit is the Clean Air and Transportation Improvement Act (Proposition 116) requirement that PTA funds be spent for mass transportation purposes. Monies spent for such things as home-to-school transportation and to repay past bond debt service payments are not mass transportation related. If this divestment continues there is concern that in future years transit agencies will be forced to cut service or delay transit capital projects.

Proposition 1B

The FY 2007-2008 budget will appropriate \$4.2 billion of the \$19.95 billion total Proposition 1B bond funds. Specific program allocations are listed in Attachment A.

As part of the compromise reached within the Legislature leading to the final budget agreement, trailer bill language now includes a moratorium on greenhouse gas related lawsuits under the California Environmental Quality Act (CEQA) against government transportation or levee projects that use bond funding. By January 1, 2009, the Office of Planning and Research must prepare, develop, and transmit to the California Air Resources Board (CARB) greenhouse gas mitigation guidelines. CARB is then required to certify and adopt these guidelines by January 1, 2010, at which date the moratorium will sunset. This language does not, however, prevent similar lawsuits under AB 32 – the Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006) against local governments for non-bond funded projects. In addition, this provision, for the first time, acknowledges that greenhouse gases will now be required to be accounted for under CEQA.

Furthermore, a compromise was reached on trailer bill language that will allow railroads to receive funding under the Goods Movement Emissions Reduction Program as long as the emission reductions achieved are surplus to those already required under a different agreement or memorandum of understanding with another agency.

Transit System Safety, Security, and Disaster Response Account

The OCTA Board of Directors previously adopted principles to guide in the implementation of Proposition 1B TSSSDRA funds. Under those principles, OCTA recommended that a formula be adopted whereby 50 percent of the funds would go to all transit operators for safety, security, and disaster preparedness projects. The other 50 percent would go to high-risk/high-density areas based on the most favorable determinations made by the State Office of Emergency Services (OES) or the Federal Office of Domestic Preparedness.

The budget opted, however, for the following distribution:

- 60 percent to agencies and transit operators eligible to receive STA funds.
 - These allocations will be based on the average of the STA percentage shares for FY 2004-2005, 2005-2006, and 2006-2007.
 - These funds can be used for either transit security or disaster response programs.

- 25 percent to regional waterborne transit agencies for disaster response.
- 15 percent to intercity passenger and commuter rail systems for transit security or disaster response.

The administration of the program will be shared by the Controller, the Office of Homeland Security (OHS), and OES. The Controller will create the eligibility list, OHS will provide oversight of project submittals, and OES is to adopt the guidelines necessary for the Disaster Preparedness Response Account for transit agencies. In years where the project needs exceed the Legislature's appropriation, OHS is to prioritize the eligibility list based on the greatest risk to public safety and, to the extent possible, reflect a distribution of funding that is geographically balanced.

For FY 2007-2008, the budget allocates \$100 million of the total \$1 billion. Based on the formula above, this means that \$60 million would be available for transit agencies next year, of which OCTA can expect to receive approximately \$3.5 million. In total, the formula would grant OCTA approximately \$35.3 million.

Public Transportation Modernization, Improvement, and Service Enhancement Account

The primary debate over the allocation of funds under the PTMISEA has surrounded the question of which agency will oversee the administration of the account. Under the budget, oversight is to be conducted by the California Department of Transportation (Caltrans). For FY 2007-2008 only, the available pot will be distributed by taking an average of the percentage shares of the STA formula for FY 2004-2005, 2005-2006, and 2006-2007. The Legislature will then revisit this allocation mechanism for future year distributions.

Projects approved for funding must meet the following requirements:

- Have a useful life of at least 15 years, pursuant to State General Bond Obligation Law.
- Projects, or a component of a project, are required to be fully funded if it receives PTMISEA funding.
- Allocations are to be encumbered within three years.

For FY 2007-2008, the budget allocates \$600 million of the \$3.6 billion total. Based on the formula above, this means that the OCTA can expect to receive approximately \$35.3 million next year. If this formula were to be used for the entire category of funds, OCTA would receive \$211.7 million of the \$3.6 billion total.

Unchanged is the effort to disproportionately compensate funding lost from spillover with Proposition 1B transit funds. The proposed \$600 million in Proposition 1B is maintained in the budget, drastically imbalanced to the \$1.3 billion in overall budget cuts to transit funding. Furthermore, the situation is maintained where the voter's intent last year is not carried out to ensure that these funds are to be used in addition to, and not in place of, current sources of transit dollars.

Port Air Quality Improvement Program

Under OCTA principles previously adopted, it was recommended that funding under this program should be allocated to regions with an emphasis on the following: health risks/impacts on population, annual 20-foot equivalent units (TEU) of containerized cargo, annual tonnage of non-containerized cargo, air quality non-attainment, annual number of vessel calls (another way to measure the volume of cargo on a ship), and a local match. In addition, it was recommended that the following project criteria should also be considered: annual reduction in diesel related particulate matter, sulfur oxides, nitrogen oxides, and carbon dioxide emissions, immediate and long term reductions in emissions, as well as health risks and system-wide benefits.

The budget language does not create a finalized administrative procedure. However, after naming CARB as the administrative oversight agency for the program, it lists guidelines for CARB to consider in the implementation of the program.

In regards to the allocation of funds, CARB is to grant funding on a competitive basis for projects that are shown to achieve the greatest emission reductions, with priority given to emission reduction projects that achieve the earliest possible reduction of health risk in communities with the highest health risks from goods movement facilities. In evaluating which projects to fund, CARB is to consider the following:

- The magnitude of the emission reduction.
- The public health benefits of the emission reduction.
- The cost-effectiveness and sustainability of the emissions reductions.
- The severity and magnitude of the emission source's contributions to emissions.
- Regulatory and State Implementation Plan requirements, and the degree of surplus emissions to be reduced.
- The reduction of greenhouse gases.
- Extent to which advanced emission reduction technologies are used.
- Degree to which funds are leveraged from other sources.

- Degree to which the project reduces air pollutants or air contaminants in furtherance of achieving state and federal ambient air quality standards and reducing toxic air contaminants.
- The total emission reductions a project would achieve over its lifetime per state dollar invested.
- Whether an emissions reduction is likely to occur in a location where emission sources in the area expose individuals and population groups to elevated emissions that result in adverse health effects.

Prior to adopting its final guidelines, CARB is to hold at least one workshop in Northern California, one in Southern California, and one in the Central Valley.

The criteria adopted by the budget is mostly consistent with the principles adopted by the OCTA Board of Directors with one exception in the area of also considering the volume of containers coming through each port.

When funding is made available to an applicant, the applicant will have two years from the date the funds are allocated to award a contract for implementation of the project. Then the applicant must liquidate the funds within four years of the date the contract was awarded.

In addition, through a signing message, the Governor directed CARB to ensure funding under this program is consistent with directives under Executive Order S-02-07. The implementation process should be expedited to allow projects to be completed quickly, and local entities should work closely with CARB to confirm that the application process and allocation of funding are done as soon as possible this fiscal year.

Highway Safety, Rehabilitation, and Preservation Account

Through trailer bill language, \$150 million was appropriated to the City of Los Angeles from the Highway Safety, Rehabilitation, and Preservation Account under Proposition 1B for traffic signal synchronization. Although the allocation does not directly state the City of Los Angeles as the recipient of the funding, it does specify that the monies can only be appropriated to a city within the state with a population over 3.5 million persons as of January 1, 2007, that has a program for system-wide installation and upgrade of traffic signals within its jurisdiction. The only city that meets these requirements is Los Angeles.

High Speed Rail

The California High Speed Rail Authority (CHSRA) budget is proposed to be \$15.5 million. The allocated monies mostly derive from unexpended monies under Proposition 116 for the Los Angeles-Fresno-San Francisco Bay Area

passenger rail corridor and rail right-of-way studies. These funds will be allocated to specific projects by the CHSRA.

Personnel-Year Equivalents

The budget allocates \$1.8 billion to Caltrans for the funding of 12,594 personnel-year equivalents (PYEs) in staff resources to design and engineer transportation projects. The total represents an additional 527 PYEs over the FY 2006-2007 level. The new PYEs will be distributed as follows: 10 percent (50 PYEs) are proposed for outsourcing, an increase over the traditional 7 percent allotted for contractors, and 90 percent (477 PYEs) would be state staff. In addition, through a signing message, the Governor directed Caltrans to take all steps necessary to deliver the Proposition 1B projects, including the increased use of contractual services through funding appropriated by the Legislature.

Impact on Orange County

Due to the severe cuts in transportation funding, the STIP transit capital funding is now very limited. Early analysis by the California Transportation Commission (CTC) predicts that there will be impacts on the STIP allocations for FY 2007-2008. As a result of the shift of \$100 million from the STA to the PTA in the budget, some of the cash flow impacts for FY 2007-2008 may be softened. However, with projected state deficits in the future, STIP funding over the next few years should be viewed in uncertain terms.

OCTA's loss is estimated to be \$37 million in operating funds and \$26 million in capital STIP funds. Many important OCTA projects are scheduled for September's CTC meeting and will face increasing competition due to the reduction in total STIP funding. CTC staff has informally notified us that they may recommend an allocation plan that could affect any OCTA project programmed in the FY 2007-2008 STIP. These projects include:

- Santa Ana Freeway (Interstate 5) at Camino Capistrano (interchange-design and right-of-way [ROW])
- Interstate 5 (I-5) at Culver (off ramp widening-construction)
- I-5 at Oso Parkway (off ramp and storage lane-ROW)
- I-5 at Jamboree (auxiliary lane-environmental)
- San Diego Freeway (Interstate 405) (Magnolia Avenue to Beach Boulevard) (auxiliary lane-construction)
- Riverside Freeway (State Route 91) (Costa Mesa Freeway [State Route 55] Gypsum Canyon Road) (widening-environmental/design)
- El Camino Real Soundwall (design-construction)
- Avenida Vaquero Soundwall (design-construction)

- Fullerton Station Parking Expansion (ROW)
- Tustin Station Parking Expansion (design)
- Bus Rapid Transit (design)

Overall, the \$1.3 billion cut in transportation funding will significantly impact transportation agencies throughout the State and limit OCTA's ability to move forward on a number of major planned transportation projects.

Pending Proposition 1B Trade Corridors Improvement Fund Legislation

Included within Proposition 1B, \$3.1 billion is designated for goods movement and air quality mitigation projects. Specifically, the California Ports Infrastructure, Security, and Air Quality Improvement Account allocates \$2 billion to the Trade Corridors Improvement Fund (TCIF), \$1 billion to CARB to mitigate the environmental impacts related to the movement of goods, and \$100 million to OES for projects related to port, harbor, and ferry terminal security. All funds held within this account are to be made available through the annual budget bill and allocation of these funds are subject to conditions and criteria as specified by the Legislature through statute.

Currently two key bills provide direction for the allocation of TCIF dollars, SB 9 (Lowenthal, D-Long Beach) and AB 995 (Nava, D-Santa Barbara).

In its current form, SB 9 would require the California Transportation Commission (CTC) to allocate TCIF bond funds to projects designed for infrastructure improvements along federally designated "trade corridors of national significance". Overall, SB 9 would identify a number of trade corridors within the state which shall be eligible to receive bond funds, establish criteria for project selection to be used by the CTC, and require the identified trade corridors to include eligible projects in a "trade corridor plan" prior to being considered for funding by the CTC. On August 30, SB 9 was "held" in the Assembly Appropriations Committee.

AB 995, in its current form, is a placeholder bill for the TCIF program and is presently located in the Senate Rules Committee. This bill may serve as a vehicle for legislation if Senate and Assembly leadership can reach a consensus. As of August 31, AB 995 provided declaration language outlining TCIF's intent and language which assigns priority to projects that meet the following criteria:

1. Enhances system efficiency and predictability.
2. Significantly improves regional mobility and safety, especially in heavily congested areas.

3. Significantly reduces diesel particulate emissions and nitrogen oxide in the trade corridor where the project is located, particularly in communities disproportionately impacted by goods movement.

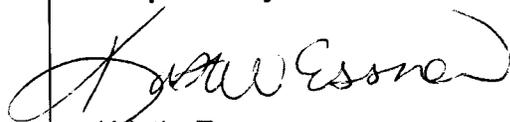
Summary

The FY 2007-2008 budget divests \$1.3 billion in transportation funding, proposes a permanent shift in 50 percent of spillover funds, decreases STIP funding for planned projects, and creates enabling language for Proposition 1B programs. SB 9 (Lowenthal, D-Long Beach) and AB 995 (Nava, D-Santa Barbara) both create proposals for the disbursement of Proposition 1B funds in the Trade Corridors Investment Fund.

Attachments

- A. Planned Proposition 1B Implementation
- B. Orange County Transportation Authority Legislative Matrix

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Planned Proposition 1B Implementation
Assembly's Proposed Allocations for Fiscal Year 2007-2008

Proposition 1B Program	FY 2007-2008 Funds
Corridor Mobility	\$608 million
Public Transportation Modernization, Improvement, and Service Enhancement Account	\$788 million
<ul style="list-style-type: none"> • Local transit capital improvements • Intercity Rail 	<ul style="list-style-type: none"> • \$600 million • \$188 million
STIP	\$722 million
Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006	\$950 million
California Ports Infrastructure, Security, and Air Quality Improvement Account	\$291 million
<ul style="list-style-type: none"> • Air Quality Improvement • Trade Infrastructure • Port, Harbor and Ferry Terminal Security 	<ul style="list-style-type: none"> • \$250 million • \$0 • \$41 million
SHOPP	\$403 million
Highway-Railroad Crossing Safety Account	\$123 million
Highway 99	\$14.3 million
California Clean Schoolbus Program	\$193 million
Local Bridge Seismic Retrofit Account	\$13.5 million
Transit System Safety, Security, and Disaster Response Account	\$101 million
Total Appropriations	\$4.2 billion

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
INTRODUCED: 2/5/2007
LAST AMEND: 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: Heard, remains in Committee.
Position: Sponsor
- AB 387 **AUTHOR:** Duvall (R)
TITLE: Design-Build: Transit Contracts
INTRODUCED: 2/15/2007
LAST AMEND: 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:
5/8/2007 In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Failed passage.
5/8/2007 In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: 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 21st 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: Heard, remains 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:
4/23/2007 In ASSEMBLY Committee on TRANSPORTATION: Failed passage.
4/23/2007 In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.
Position: Sponsor

► SB 184

AUTHOR: Alquist (D) and Correa (D)
TITLE: Transportation Projects
INTRODUCED: 2/6/2007
LAST AMEND: 7/9/2007
LOCATION: Enrolled
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:
9/7/2007 Enrolled
Position: Co-Sponsor

SB 442

AUTHOR: Ackerman (R)
TITLE: Public Contracts: Transit Projects: Design-Build
INTRODUCED: 2/21/2007
LAST AMEND: 4/9/2007
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 project include, but are not limited to, high-occupancy vehicle lane 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
4/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Reconsideration granted.
Position: Sponsor

Bills with Official Positions

► AB 801

AUTHOR: Walters (R)
TITLE: Vehicles: License Plates
INTRODUCED: 2/22/2007
LAST AMEND: 7/16/2007
LOCATION: Enrollment
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:
9/5/2007 *In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment.*

Position: Support

AJR 14

AUTHOR: Jeffries (R)
TITLE: Customs Duties and Importation Revenues
INTRODUCED: 2/23/2007
LOCATION: Chaptered
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:
7/3/2007 Chaptered by Secretary of State
7/3/2007 Resolution Chapter No. 73

Position: Support

SB 56

AUTHOR: Runner (R)
TITLE: Highway Construction Contracts
INTRODUCED: 1/10/2007
LAST AMEND: 5/1/2007
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: Not heard.

Position: Support

SB 124

AUTHOR: Ducheny (D)
TITLE: Evasion of Tolls: Registered Owner
INTRODUCED: 1/23/2007
ENACTED: 7/27/2007
LOCATION: Chaptered

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:

7/27/2007 Signed by Governor.
7/27/2007 Chaptered by Secretary of State. Chapter No. 150
Position: Support

► SB 375

AUTHOR: Steinberg (D)
TITLE: Transportation Planning: Travel Models: Reviews
INTRODUCED: 2/21/2007
LAST AMEND: 7/17/2007
LOCATION: Assembly Appropriations Committee

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:

8/30/2007 *In ASSEMBLY Committee on APPROPRIATIONS: Not heard.*
Position: Oppose

SB 872

AUTHOR: Ackerman (R)
TITLE: State-Local Partnership Program
INTRODUCED: 2/23/2007
LAST AMEND: 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; Not heard.
Position: Support

► SB 974

AUTHOR: Lowenthal (D)
TITLE: Ports: Congestion Relief: Environmental Mitigation
INTRODUCED: 2/23/2007
LAST AMEND: 9/5/2007
LOCATION: *Assembly Inactive 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:

9/10/2007 *In ASSEMBLY. To Inactive File.*
Position: Support with Amendments

Bills Being Monitored

AB 38

AUTHOR: Nava (D)
TITLE: Department of Emergency Services and Homeland Security
INTRODUCED: 12/4/2006
LAST AMEND: 5/1/2007
LOCATION: Senate Public Safety Committee

COMMENTARY:

Merges the Office of Homeland Security and the Office of Emergency Services to establish the Department of Emergency Services and Homeland Security.

STATUS:

7/10/2007

In SENATE Committee on PUBLIC SAFETY: Failed Passage

7/10/2007

In SENATE Committee on PUBLIC SAFETY: reconsideration granted.

► AB 57

AUTHOR: Soto (D)
TITLE: Highways: Safe Routes to School Construction Program
INTRODUCED: 12/4/2006
LAST AMEND: 9/4/2007
LOCATION: Senate Third Reading File

COMMENTARY:

Authorizes state and local entities to secure and expend federal funds appropriated under the Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users for programs relating to highway safety improvements that can reduce the number of fatal and serious injury accidents. Requires the Department of Transportation to administer the Safe Routes to School construction program and distribute any federal funds to be distributed under the competitive grant process.

STATUS:

9/4/2007

In SENATE. Read second time and amended. To third reading.

► AB 109

AUTHOR: Nunez (D)
TITLE: Global Warming Solutions Act of 2006: Annual Report
INTRODUCED: 1/5/2007
LAST AMEND: 7/18/2007
LOCATION: Senate Inactive Files

COMMENTARY:

Requires the Governor, Treasurer's Office, the Public Employees' Retirement and State Teachers' Retirement systems to annually report to the Legislature information relating to greenhouse gas emissions and green investments. Requires all land conservancies to report to the Legislature on past, current, and future activities to sequester greenhouse gas emissions. Requires an annual report on the Global Warming Solutions Act. Includes the reduction of such gases in the Environmental Goals and Policy Project.

STATUS:

9/4/2007

In SENATE. From third reading. To inactive file

- 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 To SENATE Committee on LOCAL GOVERNMENT
- AB 242 **AUTHOR:** Blakeslee (R)
TITLE: Emissions of Greenhouse Gases: Reduction
INTRODUCED: 2/1/2007
LAST AMEND: 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
LAST AMEND: 7/10/2007
LOCATION: Senate Appropriations Committee
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 availed to the public.
STATUS:
8/30/2007 *In SENATE Committee on APPROPRIATIONS: Not Heard.*

- AB 886 **AUTHOR:** Runner S.(R)
TITLE: Notaries
INTRODUCED: 2/22/2007
LAST AMEND: 9/5/2007
LOCATION: Assembly Unfinished Business—Concurrence in Senate
COMMENTARY:
Requires a notary public to keep one active sequential journal of all official acts to include copies of notarized documents and, in connection with the signing of specified notarized documents, a thumbprint of the signing party. Specifies provisions under which a person may be refused as a notary. Requires a peace officer have probable cause to seize a notary's journal. Requires notification of seizure. Prohibits a notary from using a commercial mail receiving agency or post office as a place of business
STATUS:
9/10/2007 *In SENATE. Read third time. Passed SENATE. To ASSEMBLY for concurrence.*
- AB 901 **AUTHOR:** Nunez (D)
TITLE: Transportation: Highway Safety Traffic Reduction
INTRODUCED: 2/22/2007
LAST AMEND: 7/5/2007
LOCATION: Senate Appropriations Committee
COMMENTARY:
Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that requires funds from the proceeds of bonds under the act for allocation to public transit operators and transportation planning agencies. Requires the Department of Transportation and Transportation Commission to provide information regarding their needs. Imposes specified auditing requirements.
STATUS:
7/10/2007 From SENATE Committee on TRANSPORTATION and HOUSING: Do pass to Committee on APPROPRIATIONS.
- AB 945 **AUTHOR:** Carter (D)
TITLE: Transportation Needs Assessment
INTRODUCED: 2/22/2007
LAST AMEND: 9/6/2007
LOCATION: Assembly Unfinished Business – Concurrence in Senate
COMMENTARY:
Requires the Transportation Commission to develop, on a every-5-year basis, an assessment of the unfunded cost 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:
9/10/2007 *In SENATE. Read third time. Passed SENATE. To ASSEMBLY for concurrence.*

AB 957

AUTHOR: Spitzer (R)
TITLE: State Property: Transportation Records
INTRODUCED: 2/22/2007
LAST AMEND: 7/12/2007
LOCATION: Chaptered

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 possesses to include in that record, among other information, the parcels location, size, purchase price, and description of current use. Deletes the exclusion of airspace, excess lands, and properties acquired for highway projects from this recording requirement.

STATUS:

7/12/2007 Signed by Governor
7/12/2007 Chaptered by Secretary of State. Chapter No. 59

► AB 966

AUTHOR: Krekorian (D)
TITLE: Driver's Licence Renewal: Senior Citizens
INTRODUCED: 2/22/2007
LAST AMEND: 4/30/2007
LOCATION: Enrollment

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:

9/7/2007 *In SENATE. Read second time. To third reading.*

► AB 995

AUTHOR: Nava(D)
TITLE: Trade Corridors
INTRODUCED: 2/22/2007
LAST AMEND: 8/20/2007
LOCATION: Senate Third Reading File

COMMENTARY:

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Provides that projects eligible for funding from the Trade Corridors Improvement fund receive priority if they meet specified requirements. Requires the Transportation Commission to coordinate with the Air Resources Board for technical assistance in evaluating project applications.

STATUS:

9/6/2007 *Withdrawn from SENATE Committee on RULES. To third reading.*

AB 1161

AUTHOR: Tran (R)
TITLE: Eminent Domain
INTRODUCED: 2/23/2007
LAST AMEND: 5/1/2007
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: Heard, remains in committee.

► AB 1351

AUTHOR: Levine (D)
TITLE: Transportation: State-Local Partnerships
INTRODUCED: 2/23/2007
LAST AMEND: 7/12/2007
LOCATION: Senate Appropriations Committee

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:

8/30/2007 In SENATE Committee on APPROPRIATIONS: Not heard

► AB 1358

AUTHOR: Leno (D)
TITLE: Planning: Circulation Element: Transportation
INTRODUCED: 2/23/2007
LAST AMEND: 7/18/2007
LOCATION: Senate 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 accommodate the safety and convenient travel of users of streets, roads, and highways, in a manner that is suitable to the rural, suburban, and urban context of the general plan. Requires the Office of Planning and Research to prepare or amend guidelines to provide for this accommodation using consideration of accommodation variation in transportation.

STATUS:

9/10/2007 Withdrawn from SENATE Committee on APPROPRIATIONS. To third reading.

- AB 1672
- AUTHOR:** Nunez (D)
TITLE: California Transportation Commission
INTRODUCED: 2/23/2007
LAST AMEND: 9/5/2007
LOCATION: To enrollment
COMMENTARY:
 Requires the State Transportation Commission to consult with the Chairs of the appropriate legislative committees prior to changes to any guidelines for the expenditure of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Act. Expands the Commission to 13 members, with one additional voting member each appointed by the Speaker of the Assembly and the Senate on Rules, who would not be subject to Senate confirmation.
STATUS:
 9/11/2007 In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment.
- ACA 1
- AUTHOR:** Dymally (D)
TITLE: Elections: Redistricting
INTRODUCED: 12/4/2006
LAST AMEND: 6/20/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
 Proposes an amendment to the Constitution to assign the responsibility for adjusting boundary lines of Senate, Assembly, Congressional, and State Board of Equalization district to a specified commission. Requires the commission to hold public hearings to provide for public input and comment. Grants the Supreme Court jurisdiction over all changes to a redistricting plan. Requires the Governor to include in the budget presented to the Legislature funds for the redistricting process.
STATUS:
 6/20/2007 In ASSEMBLY. Read second time and amended. Re-referred to committee on APPROPRIATIONS.
- ACA 2
- AUTHOR:** Walters (R)
TITLE: Eminent Domain
INTRODUCED: 12/4/2006
LAST AMEND: 7/5/2007
LOCATION: Assembly Judiciary Committee
COMMENTARY:
 Proposes a Constitutional amendment that prohibits the taking or damaging of private property without the express written consent of the owner for purposes of economic development, increasing tax revenue, or private use, or when the same use will be maintained following the taking. Requires that, prior to commencement of eminent domain proceedings, the public use for which the property is to be taken is stated in writing. Defines public use. Permits a taking to eliminate an ongoing threat to public safety.
STATUS:
 7/10/2007 In ASSEMBLY committee on JUDICIARY: Failed Passage.
 7/10/2007 In ASSEMBLY committee on JUDICIARY: Reconsideration Granted.

► AJR 40

AUTHOR: De Leon (D)
TITLE: South Coast Air Basin: Ozone and Particulate Matter
INTRODUCED: 8/23/2007
LOCATION: Assembly Transportation Committee

COMMENTARY:

Memorializes the President and Congress to declare the existing conditions related to PM 2.5 exposure in the South Coast Air Basin a state of emergency, and urges immediate steps be taken to rectify the emergency.

STATUS:
8/27/2007 To ASSEMBLY Committee on TRANSPORTATION.

► SB 9

AUTHOR: Lowenthal (D)
TITLE: Trade Corridor Improvement: Transportation Project
INTRODUCED: 12/4/2006
LAST AMEND: 8/20/2007
LOCATION: Assembly Appropriations Committee

COMMENTARY:

Relates to the Trade Corridor Improvement Transportation Fund projects. Establishes a process to be administered by the State Transportation Commission for allocation of fund moneys. Establishes the corridors eligible for funding. Establishes criteria for project selection based on improvement of mobility of freight and improvement of air quality. Requires projects to be ready for construction by a specified date. Provides for allocations to projects outside of the trade corridors. .

STATUS:
8/30/2007 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

SB 19

AUTHOR: Lowenthal (D)
TITLE: Trade Corridor: Projects to Reduce Emissions: Goods
INTRODUCED: 12/4/2006
LAST AMEND: 7/17/2007
LOCATION: Assembly Appropriations Committee

COMMENTARY:

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires the Air Resources Board to implement the Goods Movement Emission Reduction Program and to adopt guidelines and funding criteria for the program. Creates eligibility requirements for funding pursuant to this program. Creates the Goods Movement Emission Reduction Fund to be funded with bond proceeds. .

STATUS:
7/17/2007 From ASSEMBLY Committee on APPROPRIATIONS with author's amendments.

7/17/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

► SB 33

AUTHOR: Simitian (D)
TITLE: Vehicles: Wireless Telephones and Mobile Service
INTRODUCED: 12/4/2006
LAST AMEND: 7/12/2007
LOCATION: To Governor

COMMENTARY:

Prohibits a person under the age of 18 years from driving a motor vehicle using a wireless telephone even if 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. Prohibits a law enforcement officer from stopping a vehicle for the sole purpose of determining if the driver is violating this prohibition. Provides fines for violations. .

STATUS:

9/6/2007 To GOVERNOR.

► SB 45

LEGISLATION DELETED FROM MATRIX. BILL HAS NOW BEEN AMENDED TO PERTAIN TO EDUCATION. PRIOR VERSION WAS RELATED TO PROPOSITION 1B – TRANSIT SECURITY ACCOUNT IMPLEMENTATION.

SB 47

AUTHOR: Perata (D)
TITLE: Transportation Bonds
INTRODUCED: 12/22/2006
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 (R)
TITLE: High-Occupancy Toll Lanes and Toll Roads
INTRODUCED: 1/16/2006
LAST AMEND: 5/1/2007
LOCATION: Assembly Transportation Committee

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:

6/7/2007 To ASSEMBLY Committee on TRANSPORTATION

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
INTRODUCED: 2/15/2007
LAST AMEND: 7/16/2007
LOCATION: Assembly Appropriations Committee
COMMENTARY:
Requires Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act funds for local street and road purposes to be allocated by the Controller. 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:
8/22/2007 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.

► SB 343 **AUTHOR:** Negrete McLeod (D)
TITLE: Local Agencies: Open Meetings: Documents
INTRODUCED: 2/20/2007
LAST AMEND: 6/21/2007
LOCATION: *To Governor*
COMMENTARY:
Amends the Ralph M. Brown Act. Provides if a writing that is a public record, and it relates to an agenda item for an open session of a regular meeting of the legislative body of a local agency, it is distributed less than 72 hours prior to that meeting, the writing shall be made available for public inspection at a public office or location the agency shall designate. Requires the office or location address to be on agendas for all meetings of the legislative body of the agency. Requires Internet posting.
STATUS:
9/6/2007 *To GOVERNOR.*

SB 445 **AUTHOR:** Torlakson (D)
TITLE: Road User Task Force
INTRODUCED: 2/21/2007
LAST AMEND: 6/4/2007
LOCATION: Assembly Transportation Committee
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:
7/2/2007 In ASSEMBLY Committee on TRANSPORTATION. Not heard.

SB 716 **AUTHOR:** Perata (D)
TITLE: Transit Operators
INTRODUCED: 2/23/2007
LAST AMEND: 7/11/2007
LOCATION: Assembly Appropriations Committee
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:
7/11/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS

► SB 717 **AUTHOR:** Perata (D)
TITLE: Transportation Investment Fund
INTRODUCED: 2/23/2007
LAST AMEND: 9/7/2007
LOCATION: *To enrollment*
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 beginning in the 2008-09 fiscal year.
STATUS:
9/11/2007 *In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE for concurrence.*
9/11/2007 *In SENATE. SENATE concurred in ASSEMBLY amendments. To enrollment.*

SB 841 **AUTHOR:** Calderon (D)
TITLE: Vehicles: Mature Driver Improvement Course
INTRODUCED: 2/23/2007
LAST AMEND: 6/27/2007
LOCATION: Assembly Inactive File
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:
8/20/2007 In ASSEMBLY. To Inactive File.

► SB 886

AUTHOR: McLeod (D)
TITLE: Management Districts: District Board
INTRODUCED: 2/23/2007
LAST AMEND: 7/12/2007
LOCATION: Enrolled

COMMENTARY:

Relates to the Air Quality District Boards. Deletes prohibitions on a member serving more than a specified number of terms as a chairperson. Relates to the South Coast Air Quality Management District, the Sacramento Metropolitan Air Quality Management District and the Mojave Desert Air Quality Management District. Provides for a specified increase in the south coast district board and additional duties on cities within the district.

STATUS: Enrolled.
9/7/2007 In ASSEMBLY. Read second time. To third reading.

SB 947

AUTHOR: Hollingsworth (R)
TITLE: Consultation: Transportation Facilities
INTRODUCED: 2/23/2007
LAST AMEND: 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 TRANSPORTATION and NATURAL RESOURCES .

► SB 964

AUTHOR: Romero (D)
TITLE: Local Agencies
INTRODUCED: 2/23/2007
LAST AMEND: 5/10/2007
LOCATION: To Governor

COMMENTARY:

Relates to local agencies and open meetings. Provides that when the members of a local legislative body are authorized to access a writing of the body or of the agency in the performance of their duties, the local agency shall not discriminate between or among any of those members as to which writing or portion thereof is made available or when, and shall not charge any of those members a fee to inspect or obtain a copy of that writing. Establishes other prohibitions for local legislative bodies.

STATUS:
9/6/2007 To GOVERNOR.

► SB 1028

AUTHOR: Padilla (D)
TITLE: Air Resources Board: Air Quality Standard: Vehicles
INTRODUCED: 2/23/2007
LAST AMEND: 8/20/2007
LOCATION: Enrolled

COMMENTARY:

Requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution for which the board has found to be necessary, cost effective, and technologically feasible. Requires the board to adopt rules and regulations pursuant to these provisions that will achieve ambient air quality standards, and if necessary, to adopt and enforce specified rules.

STATUS:
9/6/2007 Enrolled

SCA 1

AUTHOR: McClintock (R)
TITLE: Eminent Domain: Condemnation Proceedings
INTRODUCED: 12/04/2006
LAST AMEND: 2/5/2007
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:
2/5/2007 From SENATE Committee on JUDICIARY with author's amendments.
2/5/2007 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 AMEND: 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

September 18, 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.



September 20, 2007

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer *ATL by RL*

Subject: Contract Amendment for Consulting Services from Scott Baugh

Overview

Scott Baugh has provided strategic advice and consulting services to the Orange County Transportation Authority since 2003. His contract provides for an additional option year until December 31, 2008, at the present compensation rate of \$5,000 per month.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-3-0986 between the Orange County Transportation Authority and Scott Baugh and Associates, in an amount not to exceed \$60,000, for the remainder of the option term, expiring on December 31, 2008; to reaffirm the current contract scope as amended in November of 2004; and to add to the scope the provision of multi-level governmental collaboration strategies which will assist the Orange County Transportation Authority to achieve its legislative goals by use of local, state, and federal processes.

Background

The Orange County Transportation Authority (OCTA) first entered into a contract with Scott Baugh in February 2003. The contract provided for an initial term ending December 2004, with two 24-month option terms thereafter. In November 2004, the Board of Directors (Board) authorized the exercise of the first contract option term to run from January 1, 2005 to December 31, 2006. At that time, the scope of Mr. Baugh's contract was amended to recognize the distinction of his work from that of the OCTA's lobbyist team located in Washington. His amended scope indicated that he was to "provide strategic advice based upon research that analyzes the local political climate and its effects on OCTA legislative goals" and "provide strategic advice regarding the Orange County Congressional Delegation from a local perspective."

In December 2006, the Board authorized a contract amendment for the first 12 months of the second option term through December 31, 2007. Throughout these amendments the name of the contracting entity has changed twice as Mr. Baugh has changed law firm affiliations. The present contract is with Scott Baugh and Associates. The monthly contract amount has remained unchanged since 2003 at \$5,000 per month.

Discussion

Mr. Baugh provides unique consulting services to the Authority which are distinct from the legislative advocacy provided exclusively in either Sacramento or Washington. Working directly with the legislative strategy group of the Legislative and Government Affairs/Public Communications Committee, Mr. Baugh has been able to assist and provide advice on the broader interrelationship of the OCTA's transportation issues at the local, state, and federal level. During the past year, Mr. Baugh has focused on providing advice and assistance to staff and Board Members regarding the controversy over the Eastern Toll Road (State Route 241) Foothill South extension and strategic advice regarding the interrelationship of local, state, and federal goods movement efforts. Mr. Baugh has also been able to introduce senior congressional leaders from outside of California to Orange County so that these leaders can hear and see first hand the transportation issues facing the OCTA.

This work has been highly valuable to the OCTA and will be necessary in the future as local, state, and federal funding decisions are increasingly combined to address large mobility and goods movement issues within the County. Mr. Baugh's ability to gain the attention and respect of decision makers at all levels of government will greatly assist the Authority in achieving its goal of multimodal transportation solutions at all government levels. In recognition of this unique capability, staff intends to also amend the scope of work in Mr. Baugh's contract to specifically provide that he assist the OCTA to navigate through the local, state, and federal processes necessary to achieve the OCTA's legislative platform goals.

Summary

Staff is requesting to amend the agreement for consulting services with Mr. Scott Baugh, to exercise the remainder of his contract option until December 31, 2008, at the amount of \$5,000 per month and to amend his scope of work.

Attachment

None.

Prepared by:



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



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Homeland Security Grant Award Authorization

Finance and Administration Committee

September 12, 2007

Present: Directors Amante, Bates, Brown, Buffa, Campbell, Cavecche, Moorlach, and Nguyen
Absent: None

Committee Vote

This item was passed by Committee Members present.

Committee Chairman Campbell and Director Bates were not present to vote on this item.

Committee Recommendations

- A. Authorize the Chief Executive Officer to execute grant agreements with the Governor's Office of Homeland Security, as the designated administrative agency of the United States Department of Homeland Security, to support the purchase and installation of cameras on bus vehicles and at the Buena Park rail station, as well as to develop a Comprehensive Emergency Management Plan.
- B. Adopt Orange County Transportation Authority Resolution No. 2007-57 authorizing the Chief Executive Officer to execute and file grant-related agreements necessary to obtain financial assistance from the United States Department of Homeland Security and Governor's Office of Homeland Security.
- C. Amend the Fiscal Year 2007-08 budget to accommodate \$950,000 in United States Department of Homeland Security grant funds.



September 12, 2007

To: Finance and Administration Committee
From: Arthur T. Leahy, ^{AL} Chief Executive Officer
Subject: Homeland Security Grant Award Authorization

Overview

The United States Department of Homeland Security awarded the Orange County Transportation Authority \$950,000 in grant funds to support a variety of security efforts, including the installation of camera equipment on buses and at the Buena Park commuter rail station, as well as to develop a Comprehensive Emergency Management Plan for the agency. An authorizing resolution to execute grant-related agreements is presented for consideration as required by the grant.

Recommendations

- A. Authorize the Chief Executive Officer to execute grant agreements with the Governor's Office of Homeland Security, as the designated administrative agency of the United States Department of Homeland Security, to support the purchase and installation of cameras on bus vehicles and at the Buena Park rail station, as well as to develop a Comprehensive Emergency Management Plan.
- B. Adopt Orange County Transportation Authority Resolution No. 2007-57 authorizing the Chief Executive Officer to execute and file grant-related agreements necessary to obtain financial assistance from the United States Department of Homeland Security and Governor's Office of Homeland Security.
- C. Amend the Fiscal Year 2007-08 budget to accommodate \$950,000 in United States Department of Homeland Security grant funds.

Background

The Transit Security Grant Program (TSGP) is one of five grant programs that constitute the United States Department of Homeland Security's (DHS)

Infrastructure Protection Program. The intent of the TSGP is to help strengthen the nation's critical rail, bus, and ferry transit systems against the risks associated with potential terrorist attacks. The Fiscal Year (FY) 2006 Department of Homeland Security Appropriations Act (Public Law 109-90) made \$136 million available to the TSGP and required allocation to urban regions based on an analysis of risk. Using this framework, eight major urban regions across the nation qualified, including the Los Angeles/Orange County urban area.

On June 6, 2006, DHS announced the availability of \$2.17 million to better secure eligible bus systems in the Los Angeles/Orange County region. Eligible bus systems included the Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority, City of Los Angeles Department of Transportation, Foothill Transit, Santa Monica Big Blue Bus, and Long Beach Transit. Representatives from these agencies convened to cooperatively develop regional transit security strategies and arrive at a consensus on the expenditure of funds allocated to the region. The Governor's Office of Homeland Security (OHS), as the designated administrative agency for DHS grant funds in the State of California, provided additional guidance to help ensure proposals were coordinated statewide and competitive nationally.

On July 31, 2006, OCTA submitted a proposal for review to OHS requesting \$950,000 in grant funds to support several security projects. Proposals were then forwarded for review and scoring by a national review panel consisting of representatives from the Transportation Security Administration, Federal Emergency Management Agency, National Preparedness Directorate, and the Federal Transit Administration to determine which projects should be funded.

Discussion

On June 25, 2007, DHS awarded OCTA's total request of \$950,000 in grant funds. The awarded funds will equip 45 fixed-route buses with on-board camera equipment (\$498,000), and a video surveillance system at the Buena Park commuter rail station consisting of 25 cameras and related infrastructure (\$252,000). Both projects have received prior approval by the OCTA Board on November 13, 2006. The award also supports the total cost of developing a Comprehensive Emergency Management Plan for the agency (\$200,000). These projects are in keeping with existing federal, state, and regional Homeland Security objectives, as well as the draft OCTA Security Project Portfolio which currently identifies surveillance and business continuity planning as a high ranking priority for the agency. The award does not require a local match contribution.

As part of the grant program, OCTA is required to document, by resolution, authorization to submit applications and enter grant-related agreements should grant funds be awarded. The resolution will also help streamline the grant funding process and facilitate a prompt response to grant agency requests. Board Resolution No. 2007-57 is presented for consideration as Attachment A. OCTA has similar authorizing resolutions on file with other grant agencies, including the Federal Transit Administration and the California Integrated Waste Management Board.

Fiscal Impact

Amend the Fiscal Year 2007-08 budget to accommodate \$950,000 in Department of Homeland Security grant funds. The grant award would not require any local match contributions or cost sharing arrangements.

Summary

A total of \$950,000 in Homeland Security grant funds has been awarded to support the installation of camera equipment on the buses and at the Buena Park station, as well as to develop a Comprehensive Emergency Management Plan. The funds were awarded by the United States Department of Homeland Security to enhance the security of the transit system in Orange County. Authorization is requested to accept the award, and adopt a resolution authorizing the execution of grant-related agreements needed to receive grant funding.

Attachment

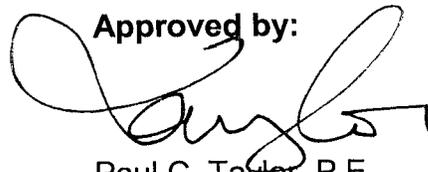
- A. Resolution of the Orange County Transportation Authority Department of Homeland Security Grant Authorization

Prepared by:



Ric Teano
Grant Specialist
(714) 560-5716

Approved by:



Paul C. Taylor, P.E.
Deputy Chief Executive Officer
(714) 560-5431

**RESOLUTION
OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY

HOMELAND SECURITY GRANT AUTHORIZATION**

WHEREAS, the United States Department of Homeland Security (DHS) provides federal financial assistance to eligible grantees, and;

WHEREAS, the California Governor's Office of Homeland Security (OHS) is the designated State Administrative Agency for federal DHS funds in the State of California, and;

WHEREAS, the Orange County Transportation Authority (OCTA) is an eligible grantee of DHS federal funds;

BE IT RESOLVED by the Board of Directors of the Orange County Transportation Authority that the Chief Executive Officer is hereby authorized to file and execute grant applications and agreements, certifications, assurances and other documents for and on behalf of OCTA, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining federal financial assistance provided by the United States Department of Homeland Security and State of California Governor's Office of Homeland Security.

ADOPTED, SIGNED, AND APPROVED this _____ day of _____, 2007.

AYES:

NOES:

ABSENT:

ATTEST:

Wendy Knowles
Clerk of the Board

Carolyn V. Cavecche, Chairman
Orange County Transportation Authority



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Metrolink Video Surveillance System Deployment Program

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendations

- A. Direct staff to utilize federal funds earmarked for security camera surveillance systems, with the required local match, to implement the Metrolink Video Surveillance System Deployment Program as described herein, a pilot project involving Buena Park, Fullerton, Irvine, Orange, Santa Ana, and Tustin stations.
- B. Direct staff to prepare the required cooperative agreements or amendments with the cities listed above and the California Department of Transportation to incorporate video surveillance systems at Metrolink stations and to present to the Board of Directors for review and authorization.



September 13, 2007

To: Transit Planning and Operations Committee

From: Arthur T. Leahy, Chief Executive Officer 

Subject: Metrolink Video Surveillance System Deployment Program

Overview

In 2006, the Orange County Transportation Authority began the planning for deployment of security cameras at Metrolink stations in cooperation with each city's police department. Installation design started first with major facility construction projects underway at the Buena Park and Irvine stations. Continuing deployment at other Metrolink stations in this initial pilot project requires Board of Directors approval.

Recommendations

- A. Direct staff to utilize federal funds earmarked for security camera surveillance systems, with the required local match, to implement the Metrolink Video Surveillance System Deployment Program as described herein, a pilot project involving Buena Park, Fullerton, Irvine, Orange, Santa Ana, and Tustin stations.
- B. Direct staff to prepare the required cooperative agreements or amendments with the cities listed above and the California Department of Transportation to incorporate video surveillance systems at Metrolink stations and to present to the Board of Directors for review and authorization.

Background

In 2006, in conformance with the Federal Transit Administration's (FTA) Transit Security Design Guidelines, the Orange County Transportation Authority (OCTA) developed strategic security plans for commuter rail facilities, along with standards for design and procurement of security camera networks known as video surveillance system (VSS). In June 2007, the United States Department of Homeland Security (DHS) completed transit risk assessment models showing that Metrolink commuter rail stations needed increased

security. This staff report describes the initial pilot project for security camera deployment along with accomplishments to date.

Discussion

The deployment of security cameras at transit facilities yields multiple benefits in the areas of transit safety and security, law enforcement, and risk management. Staff has prepared security camera design and operating standards to achieve an integrated communications network, with future centralized monitoring capability. The pilot project initially included four stations located in the cities of Buena Park, Fullerton, Santa Ana, and Irvine, which were ranked high priority due to their high transit ridership, multi-modal operations, and proximity to Los Angeles Union Station. More recently, the list was expanded to six stations when Orange and Tustin stations received State Transportation Improvement Program funds for expansion.

To achieve regional cooperation, staff has convened six security stakeholders' roundtables, over a 12-month period, to discuss information on VSS functional requirements and system interoperability. Roundtable participants included security and law enforcement personnel, OCTA's transit police, city transportation managers, and other stakeholders.

The California Department of Transportation, District 12, a roundtable participant, has offered to make available facilities located at its Irvine Transportation Management Center, previously planned and set aside for OCTA, for possible use as an interim monitoring facility. This arrangement provides a low-cost trial, for a period of up to five years, to monitor VSS usage and protocols among the initial six cities. To benefit shared regional security and transportation interests, the cities will uniformly maintain VSS equipment to achieve systemwide reliability. The City of Buena Park, the first station in Orange County to have security cameras installed, recently negotiated with its station construction contractor for an extended warranty and maintenance service contract covering the first five years of VSS service life. To achieve reliable systemwide operability in the pilot installations, staff believes that extended equipment warranties, covering the first five years of VSS service life, should be made part of the VSS procurement specification and funded as part of capital costs.

OCTA would typically execute cooperative agreements with the cities to fund VSS design and installation costs. The cities would take the lead role to prepare detailed plans and specifications, procure, own, operate, and maintain the system in accordance with standards established by OCTA. The cities would operate and maintain the system at their own expense. In the case of the Buena Park and Irvine stations, existing cooperative agreements have

been amended in order to timely incorporate the design and installation of VSS into current facility construction projects. For stations in other cities, new cooperative agreements to deploy VSS will be presented for Board of Directors (Board) authorization.

Attachment A summarizes the Metrolink VSS Deployment Program. Attachment B shows corresponding expenditures, along with conceptual budget estimates for the initial pilot project involving six cities totaling approximately \$6 million. These estimates are subject to confirmation during detailed design. Attachment C describes the \$6 million available to fund the Metrolink VSS Deployment Program in the next two years, comprised of federal security grants and a local match. The rate of deployment depends on effective synchronizing of project readiness and funding. As funds become available, security camera systems are deployed to conform to systemwide standards.

The proposed pilot project involving six stations and an interim central monitoring facility lays the groundwork for possible future systemwide security camera deployment. Deployment at the other Metrolink locations, beyond the six cities in the pilot project, will depend on future assessments of VSS performance and risk management priorities, as well as funding availability and Board approval.

Fiscal Impact

Funding was approved as part of OCTA's Fiscal Year 2007-08 Budget, Project Management Department, Account 1752-7519-A4460-2BT. The funding source is Section 5309, Capital Assistance, Revenue Account 0001-6041-A4460-M8P, with the Commuter Urban Rail Endowment fund as local match.

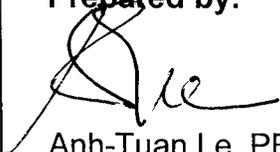
Summary

The initial pilot project in the Metrolink VSS Deployment Program encompasses six stations and an interim central monitoring facility. Deployment will occur in the next two years, funded primarily by federal transit and security grants.

Attachments

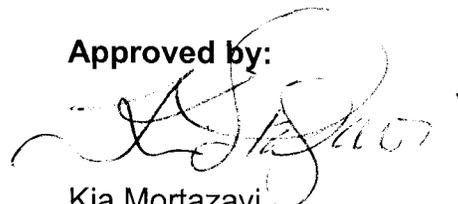
- A. Metrolink VSS Deployment Program
- B. Expenditures to Date and Budgetary Estimates
- C. Funding Sources for Metrolink VSS Deployment Program

Prepared by:



Anh-Tuan Le, PE
Senior Civil Engineer
(714) 560-5492

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741

Metrolink VSS Deployment Program

Activity	Status
Preparation of Planning and Criteria Documents	Completed in August 2006, in accordance with FTA's Transit Security Design Considerations, to provide best practices planning context, design guidelines, and procurement standards for the Metrolink VSS Deployment Program.
Convened Security Stakeholders' Roundtable	Conducted six sessions between January 2006 to January 2007, to receive input and preliminary working consensus on the Metrolink VSS Deployment Program.
Preparation of Buena Park Station Security Plan	Completed in August 2006, in accordance with FTA's transit security design considerations, to help guide the City of Buena Park in new station operations planning and VSS installation.
Buena Park Station VSS Deployment	Design completed in August 2006. Board authorized funding in November 2006. Change order negotiated by the City of Buena Park in May 2007. Commencement of field installation in June 2007; completion in August 2007, in advance of start of commuter rail operations.
Fullerton Station VSS Deployment	Initial needs assessment completed in June 2006. Design consultant proposal for final design received in January 2007. Presently on hold pending cooperative agreement and Board approval of the Metrolink VSS Deployment Program.
Santa Ana Depot VSS Deployment	Initial needs assessment completed in June 2006. Preliminary design completed in October 2006. Presently on hold pending cooperative agreement and Board approval of the Metrolink VSS Deployment Program.
Irvine Station VSS Deployment	Performance specifications completed in January 2007. Quotations for VSS were received in February 2007, with parking structure bids. The City of Irvine will refine VSS design documents for rebid in 2008. Supplemental funding amendment to existing cooperative agreement required. Expected completion in September 2008.
Orange Station VSS Deployment	Design completed in September 2006. Presently on hold pending cooperative agreement and Board approval of the Metrolink VSS Deployment Program.
Tustin Station VSS Deployment	State Transportation Improvement Program funding was received in June 2007, for initiating parking structure design, with VSS included in design criteria and design scope. Deployment depends on Board approval of the Metrolink VSS Deployment Program and development of cooperative agreement.
Interim Central Monitoring Facility (CMF) Planning	Development of cooperative agreement with the California Department of Transportation, District 12, for use of their Irvine Transportation Management Center as an interim CMF must await Board approval of the Metrolink VSS Deployment Program.
Conceptual Planning for Systemwide VSS Deployment	First-pass conceptual plan and order-of-magnitude budget were established in August 2006, for presentation to the OCTA Security Working Group in October 2006; and as basis for Department of Homeland Security funding applications. Such plans and budgets are subject to confirmation by needs assessment, field investigations, and detail design.

Expenditures to Date and Budgetary Estimates

<u>Activity</u>	<u>Expenditures to Date</u>	<u>Budgetary Estimate</u> ¹
Engineering consulting services for preparation of:	\$468,000	
▪ VSS planning and criteria documents		
▪ Buena Park Station Security Plan		
▪ Buena Park Station VSS Final Design		
▪ Fullerton Station VSS Initial Needs Assessment		
▪ Santa Ana Depot VSS Initial Needs Assessment and Preliminary Design		
▪ Irvine Station VSS Needs Assessment and Performance Specifications		
▪ Orange Station VSS Final Design		
Buena Park Station VSS Installation and Construction Support	\$516,000 ²	
	<u>Total Expended to Date</u>	
	\$984,000	
Irvine Station VSS Installation and Engineering Support		\$750,000
Fullerton Station VSS Installation and Engineering Support		\$750,000
Santa Ana Depot VSS Installation and Engineering Support		\$750,000
Orange Station VSS Installation and Engineering Support		\$500,000
Tustin Station VSS Installation		\$350,000
Planning and Deployment of Interim CMF		\$600,000
Integration software and maintenance		\$100,000
On-Call Professional Services Consultant		\$746,000
	<u>Cost to Complete Pilot Project</u>	<u>\$4,546,000</u>
	Total Cost, Pilot Project	\$5,530,000
	Contingency, 10 percent	553,000
	<u>Total Estimated Budget</u>	<u>\$6,083,000</u>

¹ Budgetary estimates are rough order-of-magnitude allocations and are subject to confirmation by needs assessment, field investigations, and detail design. The estimates do not include any city cash or in-kind contribution to the Metrolink VSS Deployment Program to be determined during site-specific cost evaluation and negotiation of each city's cooperative agreement.

² Amount allocated to the City of Buena Park for VSS-related change order costs, comprised of DHS and FTA TEA-LU funds (Cooperative Agreement C-0-1150, Board authorized on November 11, 2006. Amendment No. 3 executed in June 2007).

Funding Sources for Metrolink VSS Deployment Program

<u>Funding Source</u>	<u>Amount</u>
Department of Homeland Security Transit Security Grant Program (TSGP) fiscal year (FY) 2006 (for Buena Park Station)	\$ 252,000 ¹
Federal Transit Administration Section 5309 Earmarks CA-03-0709 FY 2004 (for Fullerton Station)	315,534 ²
Federal Transit Administration SAFETEA-LU Section 5309 ³ FY 2006	1,006,989
FY 2007	1,061,386
FY 2008	1,149,834
FY 2009	1,194,059
Local Match: Commuter Rail Endowment Fund (CURE) FY 2006	251,747
FY 2007	265,347
FY 2008	287,459
FY 2009	298,515
<u>Total Funding Availability</u>	<u>\$ 6,082,870</u>

¹ Awarded to OCTA in June 2007. Grants for FY 2007, and later years, are subject to availability and competitive grant application; and are not included in the Funding Sources.

² Per staff report to the Board, dated October 14, 2005. Requires 20 percent local match. Federal funding agreement executed March 6, 2006.

³ These federal grant revenues for surveillance cameras require demonstration of project readiness, showing comprehensive scope and cost estimates. Deadline for qualifying for FY 2006 and FY 2007 grants is September 30, 2008.



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Cooperative Agreement with the Southern California Regional Rail Authority for Implementation of Orange County Metrolink Station Destination Signage

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to enter into Cooperative Agreement C-7-1144 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in an amount not to exceed \$208,240, for implementation, management, fabrication, and installation of destination signage at dual-platform Orange County Metrolink stations.



September 13, 2007

To: Transit Planning and Operations Committee

From: Arthur T. Leahy, Chief Executive Officer *ATL by RLJ*

Subject: Cooperative Agreement with the Southern California Regional Rail Authority for Implementation of Orange County Metrolink Station Destination Signage

Overview

Metrolink stations are currently equipped with electronic and standalone platform boarding signage. In order to better serve new weekend and high-frequency service customers in Orange County, new and improved station destination signage is under development and being recommended at dual-platform stations.

Recommendation

Authorize the Chief Executive Officer to enter into Cooperative Agreement C-7-1144 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in an amount not to exceed \$208,240, for implementation, management, fabrication, and installation of destination signage at dual-platform Orange County Metrolink stations.

Background

Eight out of eleven Orange County Metrolink stations have two platforms for passenger boarding and alighting. The passenger's final destination determines which platform is required for boarding the train for a given trip. Currently, the stations are equipped with standalone track-boarding information signage to direct passengers to the appropriate platform. This informational signage, leading to and at the platforms, includes limited platform-finding signage, track identification, and train-boarding information.

Discussion

The Orange County Transportation Authority (OCTA) has requested Metrolink to provide an enhanced platform signage program for all Orange County

Metrolink stations to better serve the new rider and prepare for the 30-minute inter-county high-frequency service. In response, Metrolink proposes to upgrade the informational track and boarding signage to include platform destination signage and additional track-finding signage at all Orange County stations with dual platforms. The Orange County Station Destination Signage Program (Program) will act as a pilot program to set new standards for Metrolink systemwide. Metrolink is in the process of evaluating current station sign criteria and will issue revised criteria for systemwide implementation consistent with successful implementation of the Program.

There are eight stations with dual platforms, which will receive the new destination signs: Buena Park, Fullerton, Anaheim, Orange, Santa Ana, Tustin, Irvine, and Laguna Niguel/Mission Viejo. Each station will receive approximately four destination boards and 16 track finder signs. Destination boards will identify all Amtrak and Metrolink stations and the correct boarding platform as depicted in the sample illustration (Attachment A). The track finders will direct passengers to the boarding platform serving their desired destination. The design, fabrication, and installation of the Program is expected to be completed the third quarter of fiscal year (FY) 2007-08.

In addition to the track-boarding informational signage, Metrolink stations are currently equipped with public address/changeable message signs (light-emitting diode displays), which provide limited train status information to riders standing on the platform. Metrolink is currently in the process of upgrading the system with new equipment and technology referred to as the Electronic Passenger Information System (EPIS). The EPIS will include flat panel liquid crystal displays at the ticket vending machine and platform area. The new EPIS is web-based and will provide real-time information including train number, destination, time, delay, track information, and specific service disruption information. Passengers will also be able to subscribe to real-time train information via email and/or cell phone paging. Systemwide implementation of the EPIS project is currently underway and roll-out of a test station is scheduled for October 2007.

Future implementation of EPIS will significantly enhance train arrival and departure information provided to the passenger, while the recommended destination signage will direct passengers to the correct boarding platform. The Program builds upon existing signage and complements the planned EPIS. It will also provide familiar and consistent directions to boarding platforms at all Orange County dual-platform stations.

Fiscal Impact

Funding for this project is currently available in OCTA's FY 2007-08 Budget, Development Division, Account 0093-7831-A0001-GE9, Commuter Urban Rail Endowment fund.

Summary

Staff is seeking authorization to enter into Cooperative Agreement C-7-1144 with the Southern California Regional Rail Authority, in an amount not to exceed \$208,240, to act as the lead for implementation, management, fabrication, and installation of destination signage at dual-platform Orange County Metrolink stations.

Attachment

- A. Destination Boards

Prepared by:



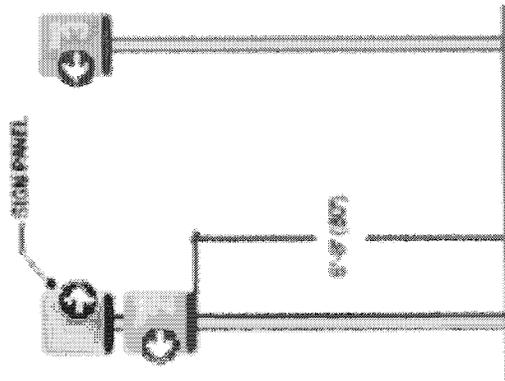
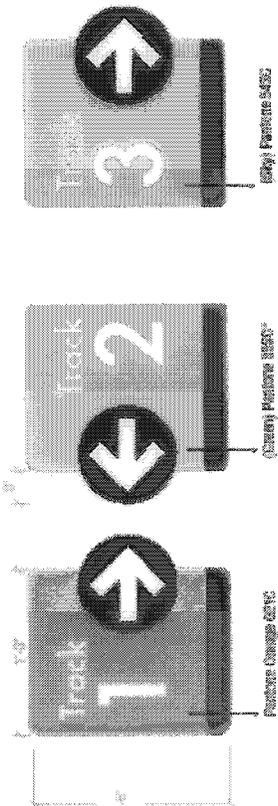
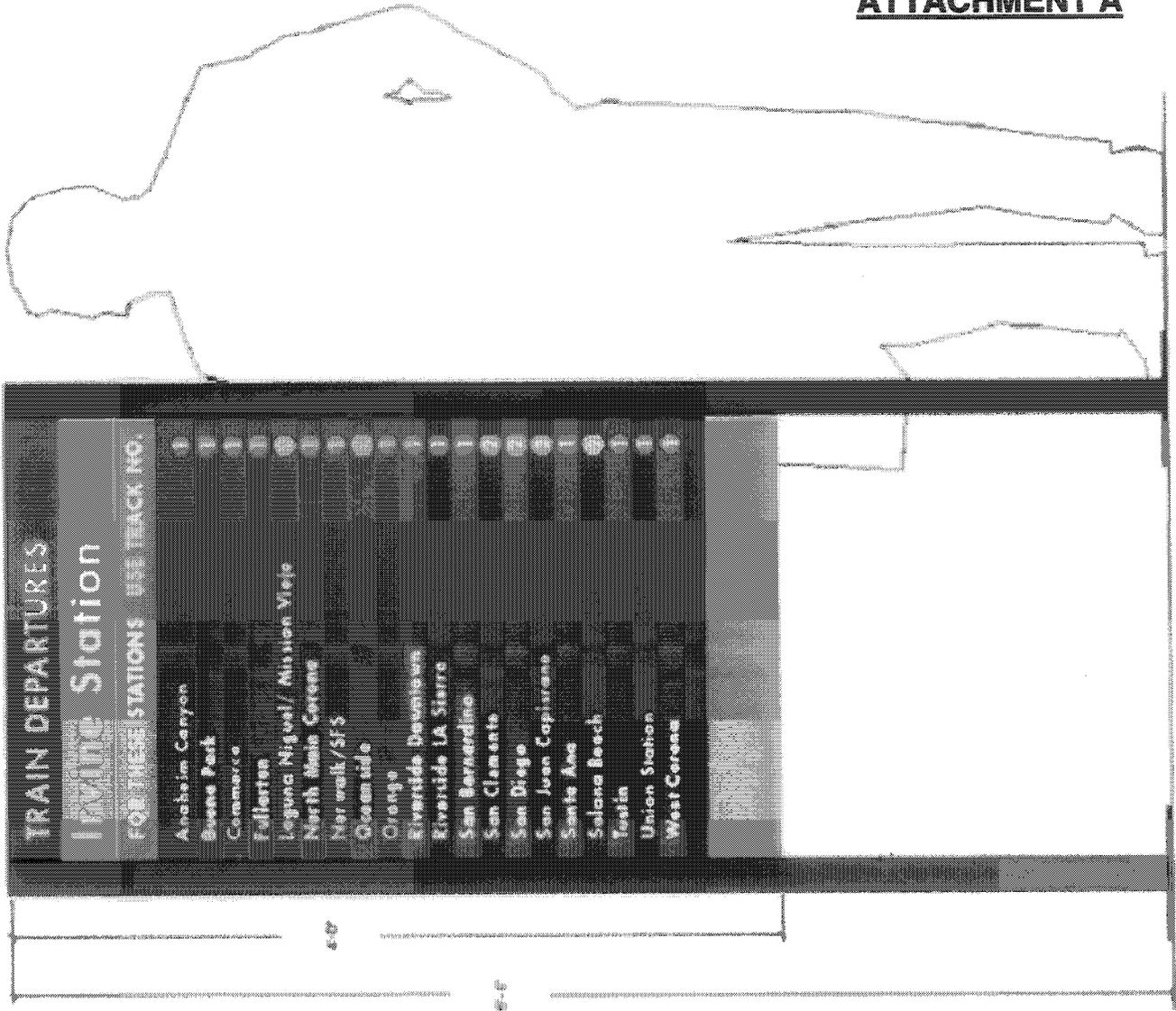
Abbe McClenahan
Principal Transportation Analyst
(714) 560-5673

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741

Destination Boards





BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: Wendy Knowles, ^{WK} Clerk of the Board
Subject: Draft 2007 Orange County Congestion Management Program
Release for Public Review

Regional Planning and Highways Committee

September 17, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Direct staff to release the draft 2007 Orange County Congestion Management Program report for public review.



September 17, 2007

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer *ATL by PCT*

Subject: Draft 2007 Orange County Congestion Management Program
Release for Public Review

Overview

The Orange County Transportation Authority is responsible for monitoring and reporting on the Orange County Congestion Management Program every two years, in accordance with state legislation. A draft 2007 Orange County Congestion Management Program report has been prepared for public review and will be circulated to local agencies with direction by the Board of Directors.

Recommendation

Direct staff to release the draft 2007 Orange County Congestion Management Program report for public review.

Background

In June 1990, the passage of Proposition 111 prompted the addition of legislation requiring urbanized areas to designate a Congestion Management Agency (CMA) and adopt a Congestion Management Program (CMP) in order to continue receiving gas tax funds. As Orange County's designated CMA, the Orange County Transportation Authority (OCTA) is responsible for developing, monitoring, and biennially updating Orange County's CMP. The purpose for the CMP is to provide a mechanism for coordinating land use and transportation decisions and to manage traffic congestion by monitoring the transportation system.

The Orange County CMP is a composite of data submittals, such as traffic counts and capital improvement program projects. It was developed through cooperative efforts between OCTA, local jurisdictions, and public agencies over the past year, in accordance with state legislation.

Discussion

Staff has developed a draft 2007 Orange County CMP report (Attachment A) in compliance with state legislation. To assist Orange County cities, OCTA funds and administers the collection of traffic count data at the 96 intersections within the Orange County CMP highway system. The count data was used to calculate Intersection Capacity Utilization (ICU) ratings, which represent the percent of capacity used at each intersection when demand is highest (morning and evening peak hours). Based on the ICU ratings, level of service (LOS) grades, as seen in the chart below, are assigned to each intersection. Local jurisdictions reviewed and approved all of the intersection performance data.

LOS Grade	ICU Rating
A	< .61
B	.61 - .70
C	.71 - .80
D	.81 - .90
E	.91 - 1.00
F	> 1.00

The performance standard that must be maintained is a LOS grade of E or better. If an intersection receives an F it is considered deficient - operating over capacity. As such, a deficiency plan must be developed by the agency controlling the signals at the intersection. A deficiency plan identifies the cause of congestion, the improvements needed to solve the problem, and the cost and timing of the proposed improvements.

If the California Department of Transportation (Caltrans) controls an intersection that is deficient, the local jurisdiction for which the signal is located is exempt from preparing a deficiency plan. Presently, Caltrans controls all three of the deficient CMP intersections within Orange County, as listed below. As a result, no deficiency plans are required from any Orange County local agencies in response to the 2007 Orange County CMP report.

Jurisdiction	Responsible Agency	Intersection/Interchange	ICU	
			2007 AM	2007 PM
Laguna Beach	Caltrans	Laguna Canyon Road/San Joaquin Transportation Corridor (State Route 73) northbound (NB) ramps	1.02	0.88
San Juan Capistrano	Caltrans	San Diego Freeway (Interstate 5) NB ramps/Ortega Highway (State Route 74)	1.05	1.06
San Juan Capistrano	Caltrans	Interstate 5 southbound ramps/State Route 74	0.94	1.16

Compared to the baseline year data, which represents the first year CMP data was collected for any given intersection (1991, in most cases), Orange County congestion conditions have improved. The average morning ICU rating has improved from 0.68 to 0.64, representing a 5.88 percent improvement; and, the average evening ICU rating has improved from 0.73 to 0.70, representing a 4.11 percent improvement.

Local jurisdictions also submitted data pertaining to the Capital Improvement Program, coordination of land use and transportation, and other legislatively required elements. Based on the submittals and performance measure data, OCTA's preliminary finding is that all jurisdictions are in compliance with the CMP requirements. The Orange County CMP report must also include data on freeway levels of service. This information is being prepared by Caltrans and will be included as part of the final report.

Next Steps

Upon direction by the OCTA Board of Directors (Board), the draft 2007 Orange County CMP report will be released for a three-week public review period. Once released, the draft 2007 Orange County CMP report will be circulated to local agencies for review. Hard copies will also be available in-house for review by the public. Any comments received will be incorporated into the final 2007 Orange County CMP report, as appropriate.

The final 2007 Orange County CMP report will be brought to the Board for adoption at a noticed public hearing on November 26, 2007. Upon adoption by the Board, the final 2007 Orange County CMP report will be submitted to the Southern California Association of Governments to ensure consistency with regional transportation plans, which will allow local agencies to continue receiving gas tax funds, per Proposition 111.

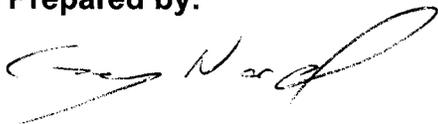
Summary

A draft 2007 Orange County CMP report has been prepared in accordance with state legislation, and developed through cooperative efforts involving local jurisdictions and public agencies. Upon Board direction, staff will circulate the draft 2007 Orange County CMP report for a three-week public review period and return with a final report for adoption at a public hearing at the November 26, 2007, Board meeting.

Attachment

- A. Draft 2007 Orange County Congestion Management Program

Prepared by:



Gregory Nord
Associate Transportation Analyst
(714) 560-5885

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors

From: ^{WK} Wendy Knowles, Clerk of the Board

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the Riverside Freeway (State Route 91) Express Lanes Concrete Median Barrier Modification Project

Regional Planning and Highways Committee

September 17, 2007

Present: Directors Amante, Cavecche, Dixon, Glaab, Green, Mansoor, Norby, and Rosen

Absent: Director Pringle

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Cooperative Agreement No. 12-555 between the Orange County Transportation Authority and the California Department of Transportation. This amendment will terminate the Riverside Freeway (State Route 91) Express Lanes Concrete Median Barrier Modification Project and refund to the California Department of Transportation \$500,000 paid to the Orange County Transportation Authority.



September 17, 2007

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer *ATL by flg*

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the Riverside Freeway (State Route 91) Express Lanes Concrete Median Barrier Modification Project

Overview

On September 25, 2006, the Board of Directors approved a cooperative agreement with the California Department of Transportation, in the amount of \$500,000, to provide construction and construction management for the Riverside Freeway (State Route 91) Express Lanes Concrete Median Barrier Modification Project. The California Department of Transportation is requesting that the Orange County Transportation Authority agree to mutual termination of the project.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Cooperative Agreement No. 12-555 between the Orange County Transportation Authority and the California Department of Transportation. This amendment will terminate the Riverside Freeway (State Route 91) Express Lanes Concrete Median Barrier Modification Project and refund to the California Department of Transportation \$500,000 paid to the Orange County Transportation Authority.

Background

The Orange County Transportation Authority (Authority) is the owner and operator of the Riverside Freeway (State Route 91) Express Lanes under a franchise agreement with the California Department of Transportation (Caltrans). As part of the franchise agreement, the Authority is granted the right to finance, study, develop, acquire, design, install, construct, and operate the State Route 91 (SR-91) Express Lanes.

Amendment to Cooperative Agreement with the California Department of Transportation for the Riverside Freeway (State Route 91) Express Lanes Concrete Median Barrier Modification Project

Page 2

The SR-91 Express Lanes are contained within the median area of the SR-91. A constructed concrete median barrier divides the entire length of the SR-91, except for the locations at the weigh station, Weir Canyon Road, and Coal Canyon Road along the eastbound direction, which is constructed of metal beam guardrail (MBGR).

The SR-91 Express Lanes Concrete Median Barrier Modification Project involves removing and replacing approximately 6,240 feet of MBGR with a concrete median barrier in the eastbound direction at the weigh station, Weir Canyon Road, and Coal Canyon Road. The project's goal was to improve safety while minimizing maintenance costs.

On November 3, 2006, the Authority and Caltrans entered into Cooperative Agreement No.12-555, which defines the terms and conditions of the SR-91 Express Lanes Concrete Median Barrier Modification Project. Under this agreement, the Authority would act as the lead agency and advertise, award, and administer the construction contract and perform construction management services. The Authority received funding, in the amount of \$500,000, from Caltrans for the project's construction capital and construction management.

Discussion

In February 2007, the Authority issued the Invitation for Bids, and three bids were received. The bids for the project came in much higher than the allocated budget. The Authority requested additional funding from Caltrans. Caltrans did not agree with the additional project budget request and has decided to terminate the agreement and perform this project in-house.

Fiscal Impact

Amendment No. 1 will terminate Cooperative Agreement No. 12-555 between the Authority and Caltrans. Funds will be taken from the Finance, Administration, and Human Resources Division Account 0036-3311-B3200-F36, in the amount of \$500,000 and returned to Caltrans.

**Amendment to Cooperative Agreement with the California
Department of Transportation for the Riverside Freeway
(State Route 91) Express Lanes Concrete Median Barrier
Modification Project**

Page 3

Summary

Staff recommends approval of Amendment No. 1 to Cooperative Agreement 12-555 between the Orange County Transportation Authority and the California Department of Transportation, for the termination of the cooperative agreement and to refund the amount received from Caltrans for the SR-91 Express Lanes Concrete Median Barrier Modifications Project.

Attachment

None.

Prepared by:



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

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors

From: Wendy Knowles, Clerk of the Board

Subject: Approval of Cooperative Agreement for the Riverside Freeway (State Route 91) Westbound Lane Addition Between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57)

Regional Planning and Highways Committee

September 17, 2007

Present: Directors Amante, Cavecche, Dixon, Glaab, Green, Mansoor, Norby, and Rosen

Absent: Director Pringle

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-7-1153 with the California Department of Transportation to provide quality assurance activities for the Project Report/Environmental Approval phase for the westbound Riverside Freeway (State Route 91) between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57).



September 17, 2007

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer
ATL by RT

Subject: Approval of Cooperative Agreement for the Riverside Freeway (State Route 91) Westbound Lane Addition Between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57)

Overview

Orange County Transportation Authority staff, in conjunction with the California Department of Transportation, has developed a cooperative agreement for the Project Report/Environmental Approval phase for the Riverside Freeway (State Route 91) westbound lane addition between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57). These improvements consist of extending the existing auxiliary lane through the interchanges to create a fourth westbound general purpose lane on the Riverside Freeway (State Route 91).

Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-7-1153 with the California Department of Transportation to provide quality assurance activities for the Project Report/Environmental Approval phase for the westbound Riverside Freeway (State Route 91) between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57).

Background

The Orange County Transportation Authority (Authority) is the lead agency for the Project Report/Environmental Approval (PR/EA) phase of this project as part of the Renewed Measure M freeway program. The goal of the program is to get the project ready for funding, so solutions can be quickly implemented as funding opportunities are identified.

Approval of Cooperative Agreement for the Riverside Freeway (State Route 91) Westbound Lane Addition Between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57)

Page 2

In May 2007, the Board of Directors (Board) authorized the use of Orange County Unified Transit Trust funds for the PR/EA phase for westbound widening on the Riverside Freeway (State Route 91) between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57). The PR/EA phase began in August 2007 and is scheduled for completion in January 2010.

Discussion

The proposed project improvement will extend the existing auxiliary lane through the interchanges to create a fourth general purpose lane for the State Route 91 (SR-91) westbound lane addition between the Interstate 5 and State Route 57. This is one of the Renewed Measure M freeway improvement projects and part of the related Early Action Plan.

The cooperative agreement developed is for the California Department of Transportation (Caltrans) to provide quality assurance services for the PR/EA phase of the project.

Fiscal Impact

Quality assurance services for the PR/EA phase of the project are being provided by Caltrans at no cost to the Authority.

Summary

It is requested that the Board approve the proposed Cooperative Agreement C-7-1153 with Caltrans to provide quality assurance services for the PR/EA phase of the SR-91 westbound lane addition project.

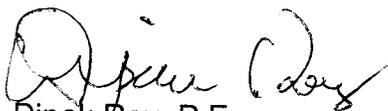
Approval of Cooperative Agreement for the Riverside Freeway (State Route 91) Westbound Lane Addition Between the Santa Ana Freeway (Interstate 5) and the Orange Freeway (State Route 57)

Page 3

Attachment

None.

Prepared by:



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

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement with the Department of California Highway Patrol

Regional Planning and Highways Committee

September 17, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-4-0588 between the Orange County Transportation Authority and the Department of California Highway Patrol, in an amount not to exceed \$350,000, for additional traffic control services.



September 17, 2007

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer *ATL by PCT*
Subject: Amendment to Agreement with the Department of California Highway Patrol

Overview

On September 13, 2004, the Board of Directors of the Orange County Transportation Authority approved an agreement with the Department of California Highway Patrol, in the amount of \$1,000,000, to facilitate traffic control services for the Garden Grove Freeway (State Route 22) project. An amendment is required to continue these services through November 2007.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-4-0588 between the Orange County Transportation Authority and the Department of California Highway Patrol, in an amount not to exceed \$350,000, for additional traffic control services.

Background

On August 23, 2004, the Board of Directors (Board) of the Orange County Transportation Authority (Authority) awarded the Garden Grove Freeway (State Route 22) design-build contract to the joint venture of Granite-Meyers-Rados. In addition to the design-build contract, the project required the execution of various agreements with other third parties to support overall project development. One such agreement was with the Department of California Highway Patrol (CHP) to provide traffic control services during construction.

On September 13, 2004, the Board approved Agreement C-4-0588, with the CHP for construction zone enhanced enforcement services for the State Route 22 (SR-22) project. This agreement was necessary to facilitate traffic control during operations typical to highway construction projects. These services are critical to ensure the safety of motorists and workers during lane

closure activities involving bridge demolition, erection and removal of temporary bridge support systems (falsework), installation and removal of temporary traffic barriers, lane striping, erection of overhead signs, landscaping, paving, and other miscellaneous construction activities. These activities require high visibility CHP participation. The level of CHP utilization can vary widely depending on contractor operations, construction activity scheduling, and the level of nighttime activity.

Discussion

Services provided by CHP are authorized on an as-needed and time-and-expense basis. The original budget for CHP construction zone enforcement services for the SR-22 project was estimated to be \$1,950,000.

Due to the nature of a design-build project, the utilization of CHP services could not be predicted until final design concepts, including final traffic handling plans, are approved; therefore, the initial value of the CHP agreement was set at only \$1,000,000. As the need for CHP services was more completely developed during the course of design and construction, the agreement was amended to equal the original estimated value of \$1,950,000. This amount was intended to take the project through Project Completion, which was scheduled for July 29, 2007.

CHP traffic control services continue to be needed for nighttime and off-peak daytime lane closures required to perform rubberized asphalt overlay, punch list work, and landscaping installation through Project Acceptance, which is presently scheduled for the end of November 2007. The additional services for this extended period is estimated to be \$350,000.

Agreement C-4-0588 with the CHP has been previously amended as identified in Attachment A. The current value of the agreement is \$1,950,000. With approval of proposed Amendment No. 4, the revised contract value will increase to \$2,300,000. This additional amount will be drawn from construction contingency within the SR-22 project budget. There are sufficient funds in the project's construction contingency to fund these additional costs.

Fiscal Impact

The additional work described in Amendment No. 4 to Agreement C-4-0588 exceeds the amount originally approved in the Authority's Fiscal Year 2007-08 Budget, Development Division, Account 0010-9017-F7100-9MF, which is funded through the Local Transportation Authority. If approved by the Board,

funds will be transferred from Account 0010-9017-F7100-7LJ to accommodate the additional requirements.

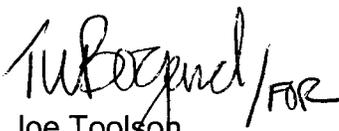
Summary

Authority staff recommends approval of Amendment No. 4, in the amount of \$350,000, to Agreement C-4-0588 with the CHP for construction zone enhanced enforcement services.

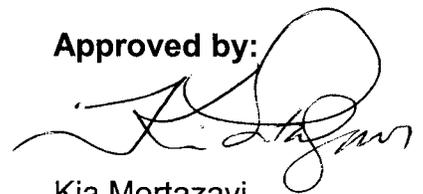
Attachment

- A. Department of California Highway Patrol, Agreement C-4-0588 Fact Sheet

Prepared by:


Joe Toolson
Project Manager
(714) 560-5729

Approved by:


Kia Mortazavi
Executive Director, Development
(714) 560-5741

ATTACHMENT A

Department of California Highway Patrol Agreement C-4-0588 Fact Sheet

1. September 13, 2004, Agreement C-4-0588, \$1,000,000, approved by the Board of Directors
 - Traffic enforcement agreement for the Garden Grove Freeway (State Route 22) project
2. September 14, 2006, Amendment No. 1 to Agreement C-4-0588, \$100,000, approved by the Chief Executive Officer
 - Funds to cover additional project construction zone enforcement services provided by the Department of California Highway Patrol (CHP)
3. November 27, 2006, Amendment No. 2 to Agreement C-4-0588, \$300,000, approved by the Board of Directors
 - Funds to cover additional project construction zone enforcement services provided by the CHP
4. March 26, 2007, Amendment No. 3 to Agreement C-4-0588, \$550,000, approved by the Board of Directors
 - Funds to cover additional project construction zone enforcement services provided by the CHP
5. September 24, 2007, Amendment No. 4 to Agreement C-4-0588, \$350,000, pending approval by the Board of Directors
 - Funds to cover additional project construction zone enforcement services provided by the CHP

Total committed to the CHP after approval of Amendment No. 4 to Agreement C-4-0588 will be \$2,300,000.



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Alameda Corridor East Grade Separations Environmental Impact Report Additional Funding Request

Regional Planning and Highways Committee

September 17, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (*Reflects change from staff recommendations*)

- A. Authorize the Chief Executive Officer to respond to the City of Placentia's request for the Orange County Transportation Authority to assume lead agency responsibilities for the completion of the environmental impact report for the Alameda Corridor East grade separations by offering staff support for completion of that report.
- B. Approve an amendment to the Orange County Transportation Authority Fiscal Year 2007-08 Budget and authorize the use of up to \$200,000 of Commuter Urban Rail Endowment funds for the completion of the environmental impact report for the Alameda Corridor East grade separations.
- C. Authorize the Chief Executive Officer to execute an agreement with the City of Placentia for the use of Commuter Urban Rail Endowment funds for the completion of the environmental impact report for the Alameda Corridor East grade separation. Funds shall be provided on a reimbursement basis, and \$50,000 of the \$200,000 shall be retained until the state and federal environmental process is completed.

Committee Comments

The Committee requested a history of the environmental impact report for the Alameda Corridor East grade separation (Transmittal Attachment A).

**BRIEF HISTORY OF THE ENVIRONMENTAL PROCESS FOR THE PROPOSED
ORANGE COUNTY GATEWAY PROJECT
CITY OF PLACENTIA**

Activity	Date
Public Scoping (Notice of Preparation, Notice of Intent, scoping meetings)	NOP- January 2, 2002 NOI – December 28, 2001 Scoping Meetings – January 22 and 24, 2002
Project Development Team Meetings	Throughout the environmental process
Conceptual engineering for the project alternatives	Early 2001 and some refinements made in late 2003
Development of the project purpose statement	Early 2002 and some refinement in 2006
Initiation of preparation of technical studies	October 2001
Caltrans review of technical studies (multiple cycles of reviews)	July-August 2002 December 2002 - March 2003 February 2004 January to February 2006
Complete technical studies	2007 (some earlier)
Initiate preparation of the Screencheck Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)	April 2002
Caltrans review of the Screencheck Draft EIS/EIR	May 2004
Respond to Caltrans comments and prepare Administrative Draft EIS/EIR	July 2004 November 2004 (HQ) December 2005 January 2006 October 2006
Presentation to FHWA in Sacramento	October 24, 2006
Submit Administrative Draft EIS/EIR to Federal Highway Administration (FHWA)	December 2006
Receive FHWA comments on the Administrative Draft EIS/EIR	March 19, 2007
Respond to the FHWA Comments on the Administrative Draft EIS/EIR	July 2007
Submit responses to comments (RTC) matrix to Caltrans for review	August 2007
Revise RTC matrix and submit to FHWA for review	August 2007
Receive FHWA comments on the RTC matrix	September 2007
Final revisions to the RTC matrix and submittal of Administrative Draft EIS/EIR to FHWA	October 2007
Receive FHWA comments and prepare public review Draft EIS/EIR	October 2007

Circulation of the Draft EIS/EIR and public review period	October – December 2007
Receive comments on the Draft EIS/EIR from the public and reviewing agencies	October – December 2007
Prepare RTC Report and Administrative Draft Final EIS/EIR and submit to Caltrans for review	January 2008
Revise RTC report and Administrative Draft Final EIS/EIR and submit to FHWA	January 2008
Prepare Administrative Draft Final EIS/EIR for Caltrans and FHWA review and approval	February 2008
Prepare Final EIS/EIR	March 2008
Prepare CEQA Facts and Findings and Statement of Overriding Considerations	March 2008
City of Placentia City Council action on the Final EIR	March 2008
City of Placentia assists FHWA in the preparation of the Record of Decision (ROD) for the Final EIS	February – March 2008
FHWA signs the ROD	March 2008
Prepare the Mitigation Monitoring and Reporting Program/Environmental Commitments Record (MMRP/ECR)	January 2008
City of Placentia City Council adopts the final MMRP/ECR	March 2008
City of Placentia acquires needed environmental permits	March – April 2008
City of Placentia initiates final design and project implementation	March 2008



September 17, 2007

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer *ATL by RL*

Subject: Alameda Corridor East Grade Separations Environmental Impact Report Additional Funding Request

Overview

The Orange County Transportation Authority has received a request from the City of Placentia to assume the lead agency responsibilities for the environmental impact report for the Alameda Corridor East grade separations and for additional funding to complete this effort.

Recommendations

- A. Authorize the Chief Executive Officer to respond to the City of Placentia's request for the Orange County Transportation Authority to assume lead agency responsibilities for the completion of the environmental impact report for the Alameda Corridor East grade separations by offering staff support for completion of that report.
- B. Approve an amendment to the Orange County Transportation Authority Fiscal Year 2007-08 Budget and authorize the use of up to \$200,000 of Commuter Urban Rail Endowment funds for the completion of the environmental impact report for the Alameda Corridor East grade separations.
- C. Authorize the Chief Executive Officer to execute an agreement with the City of Placentia for the use of Commuter Urban Rail Endowment funds for the completion of the environmental impact report for the Alameda Corridor East grade separation.

Background

The City of Placentia (City) began working on the Alameda Corridor East (ACE) grade separations and environmental impact report (EIR) in 2001. The EIR seeks environmental clearance for the eight grade separations along the Burlington Northern Santa Fe corridor the City has called "Orange County Gateway". A listing of these grade separations is included in Attachment A. The City has gone through several rounds of review with the California Department of Transportation and the Federal Highway Administration (FHWA) to complete the EIR. The City submitted the final draft EIR with a request to circulate the draft for public review and comment in August. The FHWA is expected to take action this month.

The City has requested that the Orange County Transportation Authority (OCTA) assume the lead agency responsibility for completing the EIR for the ACE grade separations. The City has also requested OCTA to assist with the funding to complete the EIR. A letter from the City is included as Attachment B.

Discussion

The eight grade separations in this corridor represent a vital component of both goods movement and congestion relief for Orange County. The corridor carries approximately 71 trains per day and has an average daily traffic that ranges from 6,000 to 28,300 vehicles per crossing. These are projected to increase to 115 trains per day and 6,300 to 30,000 vehicles per day by 2030. Constructing grade separations in this corridor will make a significant improvement to both congestion relief and goods movement. The EIR is the first step in that process. Continuing development of these projects and furthering their readiness will position the projects to better compete for Proposition 1B Trade Corridor Improvement Funds (TCIF) and other financing.

The complexity of this project has required extensive and numerous reviews of the EIR. The project had an initial concept of lowering the entire railroad in a trench to provide separation. This concept proved to be infeasible and the concept was changed to the more traditional over- and under-crossing separation concept. This process has been much more cumbersome than the City could have reasonably anticipated and they have expended available resources for the project. The City has requested financial assistance from OCTA to complete the EIR. Given that this project will provide significant congestion relief along the corridor and represents a significant

safety improvement, staff is recommending using up to \$200,000 of Commuter Urban Rail Endowment (CURE) funds to complete the EIR.

Through the early stages of the EIR, the City as lead agency made decisions regarding property acquisition and right-of-way, consistent with the over- and under-crossing separation concept. The City has requested OCTA to assume lead agency responsibility in the hope that this would expedite the remaining final approval of the EIR. Staff recommends that the City retain the lead as they possess the knowledge and expertise on why these decisions were made, making them better equipped to answer any questions posed through the remainder of the EIR process.

OCTA may be able to assist the City in completing the EIR by offering staff support for the remainder of the EIR process. OCTA staff has significant experience in navigating through difficult EIRs and may be able to help expedite the process. This would also provide a level of assurance and oversight of the potential investment of CURE funds to the project.

Fiscal Impact

This project was not included in the OCTA's Fiscal Year 2007-08 Budget and will require a budget amendment to Account 0093-7831/A4472-HHG, CURE, Contributions to Other Agencies.

Summary

The City has requested for OCTA to assume lead agency responsibility and for financial assistance for completion of the EIR for the ACE grade separations. Staff is recommending to assist the City in completing the EIR by providing up to \$200,000 in CURE funds and provide staff assistance to finalize the EIR process.

Attachments

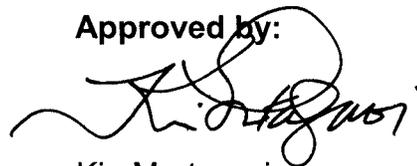
- A. Alameda Corridor East Grade Separations
- B. Letter from City of Placentia, Dated August 3, 2007 - Request for OCTA to Assume Responsibility and Completion of the Orange County Gateway Environmental Impact Report/Environmental Impact Statement

Prepared by:



Jennifer Bergener
Acting Department Manager,
Capital & Local Programs
(714) 560-5462

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741

Alameda Corridor East Grade Separations

Project Description
Kraemer Avenue Undercrossing (Placentia)
Orangethrope Avenue Overcrossing (Placentia & Anaheim)
Tustin Avenue/Rose Drive Overcrossing (Placentia & Anaheim)
Jefferson Street Crossing (Placentia & Anaheim)
Van Buren Avenue Overcrossing (Placentia)
Richfield Road Crossing (Placentia)
Lakeview Avenue Overcrossing (Placentia & Anaheim)
Kellog Drive Undercrossing (Anaheim)

Mayor
CONSTANCE UNDERHILL

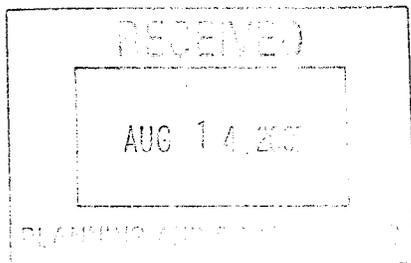
City Administrator
ROBERT C. DOMINGUEZ



Councilmembers:
JOSEPH V. AGUIRRE
SCOTT P. BRADY
RUSSELL J. RICE
GREG SOWARDS

401 East Chapman Avenue - Placentia, California 92870

August 3, 2007



Ms. Jennifer Bergener
Department Manager, Capital and Local Programs
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863

SUBJECT: Request For OCTA To Assume Responsibility and Completion Of The Orange County Gateway Environmental Impact Report / Environmental Impact Statement (EIR / EIS)

Dear Jennifer:

The City of Placentia respectfully requests OCTA staff investigate the feasibility of OCTA assuming responsibility as Lead Agency for the California Environmental Quality Act (CEQA) component of the Orange County Gateway (OCG) EIR/EIS. The Federal Highway Administration (FHWA) would remain as Lead Agency for the National Environmental Policy Act (NEPA) component of the EIR/EIS.

The City has reached a major milestone in this project with the submittal of the Screencheck Draft EIR/EIS to the FHWA for review and comment. The City completed responses to FHWA comments in July 2007. The City anticipates submitting the Draft EIR/EIS to FHWA in August 2007 with a request to circulate the Draft EIR/EIS for public review and comment.

The City has been working on the EIR/EIS since 2001. The complexity of the project has required extensive reviews of the Screencheck EIR/EIS and the technical studies by Caltrans District 12, Caltrans Headquarters, Caltrans Legal, and FHWA. Unfortunately, all of the City's available funding for the EIR/EIS has been expended to accommodate the extra reviews and approvals and complete the Draft EIR/EIS. The City anticipates \$150,000 to \$200,000 to complete the OCG EIR/EIS. With OCTA's assistance, the document would undoubtedly receive greater priority with Caltrans and FHWA, thus creating a quicker timeframe for an ultimate Record of Decision and completed EIR/EIS. This significant step would position OCTA to receive future funding for grade separations along the high-priority Orangethorpe Corridor.

Orange County Gateway EIR/EIS Request
August 3, 2007
Page 2

OCTA and Placentia share a common goal to improve the quality of life for all Orange County residents and increase goods movement to the rest of the nation. The completion of the OCG EIR/EIS will provide OCTA with a document that will environmentally clear eight grade separations and place the County of Orange at the forefront for future funding based on project readiness.

The City of Placentia appreciates the efforts of you and your staff at OCTA, and look forward to working together in partnership to complete the OC Gateway EIR/EIS. Should you have any questions or need more information, please contact Andrew Muth, City Engineer, at 714-993-8245 or myself at 714-993-8117. Thank you for your consideration.

Sincerely,



Robert Dominguez
City Administrator
City of Placentia



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Cooperative Agreement with the City of Fullerton for the Go Local Program

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-7-1012 between the Orange County Transportation Authority and the City of Fullerton, in an amount not to exceed \$100,000, to enhance pedestrian and bicycle access between the Fullerton Transportation Center and off-site parking.



September 13, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Cooperative Agreement with the City of Fullerton for the Go Local Program

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the City of Fullerton to establish roles and responsibilities and define a proposed project concept for step one of the Go Local program.

Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-7-1012 between the Orange County Transportation Authority and the City of Fullerton, in an amount not to exceed \$100,000, to enhance pedestrian and bicycle access between the Fullerton Transportation Center and off-site parking.

Background

On February 27, 2006, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the Go Local program, a four-step process for city-initiated rapid transit planning using both Measure M (M1) and Renewed Measure M (M2) funds. At the January 25, 2007, Transit Planning and Operations Committee meeting, there were many questions about the criteria for eligibility for Go Local funding. Steps one and two, funded by M1, encourage broad local creativity and planning to identify locally acceptable options to implement the High Technology Advanced Rail Transit Project of M1. Step one Go Local projects must comply with that transit project description, which states:

"This 20-Year Plan element will also provide matching funds to encourage local development of extensions to major activity centers. The primary improvements will be along the Los Angeles to San Diego (LOSSAN) rail corridor, with nine stops at San Juan Capistrano, San Clemente, Mission Viejo,

Irvine, north Irvine, Santa Ana, Anaheim, Fullerton, and Buena Park. The extension will provide access between the primary rail system and employment centers.”

In step one, local agencies formulate and study their own project concepts with minimal direction from OCTA. Collaboration is encouraged but not required. Cities submit a project concept and request up to \$100,000 in M1 funds. After an 8- to 12-month study, a city submits its results and may compete for step two funding to further develop their concept and test its viability. Step two projects must also comply with M1 and any other subsequent Board-adopted policy guidance. Steps three and four are funded by M2 and emphasize implementing the most viable projects.

Since the Go Local program's inception, the cities have worked to develop concepts and investigate partnering with adjacent cities, and OCTA staff have worked closely with them. To date, the Board has approved Go Local concepts from 25 cities representing more than 75 percent of County residents, as illustrated in the map in Attachment A. In addition, Attachment B provides a status of the cities' work to date and Attachment C summarizes the project concepts.

Discussion

The Board is requested to approve a cooperative agreement and a project concept for the City of Fullerton.

Fullerton

The City of Fullerton is proposing to focus on identifying ways to improve access to the Fullerton Transportation Center. A strong focus will be on pedestrian and bicycle connections and creating good signage to the off-site parking that is provided for the Metrolink patrons. Fullerton will also participate in a consortium of north County cities, led by the City of Brea, to apply the lessons learned from a previous north County transit study to Metrolink access issues.

Summary

Staff recommends the Board of Directors approval for the Chief Executive Officer to execute Cooperative Agreement C-7-1012, in an amount not to exceed \$100,000, with the City of Fullerton for the Go Local program.

Attachments

- A. Go Local Program Status Map
- B. Go Local Program Status Report
- C. City Project Concepts Summary Table – September 13, 2007
- D. Cooperative Agreement No. C-7-1012 between Orange County
Transportation Authority and City of Fullerton for City Initiated Transit
Extensions to Metrolink

Prepared by:



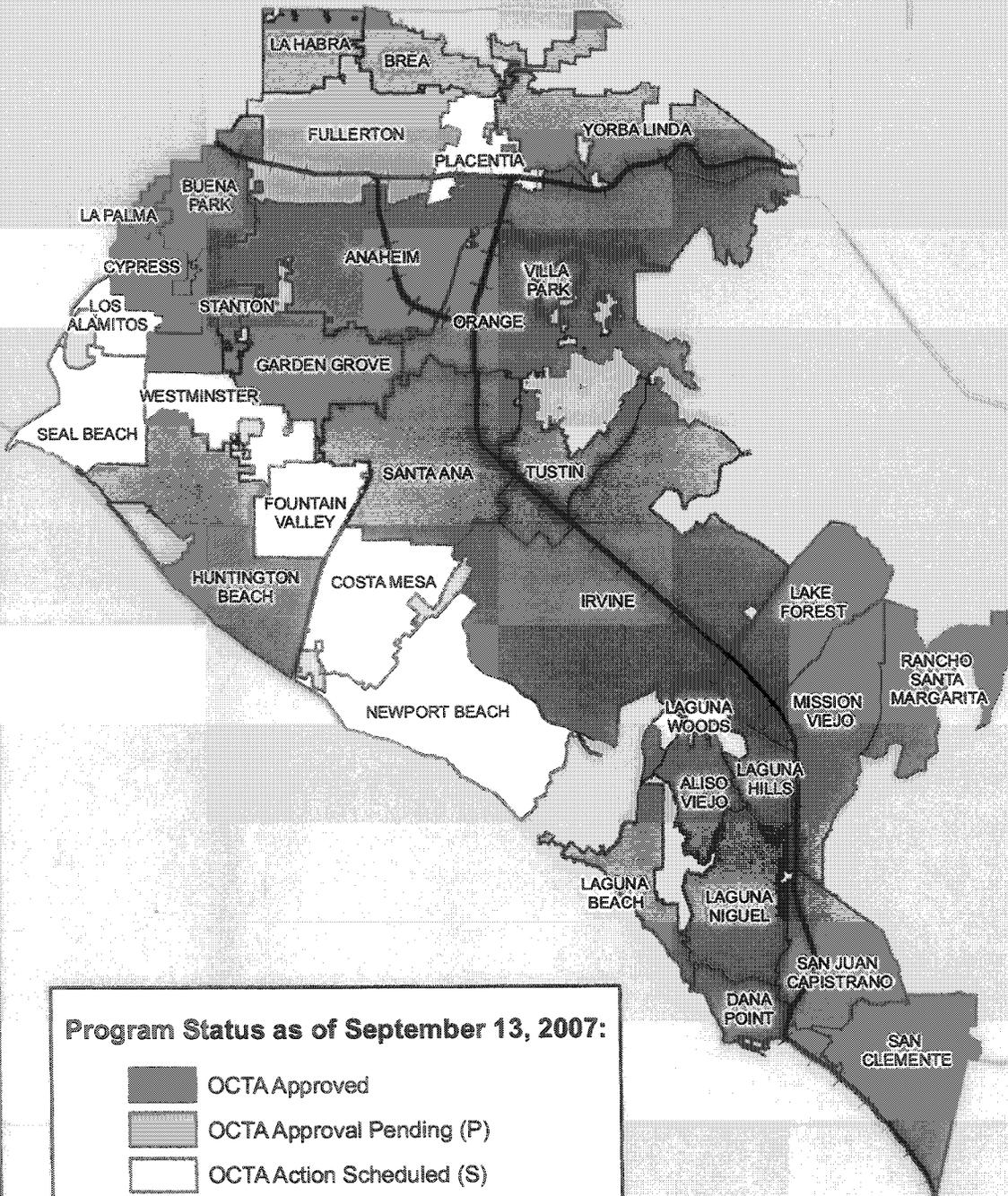
Jeanne Spinner LaMar
Manager, Local Initiatives
(714) 560-5663

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741

Go Local Program Status Map



Program Status as of September 13, 2007:

- OCTA Approved
- OCTA Approval Pending (P)
- OCTA Action Scheduled (S)
- No Actions Scheduled

Metrolink Service

Go Local Program Status Report

City	Workshop	TAC Brief	Initial Mtg w/ OCTA	Follow up Mtg/Call	Project Concept in Progress	Partnering in Progress	Project Concept Complete	Partnering Complete	Council Approved	OCTA Approval in Progress	OCTA Approved	RFP Prepared / Circulated	RFP Awarded / Work Started	Comments
Aliso Viejo	X		X	X	X		X		X	N/A	X			Approved 11/13/06
Anaheim	X	X	X	X	X		X	X	X	N/A	X	X	X	Approved 11/13/06
Brea	X		X	X	X	X			X	N/A	X	X		Approved 07/09/07
Buena Park	X	X	X	X	X	X	X		X	N/A	X			Approved 2/26/07
Costa Mesa	X		X	X			X	X						City Council rejected staff proposed concept
Cypress			X	X	X	X	X		X	N/A	X			Approved 05/14/07
Dana Point		X	X	X	X	X	X	X	X	N/A	X			Approved 2/26/07
Fountain Valley	X	X	X	X	X	X								
Fullerton		X	X	X	X	X	X		X	P				Council approved 7/17/07
Garden Grove		X	X	X	X	X	X		X	N/A	X			Approved 2/26/07
Huntington Beach	X	X	X	X	X	X	X	X	X	N/A	X			Approved 2/26/07
Irvine	X	X	X	X	X	X	X	X	X	N/A	X		X	Approved 2/26/07
La Habra	X		X	X	X	X	X		X	N/A	X	X		Approved 07/09/07
La Palma			X	X	X	X	X		X	N/A	X			Approved 05/14/07
Laguna Beach	X	X	X	X	X	X	X	X	X	N/A	X		X	Approved 11/13/06
Laguna Hills		X	X	X		X	X	X	X	N/A	X			Approved 8/13/07
Laguna Niguel	X	X	X	X	X	X	X	X	X	N/A	X			Approved 2/26/07
Laguna Woods	X		X	X	X	X	X		X	S				Council approved 7/18/07
Lake Forest	X		X	X		X	X	X	X	N/A	X	X		Approved 8/13/07
Los Alamitos			X	X										
Mission Viejo	X	X	X	X	X	X	X	X	X	N/A	X		X	Approved 2/26/07
Newport Beach		X												
Orange	X	X	X	X	X	X	X	X	X	N/A	X		X	Approved 11/13/06
Placentia	X		X	X	X									
Rancho Santa Margarita		X	X	X	X	X	X	X	X	N/A	X	X		Approved 2/26/07
San Clemente	X	X	X	X	X	X	X	X	X	N/A	X		X	Approved 11/13/06; lead with DP** & SJC***
San Juan Capistrano	X	X	X	X	X	X	X	X	X	N/A	X		X	Approved 2/26/07; partnering w/ DP** & SC****
Santa Ana	X	X	X	X	X	X	X		X	N/A	X		X	Approved 2/26/07
Seal Beach			X	X	X									
Stanton	X	X	X	X	X	X	X	X	X	N/A	X			Approved 2/26/07
Tustin	X	X	X	X	X	X	X	X	X	N/A	X		X	Approved 2/26/07
Villa Park		X	X	X	X	X	X	X	X	N/A	X		X	Approved 11/13/06
Westminster		X	X	X	X	X	X	X						08/08/07 Council discussion
Yorba Linda	X		X	X		X	X		X	N/A	X			Approved 8/13/07

Approved 25 (S) OCTA Approval Scheduled 1 (P) OCTA Action Pending 1

*TP&O = Transit Planning and Operations Committee **DP = Dana Point ***SJC = San Juan Capistrano ****SC = San Clemente

City Project Concepts Summary Table
September 13, 2007

City	Go Local Funds	Submitted to TP&O* (T) or Board (B)	Concept
Fullerton	\$100,000	9/13/07 (T)	Increase ridership by improving pedestrian signage, bicycle and pedestrian connections and pedestrian access to the Fullerton train station and offsite parking. Also share results of this focused planning and participate as destination station for north Orange County consortium. (See Brea)
Laguna Hills	\$100,000	8/13/07 (B)	Working with lead city Lake Forest. Analyze transit service between the two cities and the Irvine train station. Within Laguna Hills, to identify transit service needs from Laguna Niguel and Irvine stations.
Lake Forest	\$100,000	8/13/07 (B)	As lead city, in a partnership with Laguna Hills and potentially Laguna Woods, Lake Forest will analyze a range of transit options to improve utilization of Metrolink. Options include shuttle services, revisions in OCTA fixed route services, etc.
Yorba Linda	\$100,000	8/13/07 (B)	Work with Brea and La Habra and potentially other north County cities to update the 2004 Transit Feasibility and Alignment Study and to conduct public outreach regarding the possibilities of transit development within north Orange County
Brea	\$100,000	7/09/07 (B)	With Brea as lead city, to update the 2004 Transit Feasibility and Alignment Study and to conduct public outreach regarding the possibilities of transit development within North Orange County
La Habra	\$100,000	7/09/07 (B)	With Brea as lead city, to update the 2004 Transit Feasibility and Alignment Study and to conduct public outreach regarding the possibilities of transit development within North Orange County
Cypress	\$100,000	5/14/07 (B)	With Buena Park as lead city in a tri-city partnership, conduct a needs assessment and feasibility study of a transit feeder service to the Buena Park Metrolink Station.

City Project Concepts Summary Table
September 13, 2007

City	Go Local Funds	Submitted to TP&O* (T) or Board (B)	Concept
La Palma	\$100,000	5/14/07 (B)	With Buena Park as lead city in a tri-city partnership, conduct a needs assessment and feasibility study of a transit feeder service to the Buena Park Metrolink Station
Buena Park	\$100,000	2/26/2007 (B)	As lead city in a tri-city partnership, conduct a transit feeder feasibility, planning and needs assessment related to the implementation of local circulators to improve local mobility and regional connectivity from key districts throughout these partnering cities to the Buena Park Metrolink Station.
Dana Point	\$100,000	2/26/2007 (B)	As part of a three-city collaboration of Dana Point, San Juan Capistrano (SJC), and San Clemente (SC), provide a Dana Point-link from the SJC and SC train stations to Dana Point and various destinations throughout the tri-city area for residents and especially visitors.
Garden Grove	\$100,000	2/26/2007 (B)	In collaboration with a Huntington Beach-led consortium, assess opportunities for a north/south transit connection, giving priority to a rail system along the Union Pacific Railroad right of way.
Huntington Beach	\$100,000	2/26/2007 (B)	Lead city in a multi-city collaboration of Huntington Beach, Stanton, Garden Grove, and Anaheim to-date, analyze the possibility to provide a new alternative to regional travel which would help alleviate freeway and arterial congestion, improve air quality and improve the mobility and quality of life for residents, businesses and visitors of west/central Orange County.
Irvine	\$100,000	2/26/2007 (B)	To improve traffic circulation in the Irvine Business Center (IBC) by providing a shuttle system that will serve as a direct connection from the IBC to the Tustin Metrolink Station.

City Project Concepts Summary Table
September 13, 2007

City	Go Local Funds	Submitted to TP&O* (T) or Board (B)	Concept
Laguna Niguel	\$100,000 (augmenting \$169,000 in federal grants)	01/25/2007 (T) 2/26/2007 (B)	Using Laguna Niguel as a terminus station for expanded Metrolink service, accommodate rail expansion in conjunction with new development in the nearby area by providing safe, convenient and better pedestrian, vehicular, bus and bicycle access to the station.
Mission Viejo	\$100,000	01/25/2007 (T) 2/26/2007 (B)	Improve local mobility and regional connectivity through continuing and augmenting the work begun as a result of OCTA's South County Transit Study by developing a local fixed-route local circulation network offering direct connections to Metrolink stations and other OCTA routes.
Rancho Santa Margarita	\$100,000	2/26/2007 (B)	Identify and study potential transportation alternatives which will serve the city and the Laguna Niguel/Mission Viejo station to improve the mobility of residents and commuters and reduce traffic congestion throughout the community.
San Juan Capistrano	\$100,000	01/25/2007 (T) 2/26/2007 (B)	As part of a three-city collaboration of San Juan Capistrano, Dana Point, and San Clemente, assess ways to provide an easy-access link from the SJC train station, in particular, to various destinations throughout the tri-city area for residents, visitors, and commuters.
Santa Ana	\$100,000	2/26/2007 (B)	Study four transit feeder service alignments which will connect the downtown area, key points of interest and the Santa Ana Metrolink Station to provide improved regional connectivity for visitors, commuters, and residents.
Stanton	\$100,000 \$50,000 to local transit access improvement assessment \$50,000 to multi-city alternative transit study	01/25/2007 (T) 2/26/2007 (B)	Improve pedestrian facilities and local transit access to Stanton's economic development areas including the major activity center at Katella and Beach. In city collaboration, interested in the transit alternatives and possible route opportunities for Stanton residents, visitors, and business travelers.

City Project Concepts Summary Table
September 13, 2007

City	Go Local Funds	Submitted to TP&O* (T) or Board (B)	Concept
Tustin	\$100,000	01/25/2007 (T) 2/26/2007 (B)	Improve multi-modal access (transit, trolley, pedestrian, and bicycle) to the train station through the evaluation and identification of feasible short term and long term transportation improvement measures.
Anaheim	\$100,000 (augmenting \$300,000 in city funds)	11/13/2006 (B)	Lead city in a three city collaboration of Anaheim, Orange, and Villa Park to devise better transit access to Anaheim Canyon Station and to/from key employment areas and both Orange and the Anaheim Regional Transportation Intermodal Center stations.
Aliso Viejo	\$100,000	11/13/2006 (B)	Develop multidisciplinary transit plan maximizing appeal of transit service between Aliso Viejo Town Center and Laguna Niguel Station through wide range of employer, developer, transit, and route planning amenities.
Laguna Beach	\$100,000	11/13/2006 (B)	In conjunction with tourism interests and adjacent station cities, develop a plan to connect city's fixed route system to Metrolink to serve key markets.
Orange	\$100,000 60,000 to Orange station pedestrian access study; \$40,000 three city transit access/planning	11/13/2006 (B)	Improve pedestrian access by planning more accessible, pedestrian friendly continuous pedestrian access between downtown and Orange station. In city collaboration, particularly interested in identifying feeder service opportunities to both stations for those with Orange destinations.
San Clemente	\$100,000	11/13/2006 (B)	Address implementation issues of city's plan to operate a trolley service connecting the Metrolink station, beach area, and downtown San Clemente. Consider opportunities for coordination with adjacent communities.
Villa Park	\$100,000	11/13/2006 (B)	Assess community interest in having service to station, and if warranted prepare initial route plans.

Previously approved by
OCTA Board

COOPERATIVE AGREEMENT NO. C-7-1012

BETWEEN

ORANGE COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF FULLERTON

FOR

CITY INITIATED TRANSIT EXTENSIONS TO METROLINK

THIS AGREEMENT is made and entered into this _____ day of _____

2007, by and between the Orange County Transportation Authority, 550 South Main Street, P.O. Box 14184, Orange, California 92863-1584, a public corporation of the State of California (hereinafter referred to as "AUTHORITY"), acting on behalf of the Orange County Local Transportation Authority, and the City of Fullerton, 303 W. Commonwealth, Fullerton, California, 92832, a municipal corporation (hereinafter referred to as "CITY").

RECITALS:

WHEREAS, AUTHORITY considers its railroad lines linking Los Angeles and San Diego Counties and the Inland Empire to be the core of Orange County's future rail transit system; and

WHEREAS, CITY and AUTHORITY wish to work as partners to develop a community-based transit vision that increases use of Metrolink by Fullerton residents, visitors, and/or employees; and

WHEREAS, the funds allocated through this program must comply with the 1990 Measure M ordinance which states in part that the intent is to provide matching funds to encourage development of extensions to major activity centers and to provide access between the primary rail system and employment centers; and

WHEREAS, CITY is encouraged to enter into written agreements with other cities to collaborate in some or all facets of a planning and needs assessment to support this vision; and

WHEREAS, Measure M funds have been designated for cities to study ways to accomplish this; and

1 **WHEREAS**, CITY will develop a proposed Project Concept (further defined hereunder) which
2 will factor in, among other elements, community interests and desires; and

3 **WHEREAS**, the AUTHORITY's Board of Directors on February 27, 2006, allocated Measure
4 M funds to a program designed to enable cities that wish to develop a local transit vision including
5 defined enhancements and transit extensions to Metrolink that work best with their local
6 community's short and long-term priorities (hereinafter referred to as "GO LOCAL Step 1"); and

7 **WHEREAS**, CITY has completed the GO LOCAL Step 1 Project Concept form, and
8 AUTHORITY has found such concept acceptable; and

9 **WHEREAS**, CITY, upon AUTHORITY's execution of this Agreement, will pursue the Project
10 Concept; and

11 **NOW, THEREFORE**, it is mutually understood and agreed by AUTHORITY and CITY as
12 follows:

13 **ARTICLE 1. COMPLETE AGREEMENT**

14 This Agreement, including all exhibits and documents incorporated herein and made
15 applicable by reference, constitutes the complete and exclusive statement of the terms and
16 conditions of the agreement between AUTHORITY and CITY concerning the GO LOCAL Step 1
17 work and supersedes all prior representations, understandings and communications between the
18 parties. The invalidity in whole or part of any term or condition of this Agreement shall not affect the
19 validity of the other terms or conditions.

20 **ARTICLE 2. SCOPE**

21 A. This Agreement specifies the procedures that AUTHORITY and CITY will follow in
22 connection with the GO LOCAL Step 1 work to be performed by CITY. CITY agrees to provide all
23 services identified in Project Concept, identified herein as Exhibit A to this Agreement. Both
24 AUTHORITY and CITY agree that each will cooperate and coordinate with the other in all activities
25 covered by this Agreement and any other supplemental agreements.

26 /

1 B. AUTHORITY's failure to insist upon CITY's performance of any terms or conditions of
2 this Agreement shall not be construed as a waiver or relinquishment of AUTHORITY's right to such
3 performance or to future performance of such terms or conditions and CITY's obligation with respect to
4 performance shall continue in full force and effect.

5 C. Changes to any portion of this Agreement shall not be binding upon AUTHORITY unless
6 confirmed in writing by an authorized representative of AUTHORITY by way of a written amendment to
7 this Agreement and issued in accordance with the provisions of this Agreement.

8 **ARTICLE 3. RESPONSIBILITES OF AUTHORITY**

9 AUTHORITY agrees to the following responsibilities for the GO LOCAL Step 1 work:

10 A. Payment- AUTHORITY shall pay CITY the amount identified in Article 5a.
11 "PAYMENT", for the GO LOCAL Step 1 work within 30 days of receipt of acceptable invoice. Funds
12 will not be distributed to CITY if AUTHORITY has not accepted CITY's Project Concept. CITY may
13 resubmit an amended Project Concept for review by AUTHORITY. AUTHORITY has the sole and
14 exclusive right to accept or reject any Project Concept.

15 B. Should CITY not complete the services identified in Exhibit A, or does not meet the
16 terms and conditions of this Agreement, CITY will return to AUTHORITY all monies funded to the
17 CITY within sixty (60) days of AUTHORITY's written demand.

18 C. Additional Funding- Funding beyond what has been identified in Article 5a.
19 "PAYMENT", shall be pursuant to a competitive process for projects initiated by AUTHORITY at a
20 date to be determined. AUTHORITY does not guarantee that CITY will be selected to advance any
21 future step in the GO LOCAL process.

22 **ARTICLE 4. RESPONSIBILITIES OF CITY**

23 CITY agrees to the following responsibilities for GO LOCAL Step 1 work:

24 A. Lead Agency- CITY will act as the lead agency for the GO LOCAL Step 1 work.
25 However, CITY may designate pursuant to a written partnership letter of agreement that another city
26 participating in the GO LOCAL program is serving as lead agency for a joint Project Concept.

1 AUTHORITY shall be provided a copy of this letter within ten (10) days after the agreement has been
2 executed.

3 B. Third Party Partnerships- CITY is encouraged to collaborate with and enter into written
4 agreements with adjacent cities to advance the project consistent with the Project Concept. CITY shall
5 deliver to AUTHORITY a copy of each executed agreement within ten (10) days of execution.

6 C. Project Reporting- Within six months from the receipt of funds, CITY shall submit to
7 AUTHORITY a progress report similar to that detailed in Exhibit B, entitled "GO LOCAL Initial
8 Progress Report," attached to and, by this reference, incorporated in and made part of this
9 Agreement. CITY shall be required to produce a final written report (Final Report) of its findings,
10 recommendations, and next steps according to a mutually agreed upon date, but no later than the
11 completion date of this Agreement. The Final Report will include the elements described in Exhibit
12 C, entitled "GO LOCAL Project Concept Final Report Outline." Exhibit C is attached to and, by this
13 reference, incorporated in and made part of this Agreement.

14 D. Use Of Funding- CITY shall use funding provided by AUTHORITY exclusively for the
15 services identified in Exhibit A. All funding released to CITY shall be spent in accordance with Local
16 Transportation Ordinance Number 2: The Revised Orange County Traffic Improvement and Growth
17 Management Ordinance. If CITY fails to develop and/or pursue the Project Concept in accordance
18 with said Ordinance, or the CITY uses the Funds to support or facilitate acquisition of property
19 through eminent domain or as matching funds to implement land development, all monies funded to
20 the CITY shall be returned to AUTHORITY within sixty (60) days of AUTHORITY's written demand.
21 AUTHORITY shall have sole discretion in determining whether the Project Concept has been
22 developed and/or pursued in accordance with said Ordinance. AUTHORITY may terminate this
23 Agreement, in whole or part, if the AUTHORITY determines in its sole discretion that CITY has
24 utilized funds in a manner leading to use of eminent domain powers. Upon AUTHORITY's
25 determination and written request, CITY shall return all monies in accordance with this Article.

26 /

1 E. Third Party Work- CITY shall deliver to AUTHORITY a copy of each executed
2 agreement and scope of work for services to be performed by third parties in fulfillment of the Project
3 Concept within thirty (30) days after the agreement has been executed.

4 F. Conduct- CITY shall conduct all of its activities in association with GO LOCAL Step 1
5 in a good and competent and professional manner and in compliance with all applicable federal,
6 state and local rules and regulations.

7 G. Modeling—CITY shall utilize existing AUTHORITY modeling results to ensure that
8 project results are compatible with AUTHORITY planning efforts. The AUTHORITY shall make a
9 good faith effort to make existing modeling results available to CITY within 2 business days of the
10 CITY's written request.

11 **ARTICLE 5. PAYMENT**

12 A. For CITY's full and complete performance of its obligations under this Agreement and
13 subject to the maximum cumulative payment obligation provisions set forth in this Agreement,
14 AUTHORITY shall pay CITY the not to exceed lump sum amount of One Hundred Thousand Dollars
15 (\$100,000.00) as specified in Article 6.

16 B. As a supplement to the Final Report, CITY shall submit to AUTHORITY a Project
17 Expenditures Certification, as detailed in Exhibit D, which is attached to this Agreement, and
18 incorporated by reference, for work performed under this Agreement. The Certification shall include,
19 but not be limited to, period of performance, actual expenses; classification, hours and rates of in-
20 house personnel, vendors, contractors, for work performed exclusively for the GO LOCAL Step 1
21 phase. Additionally, CITY may be required to submit this information to AUTHORITY at any time
22 during the performance of this Agreement. CITY will be required to submit to AUTHORITY all
23 information requested within thirty (30) days of AUTHORITY's request.

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ARTICLE 6. MAXIMUM OBLIGATION

Notwithstanding any provisions of this Agreement to the contrary, AUTHORITY and CITY agree that AUTHORITY's maximum cumulative payment obligation hereunder (including CITY's direct and indirect costs) shall be One Hundred Thousand Dollars (\$100,000.00) which shall include all amounts payable incurred solely for the purposes of the GO LOCAL Step 1 work.

ARTICLE 7. AUDIT AND INSPECTION

CITY shall maintain a complete set of records in accordance with generally accepted accounting principles and in accordance with Local Transportation Ordinance Number 2: The Revised Traffic Improvement and Growth Management Ordinance. The original records shall be maintained within the CITY limits. Upon reasonable notice, CITY shall permit the authorized representatives of the AUTHORITY to inspect and audit all work, materials, payroll, books, accounts and other data and records of CITY for a period of not less than four (4) years after final payment, or until any on-going audit is completed whichever is longer. For purposes of audit, the date of completion of this Agreement shall be the date of AUTHORITY's payment for CITY's final billing (so noted on the invoice) under this Agreement. AUTHORITY shall also have the right to reproduce any documents related to this Agreement by whatever means necessary.

ARTICLE 8. INDEMNIFICATION

CITY shall indemnify the AUTHORITY and defend and hold harmless the AUTHORITY and their officers, directors, employees, and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by the Parties and their officers, directors, employees, and agents in connection with or arising out of the performance of this Agreement.

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ARTICLE 9. ADDITIONAL PROVISIONS:

The AUTHORITY and CITY agree to the following mutual responsibilities:

A. Term of Agreement- This Agreement shall continue in full force and effect through December 31, 2007, unless terminated by mutual written consent by both Parties. The term of this Agreement may only be extended upon mutual written agreement by both Parties.

B. Termination For Cause - AUTHORITY may terminate this Agreement any time for cause, in whole or part, by giving CITY written notice thereof.

C. Termination For Convenience - AUTHORITY may request to terminate this Agreement for convenience by giving, at a minimum, thirty (30) days written notice to the other party specifying the effective date of termination.

D. Modifications- This Agreement may be amended in writing at any time by the mutual consent of both Parties. No amendment shall have any force or effect unless executed in writing by both AUTHORITY and CITY.

E. Legal Authority- AUTHORITY and CITY hereto warrant that they are duly authorized to execute this Agreement on behalf of said Parties and that, by so executing this Agreement, the Parties hereto are formally bound to the provisions of this Agreement.

F. Notices- Any notices, requests or demands made between the parties pursuant to this Agreement are to be directed as followed:

To CITY:	To AUTHORITY:
City of Fullerton	Orange County Transportation Authority
303 W. Commonwealth	550 South Main Street
	P. O. Box 14184
Fullerton, CA 92832	Orange, CA 92863-1584
ATTENTION: Joan Wolff	Attention: Kathleen Murphy-Perez,
City Planning Consultant	Section Manager, Capital Projects
(714/-738-6837) JoanW@ci.fullerton.ca.us	(714/560-5743); kperez@octa.net

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G. Severability- If any term, provision, covenant or condition of this Agreement is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder to this Agreement shall not be affected thereby, and each term, provision, covenant or condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

H. Counterparts of Agreement- This Agreement may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same agreement. Facsimile signatures will be permitted.

I. Force Majeure- Either Party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other party; when satisfactory evidence of such cause is presented to the other Party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the Party not performing.

J. Assignment- Neither this Agreement, nor any of a Party's rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either Party without the prior written consent of the other Party. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.

K. Obligations Comply with Law- Nothing herein shall be deemed nor construed to authorize or require any Party to issue bonds, notes or other evidences of indebtedness under terms, in amounts, or for purposes other than as authorized by local, State or Federal law.

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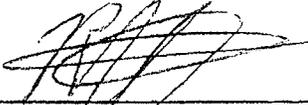
L. Governing Law- The laws of the State of California and applicable Federal, State, local laws, regulations and guidelines shall govern hereunder.

This Agreement shall be made effective upon execution by both parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement No. C-7-1012 to be executed on the date first above written.

CITY OF FULLERTON

ORANGE COUNTY TRANSPORTATION AUTHORITY

By: 
Shawn Nelson
Mayor

By: _____
Arthur T. Leahy
Chief Executive Officer

ATTEST:

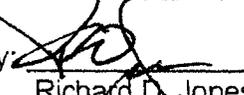
APPROVED AS TO FORM:

By: 
~~For~~ Beverly White
City Clerk

By: _____
Kennard R. Smart, Jr.
General Counsel

APPROVED AS TO FORM:

APPROVAL RECOMMENDED:

By: 
Richard D. Jones
City Attorney

By: _____
Kia Mortazavi, Executive Director
Development Division

Dated: _____

10

GO LOCAL

STEP ONE PROJECT CONCEPT

To qualify for funds your city project must focus on assessing ways to provide transit connections to Metrolink. Complete the Project Concept, and return with a signed Cooperative Agreement.

A. Study Type

Project Concept assessments can cover or study any of the following topics. Please review the descriptions below and indicate the type of analysis you expect to perform by placing an (x) next to one (or more) of the following:

Needs Assessments

What are the transit needs? Identify populations, congestion areas, etc.

Coordinating Transit *and* Land Use

How can a transit project support your city's land use planning policies/projects and vice versa?

Route Planning

Existing data has identified activity centers, populations or congestion hot spots which warrant transit service. What are possible routes and types of transit?

Public policy /public support

Does the community support transit as evidenced by land use designations and the commitment of local stakeholders?

Project Concepts

Does the city have one or more general transit concepts which it would like to explore more fully in a detailed technical analysis?

Make your own case

Is there a concept that addresses a need in your city that you would like the Board of Directors to consider? Is this need consistent with the Measure M requirements that funds be spent on transit-related purposes to extend the reach of Metrolink?

B. Project Overview

Please include a 250 to 300 word overview of your Project Concept.

C. Partners

Please attach any letters of agreements which identify other jurisdictions participating in this Project Concept and your respective roles (See Checklist on Website).

Go Local Concept – City of Fullerton

The Fullerton Transportation Center (FTC) hosts a fully integrated facility, with rail, bus, pedestrian and bicycle connections. Fullerton's train station has evolved into a successful, heavily used and growing regional rail transit portal for Metrolink (and Amtrak) services.

Fullerton believes that a way to increase Metrolink ridership is to create a more user-friendly transit hub environment, so that transit use originating from and arriving in downtown Fullerton will be encouraged. This can be achieved by enhancing the availability and accessibility of off-site parking facilities, creating and enhancing existing pedestrian/bicycle linkages to the FTC, and by providing informative and attractive directional and informational sign systems to provide transit patrons with convenient directions to and from the FTC.

In addition, the City feels that ridership can be enhanced by examining opportunities to provide complementary transportation facilities to connect the FTC with key locations in Fullerton, such as employment and education centers. The focus of this effort would examine the feasibility of linking the FTC with CalState Fullerton, since it is anticipated that potential Metrolink rider demographics will show a very large pool of students and campus staff members who would find it viable to commute by train, in lieu of driving. It is noted that CalState Fullerton boasts one of the highest student enrollment counts in the State, and that a large proportion of those students commute to campus. Also, a number of other college level institutions are located in the general vicinity of the CalState Fullerton campus, including Hope University, the college of optometry, and Western State University College of Law. This large population of potential Metrolink riders in a concentrated area and the existence of physically viable transportation corridors between it and the FTC would seem to make the development of a circulator system a very prudent and effective undertaking, and one that has the potential of substantial returns in Metrolink use, with the resulting benefit of reducing use of private automobiles. Beyond the primary examination of creating a link between the FTC and CalState Fullerton, this study would look at other potential locations that such a circulator system could connect with the FTC.

In summary, the City of Fullerton proposes to use \$90,000 in Go Local funds to retain a consulting firm(s) to:

1. Make the FTC more accessible to Metrolink riders by:
 - a. Developing a strategy to locate and effectively utilize off-site parking in the area around the FTC for potential to use as long-term parking for transit patrons
 - b. Planning a network of attractive pedestrian/bicycle corridors and facilities to encourage and direct transit patrons to off-site parking facilities, and nearby downtown destinations and points of interest
 - c. Developing an overall signing program for the FTC/Downtown area to better assist and guide transit patrons to the FTC and assist and guide transit patrons arriving at the FTC to downtown destinations and points of interest.
2. Explore the general feasibility of developing a wheeled and, potentially, a fixed-rail circulator trolley system between the FTC and CalState Fullerton area and other transit demand generators reasonably proximate to the

FTC. Such a feasibility study would include an analysis of the demand for such a system and the potential increase in Metrolink ridership (as well as other forms of transit which converge at the FTC) that could be generated.

Note that the City of Fullerton is also participating in a collaborative effort led by the City of Brea to assess options for Metrolink transit connections from Brea, Yorba Linda and La Habra. Fullerton has committed the remaining \$10,000 to this cooperative undertaking.

GO LOCAL

INITIAL PROGRESS REPORT

City/Date: _____

Prepared By _____

A. Project Overview Progress Report

Please include a 200-300 word description of progress to date. *To the extent possible*, you should describe what you are working on, your methodology, key staff and/or stakeholders, and any preliminary results.

B. Project Resources

Please indicate all that apply:

- ◆ We've been utilizing consultants
(Name(s): _____)

- ◆ We've been doing some or all
of the work in-house

- ◆ We have partnerships with:
(Include if not listed in Exhibit A)

C. Financial Report

Percentage of funding committed _____ expended _____

We foresee obstacles to completing the Project Concept scope with the funds available.

No _____ Yes _____

If yes, please explain in an attachment.

**Return to: Jeanne Spinner LaMar, Manager, Local Initiative
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584**

GO LOCAL

**PROJECT CONCEPT
FINAL REPORT OUTLINE**

At the conclusion of Project Concept work, all cities will submit a Final Report within _____ days utilizing the outline below. Sections Five and Six below will constitute your proposal for the next phase of work.

1. **Summary of Project** (1 page)
2. **Study Questions** (1 page)
3. **Methodology Used** (1 page)
4. **Results** (3-5 pages)
Report against the Evaluation Criteria, i.e. financial considerations, community factors, transportation benefit.
5. **Findings** (4-5 pages)
Your analysis of the results
6. **Next Steps** (5-7 pages)
Identify:
 - *what you wish to do next,*
 - *the methods you would use,*
 - *the staff, resources, and time you would need;*
 - *what you would expect to determine, and*
 - *the budget, your agency contribution, any partnerships and their contributions.*

Return to: Jeanne Spinner LaMar, Manager, Local Initiative
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584



PROJECT CONCEPT
Project Expenditures Certification

SAMPLE

Consultant	Contract Number	Cost <i>Column A</i>	In-house Labor	Total hours charged to project x fully burdened hourly rate	Cost <i>Column B</i>	TOTAL add A & B
ABC	001	25,000	Sr. Planner	500 hours x \$85/hr	42,500	
XYZ	002	30,000	Admin Asst.	100 x \$25/hr	2,500	
		55,000			45,000	100,000

I hereby certify that the above is a true and correct statement of the work performed and costs incurred on the Project Concept.

Date

Signed

Title

Return to: Jeanne Spinner LaMar, Manager, Local Initiative
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Selection of a Consultant for Preparation of Plans, Specifications, and Estimates for the El Camino Real Soundwall

Regional Planning and Highways Committee

September 17, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Select RMC, Inc., as the highest qualified firm to provide design services for the preparation of plans, specifications, and estimates for El Camino Real soundwall.
- B. Authorize the Chief Executive Officer to request a cost proposal from RMC, Inc., and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement.



September 17, 2007

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Selection of a Consultant for Preparation of Plans, Specifications, and Estimates for the El Camino Real Soundwall

Overview

The Orange County Transportation Authority intends to prepare construction plans for a soundwall along the San Diego Freeway (Interstate 5) near El Camino Real. Statements of qualifications and proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to provide architectural and engineering services. These procedures are in accordance with both federal and state legal requirements.

Recommendations

- A. Select RMC, Inc., as the highest qualified firm to provide design services for the preparation of plans, specifications, and estimates for El Camino Real soundwall.
- B. Authorize the Chief Executive Officer to request a cost proposal from RMC, Inc., and negotiate an agreement for their services.
- C. Authorize the Chief Executive Officer to execute the final agreement.

Background

The Orange County Freeway Retrofit Soundwall Program was created by the Orange County Transportation Authority (Authority) Board of Directors (Board) to mitigate freeway noise at residential neighborhoods due to overall growth in traffic volume.

The Noise Barrier Scope Summary Report for the southbound San Diego Freeway (Interstate 5) El Camino Real soundwall was approved on August 5, 2004. This soundwall is classified as a "Tier One Soundwall" in

accordance with the Authority's Freeway Retrofit Soundwall Policy and deemed eligible for implementation as soon as State Transportation Improvement Program (STIP) funding becomes available.

On June 7, 2007, the California Transportation Commission (CTC) adopted the STIP, which included the funding for the El Camino Real soundwall project. Design and right-of-way (ROW) costs were programmed for fiscal year (FY) 2007-08, and construction funds have been programmed for FY 2008-09.

Discussion

This procurement was handled in accordance with the Authority's procedures for architectural and engineering requirements, which conform to federal and state laws, and as adopted by the Board. Proposals were evaluated and ranked on the basis of qualifications and the quality of the technical proposals. The highest ranked firm is then requested to submit a cost proposal for negotiation. Should such negotiations fail to reach an agreement, a cost proposal is solicited from the second ranked firm.

The project was advertised on July 15 and 18, 2007, in a newspaper of general circulation, and on CAMM NET. A pre-proposal conference meeting was held on July 19, 2007, and was attended by 28 firms.

On August 15, 2007, six proposals were received. An evaluation committee consisting of staff from the City of San Clemente, the California Department of Transportation, and the Authority's Contracts Administration and Materials Management and Highway Project Delivery departments met to review the proposals and firm qualifications.

The evaluation committee reviewed all six proposals and ranked two firms as most qualified to perform the service and interviewed each firm. The two firms are:

Firm and Location

RMC, Inc.
Santa Ana, California

Washington Group International
Irvine, California

Selection of a Consultant for Preparation of Plans, Specifications, and Estimates for the El Camino Real Soundwall

Page 3

Based on the proposals and the interviews presented by the firms, the committee recommends the selection of RMC, Inc., as the highest qualified firm for the service. The firm demonstrated an excellent understanding of the issues related to the preparation of plans, specifications, and estimates and submitted a work plan that effectively responds to the Request for Proposals. They also committed the resources of an outstanding project team with the ability to deliver the project on time and within budget.

Fiscal Impact

The project was approved in the Authority's FY 2007-08 Budget, Highway Project Delivery, Account 1752-7519-A9220-DYR, and is funded through the STIP.

Summary

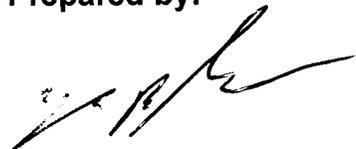
The evaluation committee met and reviewed this item. Based on the material provided, the committee recommends the selection of RMC, Inc., as the highest qualified firm to prepare plans, specifications, and estimates for the El Camino Real soundwall.

Staff is requesting authorization to request a cost proposal from RMC, Inc., and negotiate an agreement within the approved budget for this project of \$646,000.

Attachment

None.

Prepared by:



George Saba, P.E.
Project Manager, Development
(714) 560-5432

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Imperial Highway Smart Street Update

Regional Planning and Highways Committee

September 17, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Approve the City of Brea's request for an additional \$2,228,391 for construction on Imperial Highway Smart Street.
- B. Increase Measure M Smart Street Program allocations by \$2,228,391 for the Imperial Highway Smart Street between Harbor Boulevard and Rose Drive, utilizing available capacity within the Smart Street Program to facilitate the above action.



September 17, 2007

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Imperial Highway Smart Street Update

Overview

Smart Streets are high-capacity, high-volume streets that serve as the backbone for Orange County's Master Plan of Arterial Highways. Smart Street projects result in coordinated improvements across multiple jurisdictions in accordance with locally approved implementation plans. The Orange County Transportation Authority Board of Directors has allocated funds to build four Smart Streets. A request from the City of Brea for additional Imperial Highway Smart Street funding is provided for the Board of Directors review and approval.

Recommendations

- A. Approve the City of Brea's request for an additional \$2,228,391 for construction on Imperial Highway Smart Street.
- B. Increase Measure M Smart Street Program allocations by \$2,228,391 for the Imperial Highway Smart Street between Harbor Boulevard and Rose Drive, utilizing available capacity within the Smart Street Program to facilitate the above action.

Background

In 1990, voters approved Measure M and within it, an aggressive program to implement Smart Street projects. The goal of the Smart Street Program is to substantially improve travel time, traffic flow and safety, and reduce vehicle emissions through implementation of signal coordination, bus turnouts, parking restrictions, and additional travel lanes on a corridor-wide basis.

Shortly after the program began, it was recognized that rising property acquisition, construction, and labor costs combined with reduced local contribution opportunities meant that the number of Smart Street projects that

could be funded through Measure M was limited. In 1993, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to concentrate on the completion of Beach Boulevard and the development of implementation plans for Imperial Highway from the Los Angeles County line to Santa Ana Canyon Road, Katella Avenue from the San Gabriel Freeway (Interstate 605) to the Santa Ana Freeway (Interstate 5), and Moulton Parkway from Main Street in Santa Ana to Del Prado in Dana Point. The funding strategy called for targeting these four corridors for completion with the Measure M Smart Street funds. Other Smart Street projects receive special consideration when they compete for Measure M funding in other programs.

By 1997, implementation plans, prepared by local agencies indicated the need for significant local and developer investment for Moulton Parkway and coordination with the California Department of Transportation for Imperial Highway. When the Board subsequently allocated the Smart Street funding, it was recognized that even with savings from the earlier projects the cost of the program would exceed the projected revenue. The Board then set aside other Measure M streets and roads revenues to complete the priority segments of the four funded Smart Streets. Currently, the Smart Street Program has a total program allocation of \$180.9 million.

Given the magnitude of the projects and heightened level of coordination required to implement planned improvements, the success of the program has required flexibility and commitment to deliver the improvements. A request for additional funding has been received from the City of Brea (City) for their portion of the Imperial Highway Smart Street.

Discussion

Imperial Highway

The Imperial Highway Smart Street corridor runs from the Los Angeles County line to Santa Ana Canyon Road passing through the cities of La Habra, Fullerton, Brea, Placentia, Yorba Linda, and Anaheim.

The City, as the lead agency on behalf of Fullerton and Placentia, opened bids on July 26, 2007, for construction of Segment B from Harbor Boulevard to the Orange Freeway (State Route 57) and Segment C from State Route 57 to Rose Drive. The lowest responsible bid plus allowable contingency and construction management totals \$7,194,830. This amount exceeds the Smart Street allocation for Segments B and C by \$2,228,391. The City is requesting an additional allocation for construction, in the amount of \$2,228,391.

Staff has reviewed the City's request and is asking for Board approval to allocate an additional \$2,228,391 to the project. The increase in project cost is due to construction cost escalation. This increase can be accommodated within the projected Measure M revenues for the Smart Street Program. The requested amount is also within OCTA's Fiscal Year 2007-08 Budget for Measure M streets and roads.

Summary

The City of Brea has requested an increase in funding for their portion of the Imperial Highway Smart Street. OCTA staff has reviewed the request and determined it to be reasonable and consistent with escalation rates since the original estimates were completed. Staff is requesting Board approval for a \$2,228,391 allocation increase to the project.

Attachment

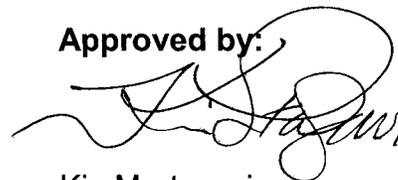
None.

Prepared by:

 For

Harry W. Thomas
Project Manager
(714) 560-5683

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors

From: Wendy Knowles, Clerk of the Board

Subject: Human Resources Overview

Finance and Administration Committee

September 12, 2007

Present: Directors Amante, Bates, Brown, Buffa, Campbell, Cavecche, Moorlach, and Nguyen

Absent: None

No action was taken on this item by the Committee; the item was received as information only.



September 12, 2007

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Human Resources Overview

Overview

In an effort to increase effectiveness of the Human Resources Department, the Orange County Transportation Authority conducted an organizational study of Human Resources. The implementation of the recommended staffing changes and reorganization of the department occurred in the fourth quarter of fiscal year 2005-06. This report provides an overview status of Human Resources.

Recommendation

Receive and file as an information item.

Background

In July 2004, the Human Resources Department, which included the Compensation, Benefits and Employment sections, was reorganized under the Finance and Administration Division. In addition, the Risk Management Department along with the Training & Development Department was reorganized under the Finance and Administration Division. During this time, Labor Relations and Civil Rights became a separate division.

The newly reorganized Finance, Administration and Human Resources (FA&HR) Division immediately focused its efforts on developing better partnerships, improving communications, bringing a financial/business consideration to human resource issues, and improving employee retention.

A comprehensive organizational review was conducted by Jerome Consulting during fiscal year 2005 that resulted in the reorganization of Human Resources. The first phase of recommended restructuring and organizational changes occurred in May 2006.

The Compensation and Benefits sections were combined under the leadership of one manager to incorporate shared goals and objectives toward total rewards. In addition, a direct report team was formed to facilitate and lead special projects and address recommended improvements. The new department allows for improved communication and cross training opportunities.

Discussion

The Human Resources Department is responsible for Employment, Compensation, Employee Benefits, as well as Internal Communications and Employee Programs. This includes recruitment and selection activities, position classification system, salary and benefit programs, performance management system, employee health benefits, retirement, and other employee activities. The department recruits, tests, and screens applicants for positions and administers an effective intern program. The department assists in developing and maintaining effective staffing and classification programs, conducts job evaluations, develops job descriptions, and administers the deferred compensation programs. In addition to the above services, the Human Resources Department coordinates leaves of absence, alcohol and drug testing, as well as employee recognition, activities, and events.

The overall objective of reorganizing the Human Resources Department was to structure the department to better align human resources' services to meet the future goals of the Orange County Transportation Authority by becoming more of a strategic business partner. The initial restructuring and staff changes were implemented to allow for a phased approach focusing on continuous improvement.

In addition to the recommended department restructuring, a wide variety of issues were addressed including the creation of the mission, vision, goals, philosophy, operating principles, metrics, and responsibilities statement for Human Resources.

Summary

The reorganization of the Human Resources Department has created the momentum for continuous improvement in a phased approach. The staff has done an excellent job during the transition with identifying ways to improve processes and streamline procedures. An overview report is included providing a detailed progress report of the accomplishments since the reorganization in 2004.

Attachment

- A. Human Resources Department Overview Report

Prepared by:



Lisa Arosteguy-Brown
Department Manager
Human Resources
(714) 560-5801

Approved by:



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

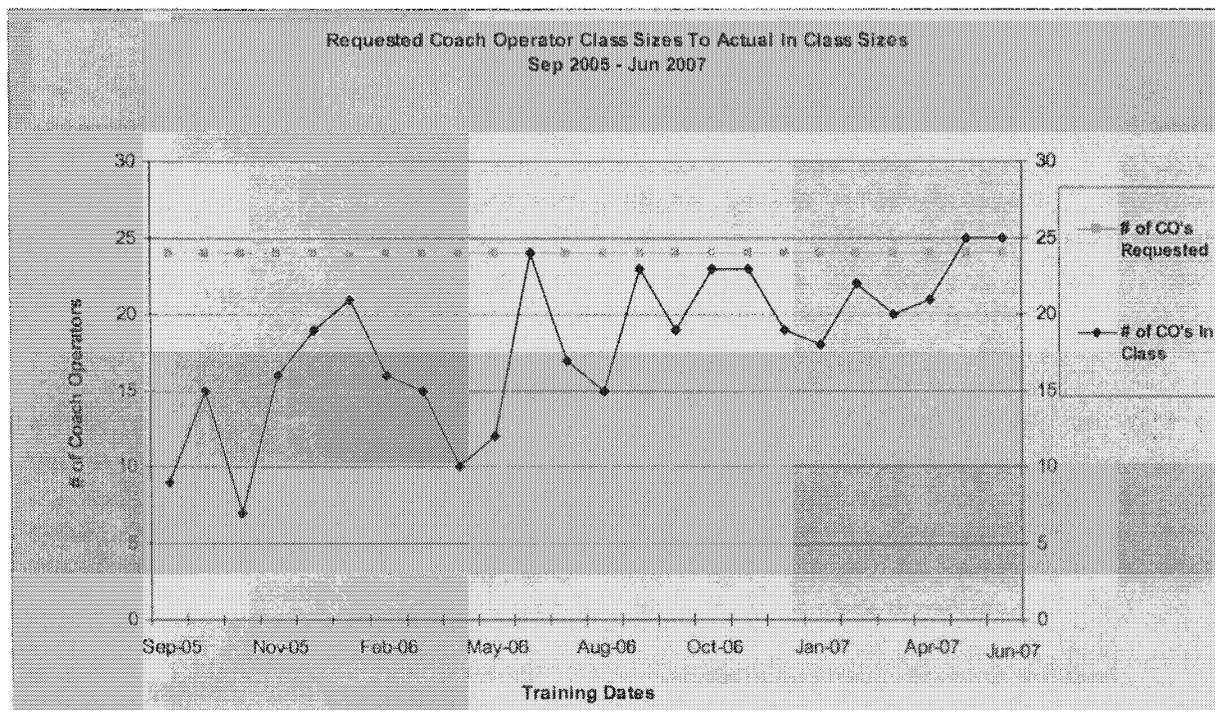
Human Resources Department Overview Report

In July 2004, management of human resources functions within the Orange County Transportation Authority (Authority) was transferred under the Executive Director of Finance and Administration. Since that time, many changes, including an entire functional evaluation and reorganization of the Human Resources Department have occurred. This report provides an overall review of the current status of the Human Resources Department.

Employment

The Employment Section's primary responsibility has been to attract qualified candidates for open positions. The Authority hires significantly more coach operators than all other positions combined. In the past two years, the Employment Section has become more focused on the needs of the Transit Division by holding monthly meetings with Transit staff to set hiring goals and offer creative solutions to attract a higher volume of quality applicants to fill coach operator positions.

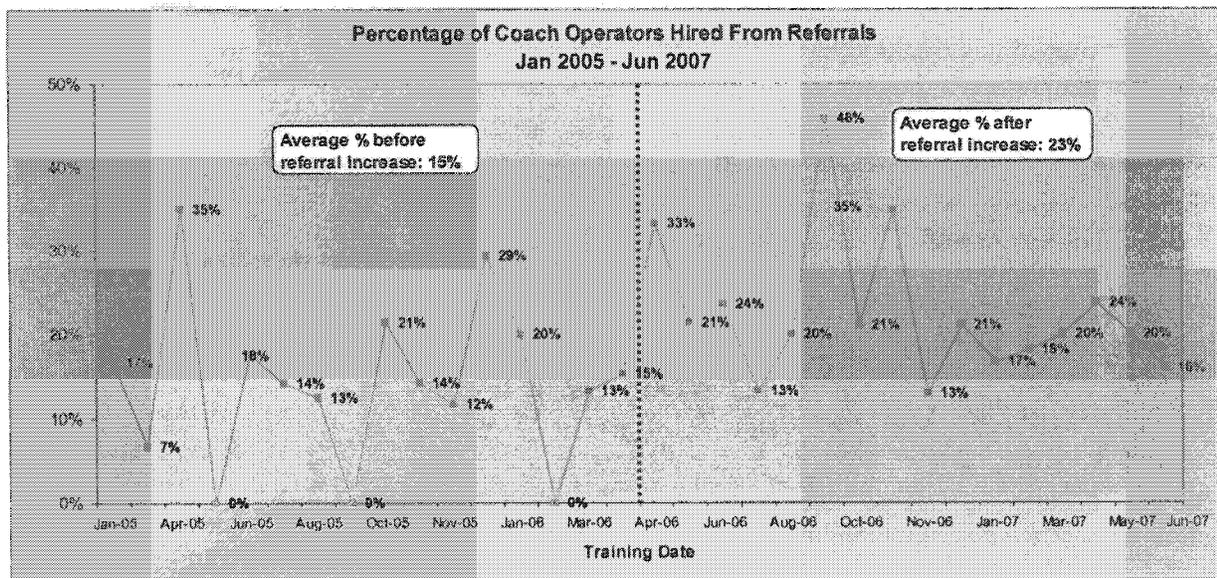
Over the next five years, the coach operator workforce will need to expand to meet the service demand of the planned bus service expansion. Since September of 2005, the number of coach operator trainees requested has been tracked against the number of trainees actually in the classes, see graph below. While initially falling short of the monthly number of coach operators requested by the Transit Division, significant improvements have been achieved, recent coach operator trainee classes have actually exceeded the requested number.



To support the high demand for filling coach operator positions, the Board of Directors approved the addition of one new position as part of the Authority's Fiscal Year (FY) 2006-07 Mid-Year Budget Amendment. By hiring an additional recruiter, the Authority has been able to contact coach operator applicants more timely. Devoting this

additional resource to the high-volume recruiting of coach operators has allowed recruiters to contact, test, and interview interested applicants within approximately one week of application submission. Without the additional recruiter, it was taking staff up to three weeks or more to contact applicants and schedule testing. This time delay allowed aggressive job seekers to find other employment before the Authority even acknowledged their interest in a career as a coach operator. The additional recruiter allows staff to complete post-testing interviews in two to three days versus the previous four to five days necessary for a single recruiter to conduct all of the necessary interviews. In addition, the new recruiter also assists in targeted recruiting of administrative and professional employees.

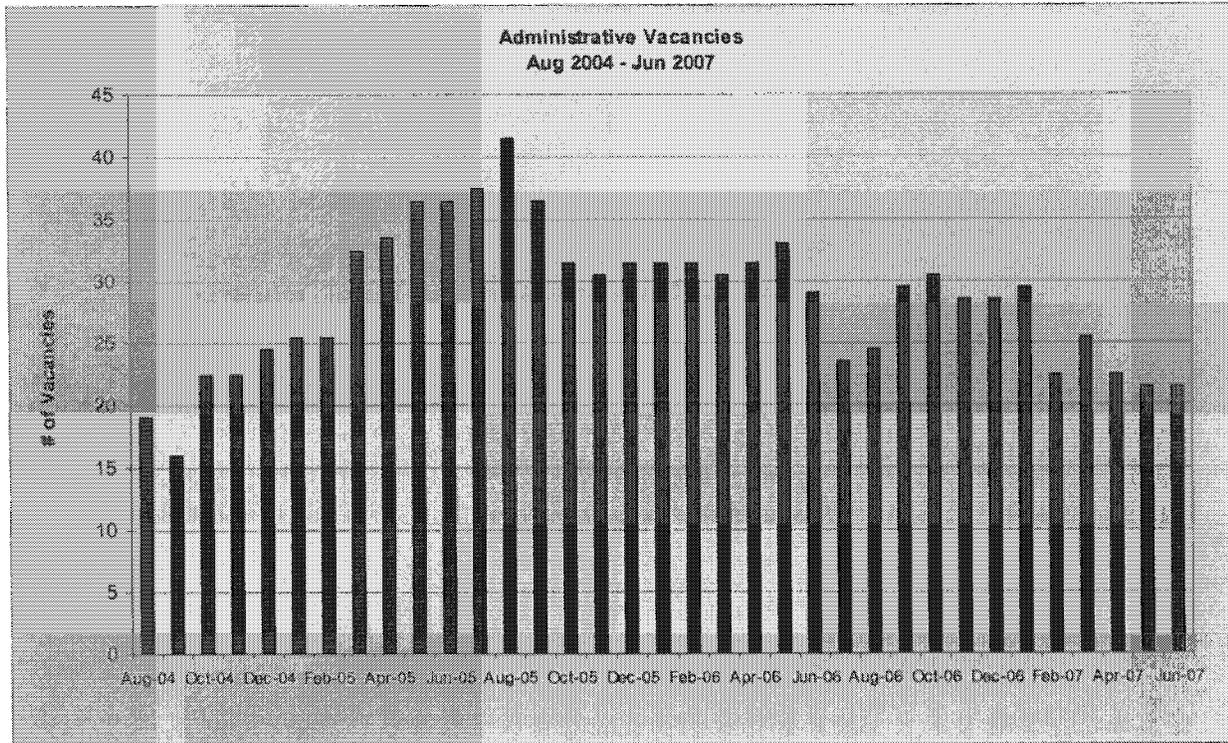
In response to a request from the Transit Division and in an effort to increase the number of successful coach operator candidates, the Employment Section enhanced the employee referral program in April 2006. The employee referral bonus was increased from \$200 to \$500. As the graph below illustrates, there has been positive results with this new recruiting strategy. Since the increase of the referral bonus in April 2006, 23 percent of all coach operator new hires are employee referrals while only 15 percent of all coach operator new hires from the previous 15 month period were the result of employee referrals.



While a substantial amount of time is spent on coach operator recruitments, there are also a number of open positions within the administrative group. The Employment section implemented recruitment and selection strategies for the administrative staff as well. Specifically, job postings include more pertinent information regarding employee benefits and salary ranges in an effort to better “market” the many positive aspects of being an employee at the Authority. Alternative work schedules are now offered to employees and the “Limited Term” designation has been stricken from all applicable positions which eliminated some of the challenges to hiring that were noted by individuals that had declined job offers. Lastly, educational requirements have been rewritten to increase flexibility in the hiring process while maintaining an equitable compensation package.

The following graph depicts the number of unfilled administrative positions on a bi-weekly basis. The number of unfilled administrative positions reached a high of 41.5

positions in August 2005 and has been reduced to its current level of 22.5 positions. The number of open positions provides an indicator of Employment's ability to hire administrative employees. A key recruiting statistic is the time it takes to fill a position. The average time-to-fill for FY 2005-06 was 75 calendar days and the average time-to-fill for FY 2006-07 was 65 calendar days indicating a significant improvement in filling positions more timely.



In partnership with the Training and Development Section, the New Employee Orientation (NEO) program was completely revamped in FY 2004-05. All new employees including coach operators, maintenance, administrative, etc. attend a full-day orientation that includes an overview of the Authority's business, organizational structure, and programs. A tour of one of the Authority's bus bases and the administrative headquarters is also included. A NEO video was created which highlights the positive aspects of working at the Authority and provides information about the work environment and culture. The NEO satisfies the goal of providing a welcoming introduction to the Authority, communicating values, and emphasizing Authority culture.

Benefits

For several years, the Authority experienced double-digit growth rates in the cost to provide health insurance to Authority employees and family members. Shortly after assuming responsibility for this program, the Executive Director of Finance, Administration and Human Resources (FA&HR) appointed the Treasury and Public Finance Manager as the chair of the newly formed Healthcare Committee. The goal was to reduce the overall cost of healthcare and still provide an equitable health insurance program for employees.

The Healthcare Committee brought a financial/business focus to the health benefits program. The committee looked at every facet of delivering healthcare services,

starting with the broker of record. The Authority had worked with one broker of record for twelve consecutive years. To encourage competition and innovation, FA&HR elected to bid out the agreement for broker services for the administrative and Transportation Communications International Union (TCU) employee groups. A Request for Proposals (RFP) was conducted and Mercer Human Resources Consulting (Mercer) was selected to serve as the Authority's new broker of record. Mercer has excellent references, including experience working with a number of transit properties. In addition, Mercer has a reputation of being a tough negotiator with carriers on behalf of their clients.

The Healthcare Committee quickly identified a long-term goal of focusing on changing employee behavior in an effort to reduce costs. The focus was communication and education to encourage active participation by employees in understanding the healthcare programs. This required educating the entire work force on the cost of plans, the consequences of certain actions and a particular focus on preventive care. The goal was to make employees partners through proactive education.

Focus groups were established and management held Authority-wide seminars to discuss trends in the healthcare industry and the specifics of the Authority's plans. As a result, employee contributions were converted from inequitable fixed dollar amounts to a percentage fee based upon the cost of the plan selected, providing an incentive for employees to choose a lower cost plan. Employees with no dependents began contributing 10 percent toward the cost of the plan selected. Out-of-pocket maximums were increased and coinsurance charges to use out-of-network physicians were increased from 30 percent to 40 percent. Preventive dental care services were offered at no cost to the employee in an effort to detect potential problems prior to them becoming major issues. Healthcare plan renewals were changed to a calendar year basis to synchronize with flexible spending accounts and annual deductibles. Supplemental insurance coverage, provided by American Family Life Assurance Company of Columbus (AFLAC), was made available to employees at no cost to the Authority. Most significantly, the Authority replaced its longtime self-funded medical and dental plans with fully insured plans resulting in significant savings. The above changes have been very successful. In a market where double-digit growth was commonplace, the Authority was able to reduce its costs for administrative healthcare by \$844,000 in 2006.

In addition to plan changes, Human Resources recently completed the final phase of the restructuring process for the Compensation and Benefits Section. Now that the section is fully staffed there is an opportunity to transition from a Healthcare Committee to an Advisory Committee. The Advisory Committee's primary focus will shift from plan creation to an oversight role. The shift will allow for more efficient utilization of staff time while continuing the partnering efforts with finance to identify ongoing cost control measures. With the assistance of Mercer, it is anticipated that favorable renewal rates will be received and a more aggressive approach will be taken to analyze utilization.

Deferred Compensation

On April 1, 2005, in an effort to reduce costs, increase administrative efficiency, and provide an enhanced benefit to employees, FA&HR consolidated the Authority's 457 deferred compensation plans with a single provider, Nationwide Retirement Solutions (NRS). The competitive bid process reduced the number of plan providers

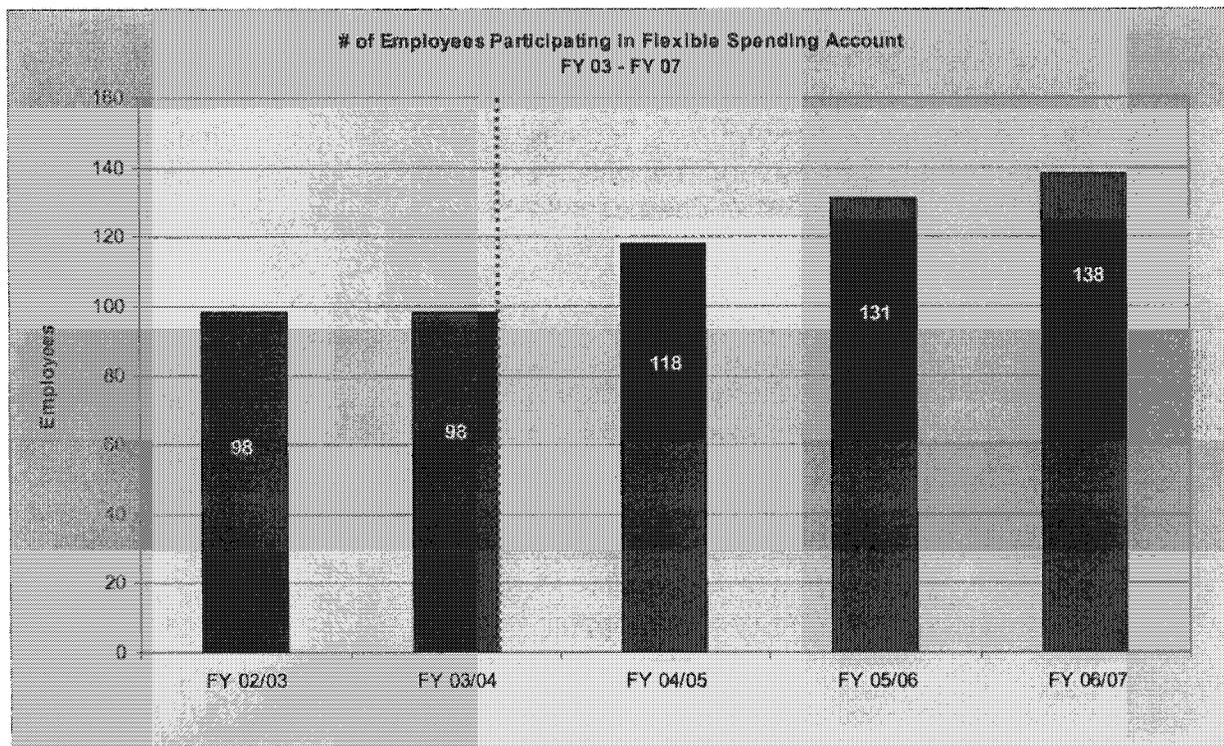
from four to one and eliminated the "asset-based fees" traditionally charged by providers resulting in cost savings to employees of approximately \$243,000, annually.

Due to the combined efforts of the Benefits team and NRS, the Authority is currently trending well above the national participation average of 35 percent and the NRS average of 38 percent. As of June 2007, employee only participation has increased to 67.9 percent. The total Authority participation, which includes both employees and employer contributions, has increased to 74.8 percent.

Additionally, a 401(a) plan for administrative employees, designed with investment options that mirror the new 457 plan, was added to the Defined Contribution Program in 2005. Contributions made by the Authority are deferred to the 401(a) plan while all employee contributions continue to be directed to the 457 plan, effectively allowing employees to maximize tax-deferred savings options.

Flexible Spending Account

The Authority offers all employees a Flexible Spending Account (FSA) for healthcare and dependent care expenses through non-taxable reimbursements. Employees contribute money to the plan on a pre-tax basis and are reimbursed accordingly. This is made available to employees through the Internal Revenue Code Section 125 cafeteria plan. The Authority contracted with a third-party administrator to review health and/or dependent care claims and receipts for reimbursing employees beginning on January 1, 2007. The number of employees utilizing the FSA benefit has increased by 41 percent since the FA&HR Division assumed responsibility of this function. The Benefits team continues to market this benefit and encourage participation. The following graph depicts the number of employees utilizing this benefit.

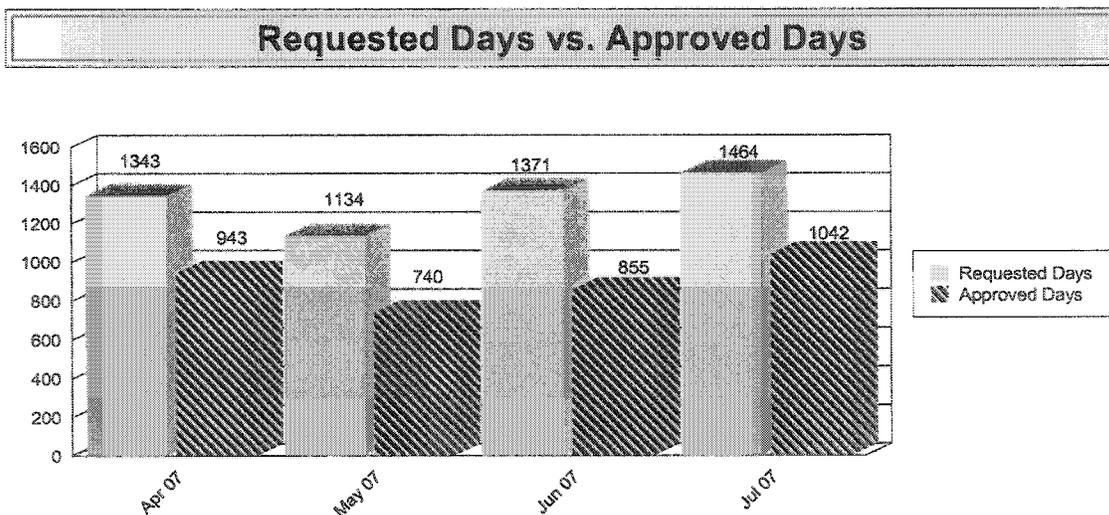


Leaves of Absence

Another area of focus for the Human Resources Department has been related to unscheduled leaves of absence through the Family Medical Leave Act (FMLA). FMLA applies to employees with 12 months of service and 1,250 work hours; an employee may be eligible to take up to 12 weeks of protected leave for a "serious health condition" of their own, spouse, parent, or child. Unscheduled intermittent leave is the most problematic and common leave request type for the Authority. In a recent report released by the Department of Labor (DOL), it was confirmed that intermittent leave administration is a significant problem for other employers as well. The administration of FMLA is labor intensive and presents one of human resources greatest challenges. Currently, the Authority's FMLA processes are being audited by an external firm which may lead to recommendations for improvements in December 2007.

All requests must be reviewed for eligibility. In compliance with the law, an "employer response" notification letter must be prepared and mailed to an employee within two days. Base management and supervisory staff are also advised of the status of FMLA requests. Some of the impacts to the Authority related to leaves of absence include potential abuse of protection under FMLA, ability to deliver services, and productivity of the Authority related to labor-intensive processes. Currently four human resources team members spend approximately 45 percent of their time on FMLA related issues.

For the period of January through June 2007, there were approximately 300 leaves requested per month which totals an even more significant amount of actual days away from work. Beginning in April 2007, staff began tracking not only requests, but also how many days away from work are being approved so the actual impact to productivity can be measured. The follow chart provides the days requested versus the actual days approved during a four month period.



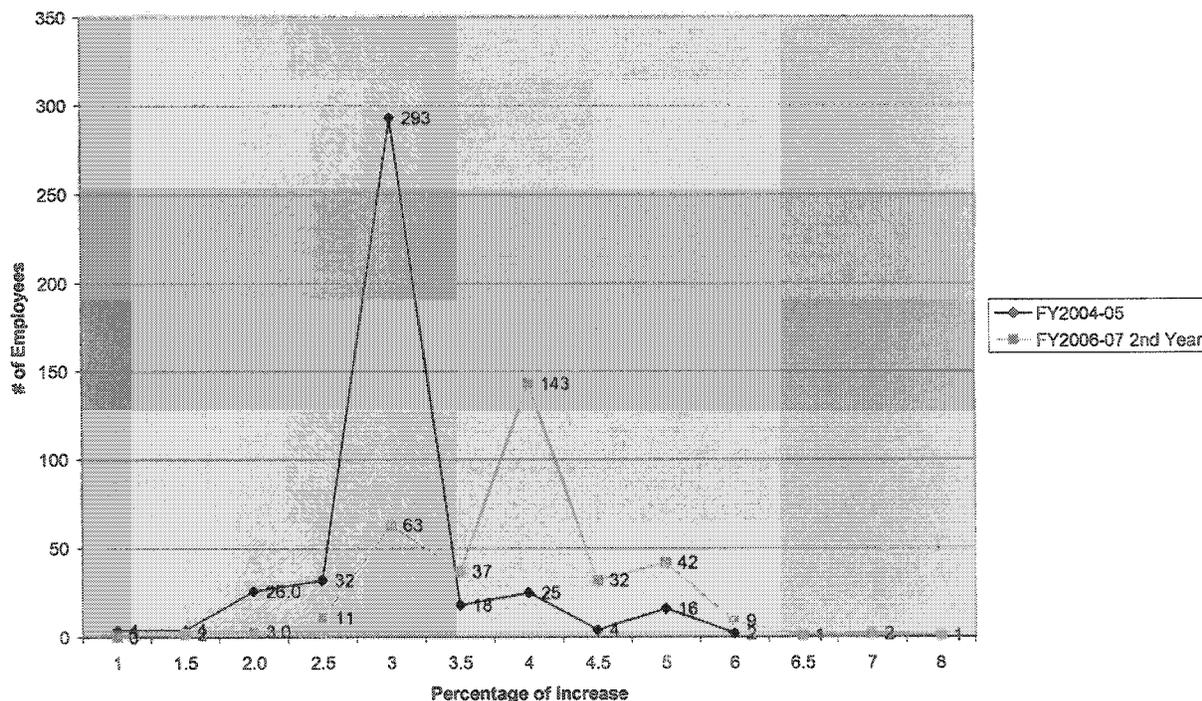
To confirm compliance with legislative mandates and Authority policy, 25 percent of all completed leave responses receive an additional supervisory review or audit. This audit process was initiated in October 2004. In April 2007, staff began entering leave of absence requests electronically by using the automated Human Resource Information System (HRIS). The electronic format allows staff to expedite the leave notification process while improving the monitoring of leave status and tracking of individual leave usage.

Compensation

In partnership with Training & Development, the employee performance plan and review form was significantly revised for administrative employees in 2005. The new performance review form was designed to evaluate specific job performance and emphasize a pay-for-performance culture at the Authority. The new form deviates from the former "meets/does not meet" system by providing five evaluation categories and a plan for development section. The new form also incorporates the Authority's core values into the employee's review, allowing managers to evaluate employees on integrity, customer focus, teamwork/partnership, communication, and can-do-spirit.

The graph below indicates pay increases from FY 2004-05 under the former "meets/does not meet" system with a merit budget of 3 percent in comparison with the second year of the new pay-for-performance merit pay program in FY 2006-07 with a merit budget of 4 percent and five rating categories. The enhanced performance evaluation program is producing the desired results by rewarding top performers.

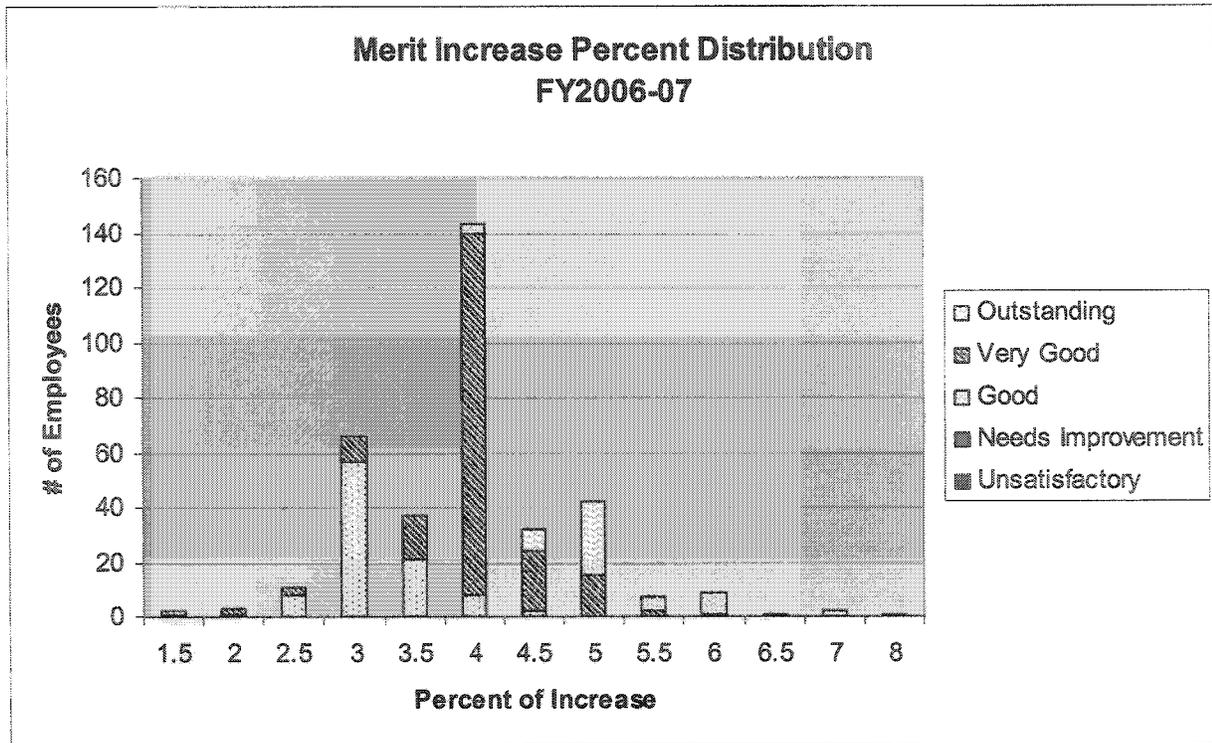
Performance Evaluations Comparison
FY2004-05 vs FY2006-07



Human Resources sent out an electronic survey designed to gather feedback from administrative employees about the new form. Approximately, 41 percent of all administrative employees responded to the 22-question survey. The survey highlights include the following:

- 75 percent of the respondents said the new form was an improvement
- 85 percent said the new form helped them understand their performance goals
- 86 percent said the new form provided an opportunity to discuss career development and training with their supervisor
- 97 percent of the respondents showed a clear understanding of pay-for-performance

The following graph indicates the merit increase distribution percentage along with the performance ratings received for the administrative employees during FY 2006-07.



Internal Communications

The Internal Communications Section is responsible for communicating pertinent organizational information to all employees. After this function was transferred to the FA&HR Division, several significant projects were initiated.

In partnership with the External Affairs Division, the Between the Lines newsletter was redesigned and a weekly e-mail version was created to provide better and more frequent communication with employees. A redesigned intranet site is in development to provide comprehensive and timely information in a user-friendly environment for employees. In an effort to provide timely and accessible communication to represented employees, the process to install digital signage is underway at the bases. The digital signage will provide an additional avenue for communication with represented employees. Both projects are currently in the implementation phase. As a notable accomplishment, the Orange County Chapter of the Public Relations Society of America delivered two first-place Awards of Excellence to the Authority for its weekly electronic newsletter program as well as the quarterly printed employee newsletter program.

Summary

The Human Resources Department has worked diligently over the past three years to become more efficient and responsive to the needs of its customers. The team continues to work on identifying innovative solutions, streamlining processes, and providing excellent customer service in an effort to support the overall goals and objectives of the Authority.

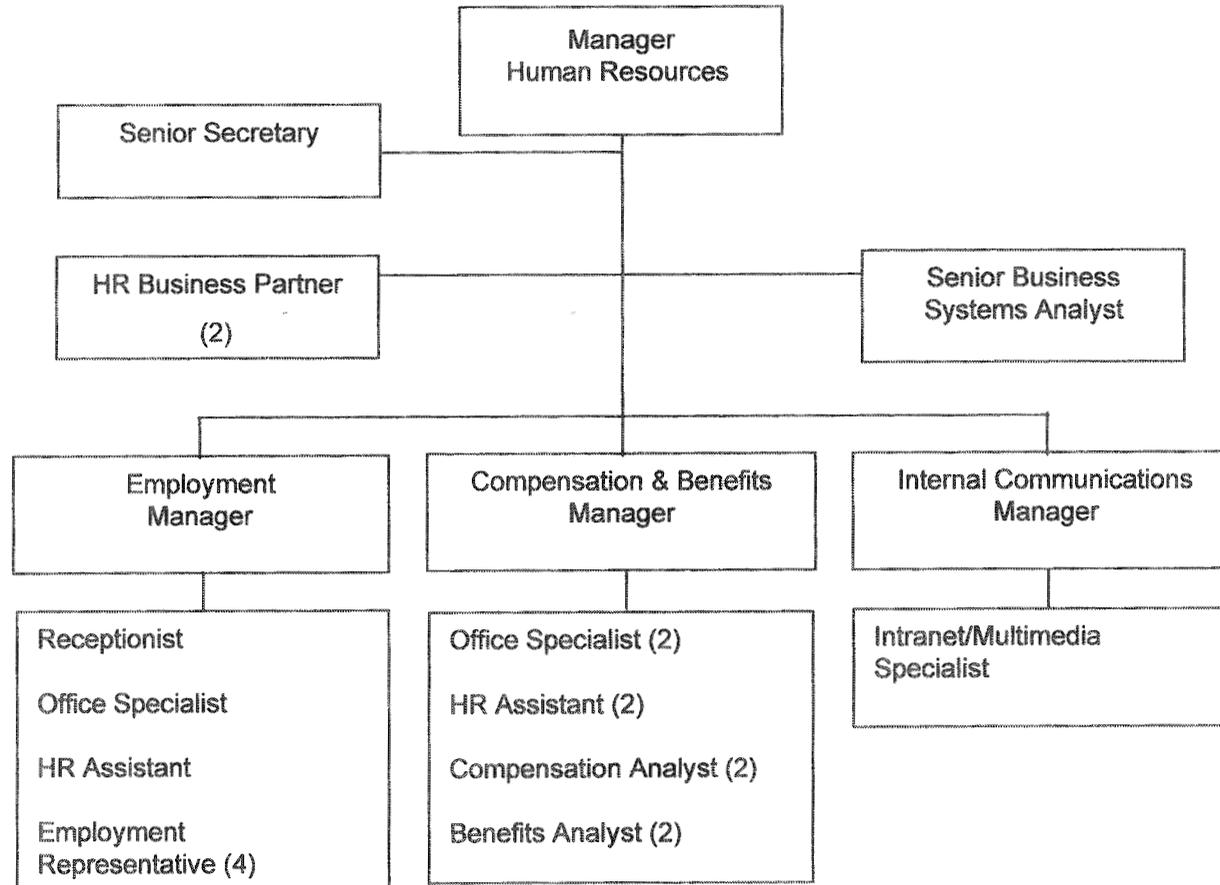
**POWERPOINT
PRESENTATION**

Human Resources Overview

Finance and Administration Committee
September 12, 2007



Human Resources Organizational Chart



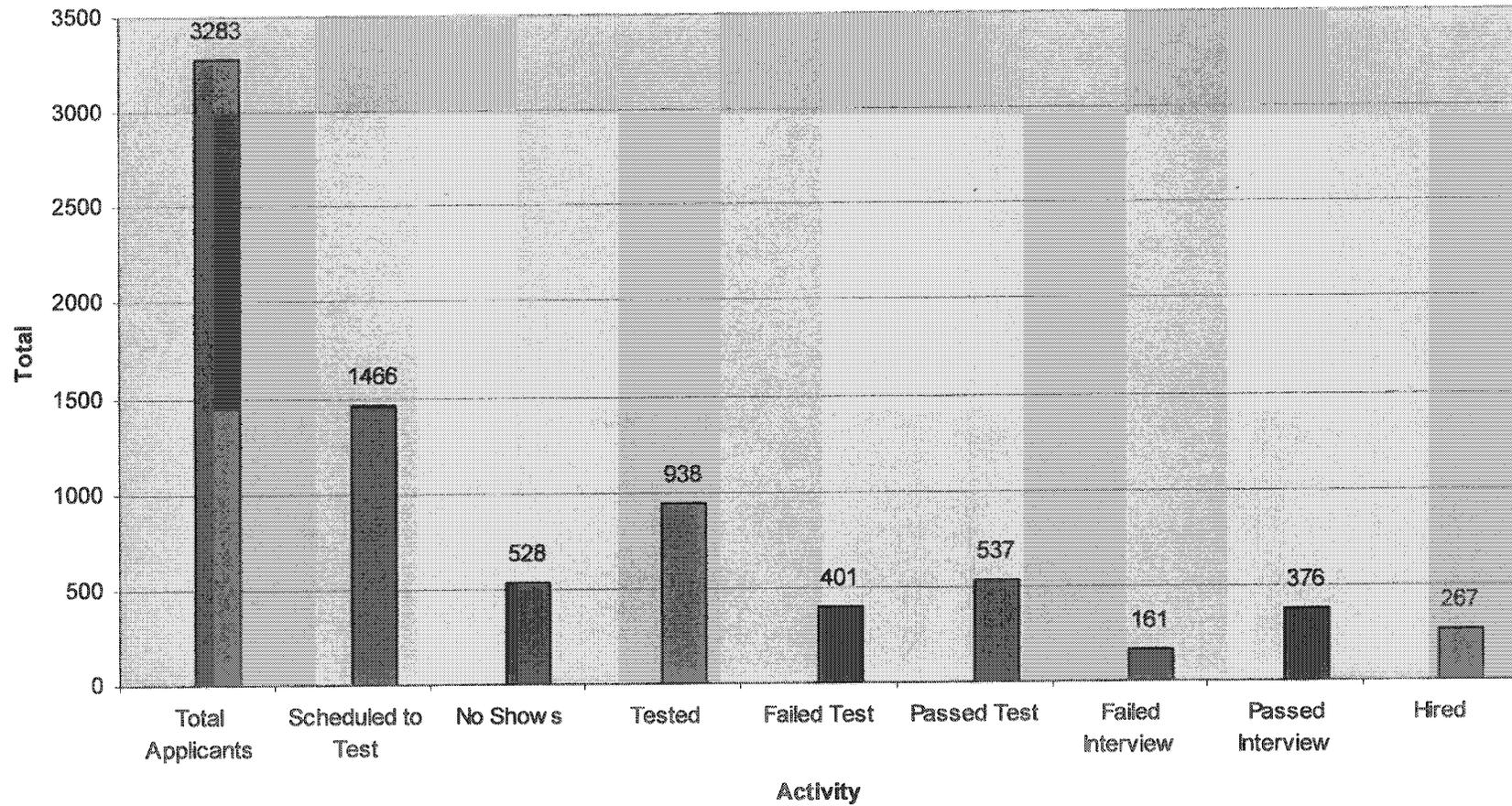
- Philosophy
- Vision
- Mission
- Goals & Objectives



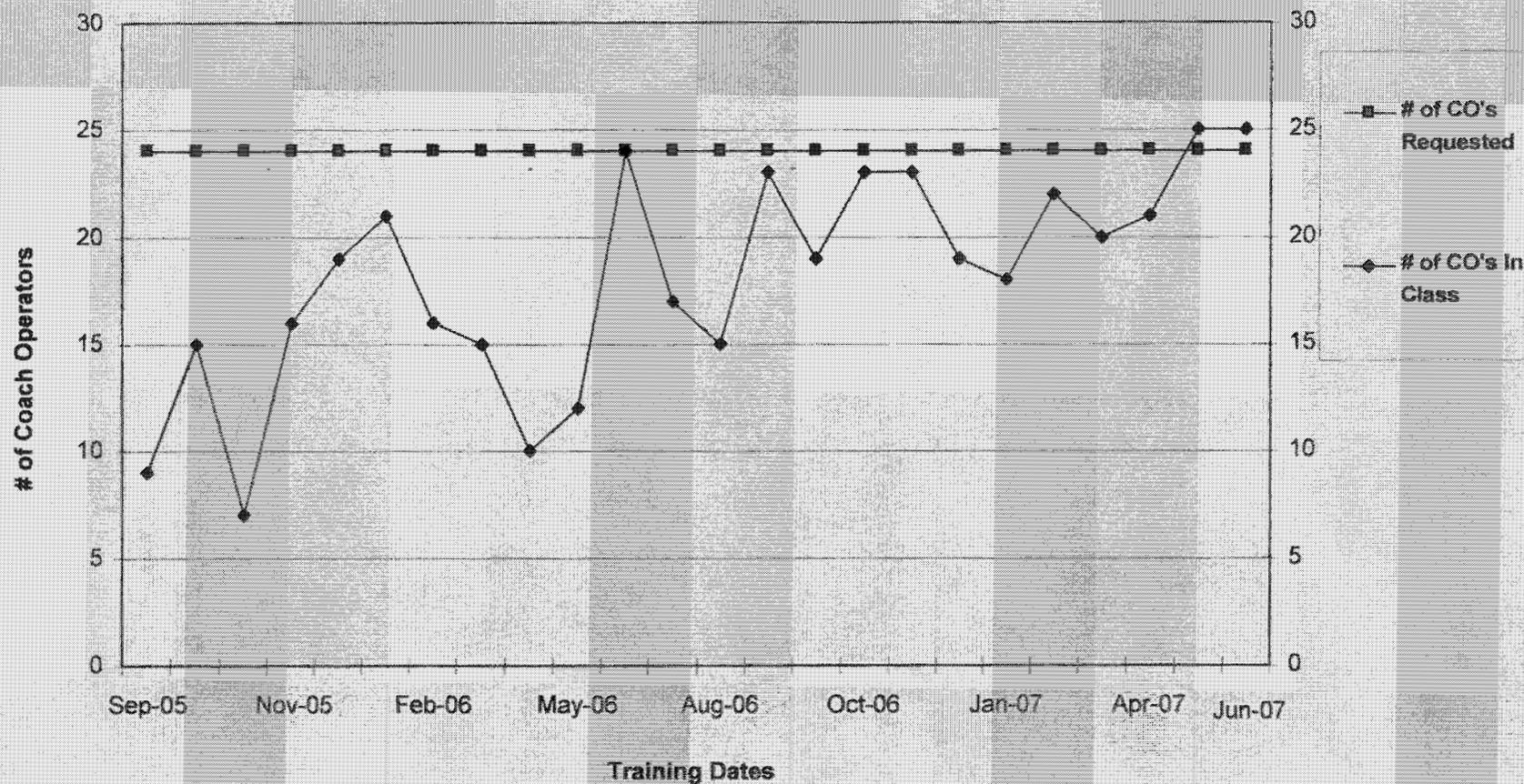
Deliver Human Resources leadership through professional programs and innovative solutions to keep OCTA moving forward to respond to the transportation needs of Orange County.

- Excellent Customer Service
- Review and Revise Key Processes
- Recruitment, Selection and Retention
- Evaluate Total Rewards
- Effective Communication System

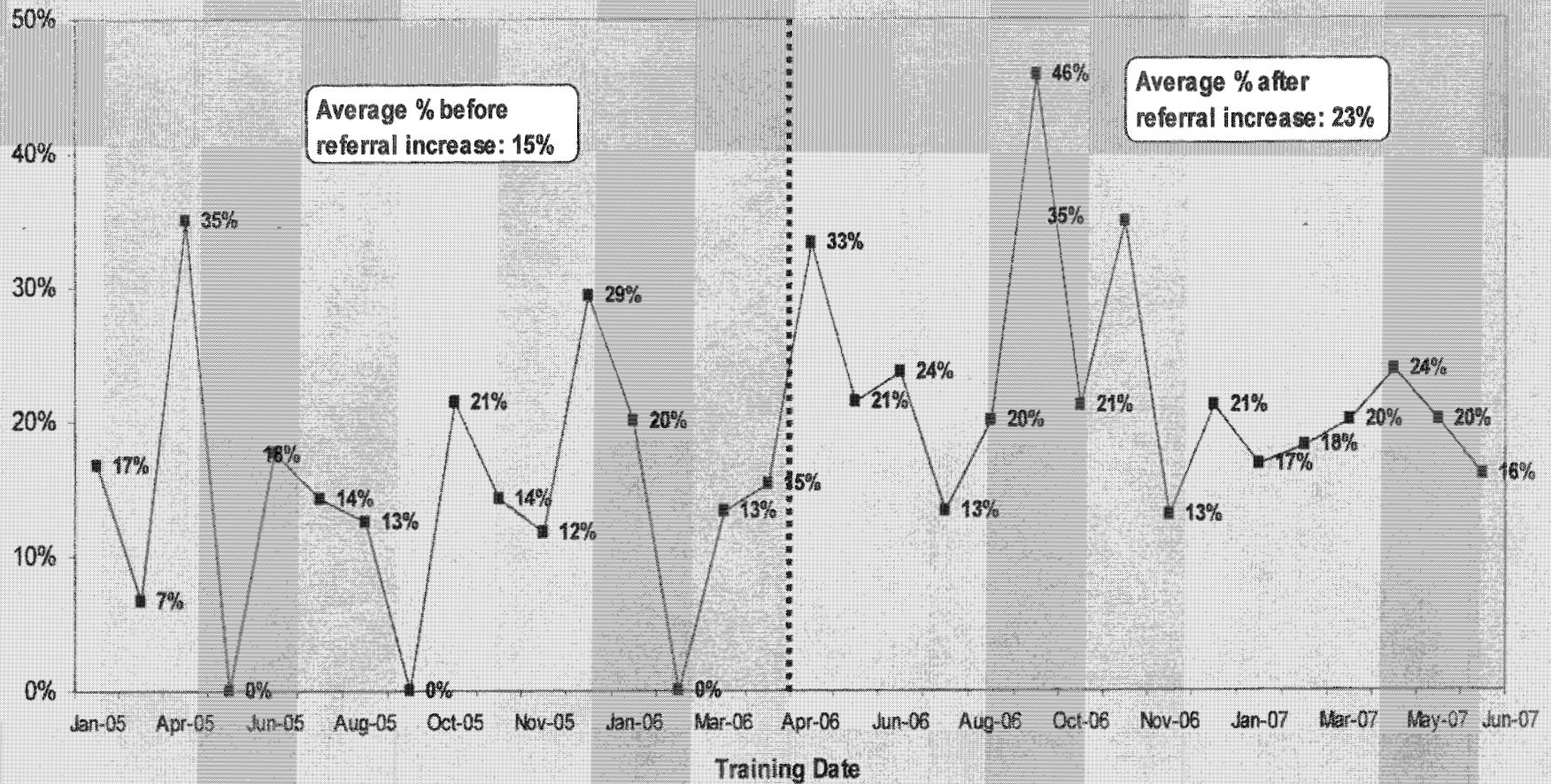
Coach Operator Recruiting July 2006 - Jun 2007



Requested Coach Operator (CO) Class Sizes To Actual In Class Sizes
Sep 2005 - Jun 2007



Percentage of Coach Operators Hired From Referrals
Jan 2005 - Jun 2007



- Effective HR Team
- Enhanced Department Communication
- Strategic Partnership with Customers
- Transitioned to HR Consultants
- Innovative Solutions

Key Accomplishments



- Enhanced Employee Communications
- Fulfilled Transit Requests for Hiring Coach Operators
- Improved Pay for Performance
- Transitioned to Fully-Insured Health Insurance Plans
- Consolidated Deferred Compensation Plan
- Automation of Leave Administration

- Evaluate Total Rewards
 - Conduct Compensation & Classification Study
 - Benefits Surveys
- Health Management Focus
- Continue to Streamline Processes
- Evaluate Metrics for Continued Improvement

- New Vision and Clear Direction
- Value Added Strategic Planning
- Collaborative Team Environment



Thank you!



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Property Insurance Policy Renewal

Finance and Administration Committee

September 12, 2007

Present: Directors Amante, Bates, Brown, Buffa, Campbell, Cavecche, Moorlach, and Nguyen
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to issue Purchase Order A03772, in an amount not to exceed \$400,000 to Marsh Risk and Insurance Services, Inc., for the purchase of property insurance on behalf of the Orange County Transportation Authority for the period of December 1, 2007, to November 30, 2008.



September 12, 2007

To: Finance and Administration Committee

From: Arthur T. Leahy, Chief Executive Officer

ATL by JTC

Subject: Property Insurance Policy Renewal

Overview

The Orange County Transportation Authority has a property insurance policy with Travelers Property Casualty Company of America. This policy is scheduled to expire on November 30, 2007.

Recommendation

Authorize the Chief Executive Officer to issue Purchase Order A03772, in an amount not to exceed \$400,000 to Marsh Risk and Insurance Services, Inc., for the purchase of property insurance on behalf of the Orange County Transportation Authority for the period of December 1, 2007 to November 30, 2008.

Background

The Orange County Transportation Authority (OCTA) currently owns buildings, business personal property, and vehicles with an insurable value of \$471,780,578 as outlined on Attachment A. OCTA purchases insurance to protect OCTA property from accidental loss. OCTA is currently insured with Travelers Property Casualty Company of America (Travelers) for an annual premium of \$236,585. Travelers has been OCTA's property insurance carrier since 2006.

The 91 Express Lanes property is insured under a separate insurance policy.

Discussion

Insurance companies determine property insurance quotes based upon current insurance market conditions affecting rates per \$100 in property values. The 2006-07 policy rate with the incumbent carrier, Travelers was .0410 per \$100 based on OCTA's 2006 property values of \$577,037,482, which included

coverage for OCTA's bus fleet. For the 2007-08 policy renewal, the insurable property values have been adjusted to \$471,780,578 to reflect lower business personal property values and a reduction in bus replacement costs from approximately \$500,000 to \$439,247 per bus for the new compressed natural gas (CNG) buses. Furthermore, all separately insured bus equipment and rehabilitation costs associated with retired and soon to be retired buses have been factored in the current insurable values. In addition, decreased replacement costs for the 60' articulated buses are included in this reduction since they will be replaced with the lower cost 40' CNG buses in the event of a loss. OCTA's paratransit vehicles are not included in OCTA's insurable values since they are insured by Veolia Transportation Services, Inc. as required in contract C-5-3021 approved by the Board of Directors on February 27, 2006. Real property, tenant improvements, information systems equipment and non-revenue vehicle costs have remained relatively unchanged.

Due to the large number of insured buses included in this policy, there is a special insurance condition that OCTA buses are only insured while parked at the bus base. In addition, due to the high replacement value, a \$50,000 deductible is applied per occurrence for loss or damage to OCTA's bus fleet in this policy. Revenue vehicles are self-insured for property damage while in operation.

The property insurance policy limit is currently at \$200,000,000 which provides catastrophic protection equivalent to a total loss just above the current insurable values at OCTA's single largest property value location, the Santa Ana Bus Base. The insurance provides protection for real and business personal property, improvements and betterments, rolling stock and extra expense incurred after a loss. Other coverages include fire, flood, terrorism, civil authority, ingress/egress, leaks to fire sprinkler pipes caused by earthquakes, valuable papers and boiler and machinery. Policy deductibles for this policy vary by category of coverage. The policy has a \$25,000 deductible that applies to all losses except:

- \$10,000 deductible for boiler and machinery.
- \$50,000 deductible for revenue vehicles.
- \$50,000 deductible for earthquake sprinkler leakage.
- \$100,000 deductible for flood (except Flood Zone A).
- \$500,000 deductible for flood in Flood Zone A.

Flood protection is provided in the current policy with a \$5,000,000 limit. Flood is defined in the policy as "surface water, underground water, waves, tides, tidal waves, tsunamis, overflow of any body of water, or their spray, all whether driven by wind or not." As with many properties in Orange County, OCTA has

buildings that are in areas susceptible to flooding. Flood zones are identified by the National Flood Insurance Program and classified as a special flood hazard area if the area is within a 100-year flood boundary. A "100-year flood" does not refer to a flood that occurs once every 100 years, but refers to a flood level with a 1 percent or greater chance of being equaled or exceeded in any given year. Flood Zone A is an area of increased risk of flooding and carries a \$500,000 deductible. Currently, OCTA's Garden Grove Maintenance, Operations, General Services Warehouse, and Annex buildings are in Flood Zone A. The flood zone of each of OCTA's other locations are identified and an explanation of each category of flood zones is included in Attachment A.

An earthquake insurance policy was considered by the Finance and Administration Committee during the last renewal of the property policy but the coverage was not purchased due to high premiums quotes. There have been no property losses to date that would trigger this coverage.

The OCTA's Broker of Record, Marsh Risk and Insurance Services, Inc. (Marsh) will provide marketing and placement of the property insurance coverage for this renewal. Marsh is paid a flat fee of \$110,000 for marketing and placing all property, casualty, and workers' compensation insurance per Agreement C-7-0632 approved by the Board on May 29, 2007. By agreement, Marsh does not earn any additional compensation or commission for their services outside of the flat fee paid by OCTA per this agreement. The contract further requires that any commissions offered by insurers will offset OCTA's premiums.

OCTA will pursue seven possible goals for renewing this policy as outlined in Attachment B. The goals are:

1. Increase the policy limit to \$225,000,000 for added catastrophic loss protection from \$200,000,000 if the added protection does not adversely affect the premium.
2. Obtain proposals for \$10,000,000 of earthquake insurance as it is currently an uninsured peril.
3. Increase extra expense coverage from \$2,500,000 to \$5,000,000 if the added protection of coverage does not adversely affect the premium.
4. Increase flood coverage from \$5,000,000 to \$10,000,000 for added protection (most of OCTA's properties are located in a flood zone category as indicated in Attachment A).
5. Obtain quotes for \$50,000 and \$100,000 deductibles for premium cost comparisons.
6. Reduce vehicle deductibles from \$50,000 to \$25,000.
7. Lower the policy rate below .04 per \$100 of insurable values.

Although it is expected that OCTA will obtain a lower premium for property insurance, staff is requesting Board approval of \$400,000 to renew the current policy and to fund any enhancements or additional coverage, like earthquake insurance, that the Finance and Administrative Committee may direct staff to purchase after reviewing competitive quotes. Marsh is currently contacting the insurance market for competitive quotes for the renewal of OCTA's property insurance coverage. Marsh has been directed to seek quotes from 12 property insurance carriers that have experience insuring transit risks and to explore multi-year policy options to entice carriers to reduce rates in exchange for a possible long-term commitment. Furthermore, Marsh has been instructed not to disclose broker compensation to prospective insurers to avoid having them net the broker's commission against their quoted premiums. The following carriers that will be approached for proposals and have an AM Best financial rating of A-7 or better are listed below:

Travelers Property Casualty Company of America
Affiliated FM Insurance Company
Lexington Insurance Company
Allianz Insurance Group
Axis Insurance Company
Chubb Insurance Company
Continental Casualty Company (CNA)
Beazley Insurance Company, Inc.
Fireman's Fund Insurance Company
Liberty Mutual Insurance Company
XL Insurance Company
Zurich Insurance Company

On November 8, 2006, the Finance and Administration Committee directed staff to follow a five-point process in the procurement of all insurance coverages and to submit a staff report to the Board of Directors for review and approval of this process.

The Finance and Administration Committee provided the following for all future OCTA insurance procurements:

1. There shall be an annual review of all insurance coverages by the Finance and Administration Committee. This shall include renewal dates, areas of liability, coverage amounts, and insurance carrier information. This review shall take place at the second Finance and Administration Committee meeting in May each year. The insurance coverage and renewal schedule will also be included in the budget workshop material that is presented annually to the Board of Directors.

2. All premiums and other compensation to insurance brokers and for insurance coverages shall be fully disclosed and presented to the Finance and Administration Committee for review on an annual basis. Any proposed changes to premiums and compensation paid to insurance brokers will be presented to the Finance and Administration Committee for approval as changes occur during the year.
3. The Finance and Administration Committee shall be presented with a staff report for each planned insurance renewal at least 90 days in advance of the policy expiration. A copy of the Risk Review and Renewal Strategy Plan that has been agreed to by the OCTA's Risk Manager and OCTA's Broker of Record will be included as part of the staff report. The Risk Review and Renewal Strategy Plan will be discussed with the Finance and Administration Committee as part of each insurance renewal process.
4. Staff reports shall include a list of all companies that will be solicited on behalf of OCTA by its Broker of Record. Staff reports shall also fully disclose all insurance bids received including any compensation offers associated with the bids. A transparency disclosure form from the Broker of Record will be provided to the Finance and Administration Committee as part of the insurance renewal process.
5. Staff will require OCTA's Broker of Record to attend all Committee and Board meetings when insurance awards are on the agenda.

Staff will be certain that there is full compliance to these guidelines during this property insurance renewal.

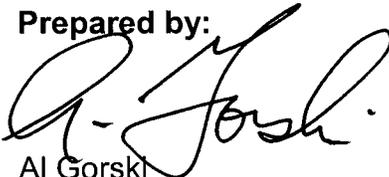
Summary

Based on the information provided, staff recommends the approval to authorize the Chief Executive Officer to issue Purchase Order A03772, in an amount not to exceed \$400,000 to Marsh Risk and Insurance Services, Inc., for the purchase of property insurance on behalf of the Orange County Transportation Authority for the period of December 1, 2007 to November 30, 2008.

Attachments

- A. Orange County Transportation Authority Fixed Asset Property Statement of Values Summary for OCTA's 12/1/07-08 Property Renewal
- B. Marsh Letter-December 1, 2007 Property Risk Review and Renewal Strategy Plan

Prepared by:



Al Gorski
Manager,
Risk Management
(714) 560-5817

Approved by:



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

Orange County Transportation Authority
Fixed Asset Property Statement of Values Summary for OCTA's 12/1/07-08 Property Renewal

As of August 22, 2007

Name	Address	City/State	Zip	Sq. Ft	Flood Zone	Construction	Sprinklered	Occupancy	Real Property	Tenant Improvements	I.S. Equipment	Personal Property	Revenue Vehicles	Non-Revenue Vehicles	Rental Value	Total Insurable Values
Santa Ana Operations/Maintenance	4301 W. MacArthur	Santa Ana, CA		867,964	X Shaded	Masonry Non-Comb	Y	Maintenance & Repair	49,361,530		313,484	7,057,050	120,202,146	478,356		177,412,566
Anaheim Operations/Maintenance Center	1717 E. Via Burton	Anaheim, CA	92806	157,746	X Shaded	Masonry Non-Comb	Y	Maintenance & Repair	17,339,382		117,008	2,317,539	82,520,642	186,823		102,481,394
Garden Grove Maintenance Center	11790 Cardinal Circle	Garden Grove, CA	92643	43,740	A	Masonry Non-Comb	Y	Maintenance & Repair	14,229,646		101,283	3,033,788	77,746,719	373,015		95,484,451
Administration Facility	550 / 600 South Main Street	Orange, CA	92863	103,070	X Shaded	Fire Resistive	Y	Office Building		4,581,970	16,140,871	4,806,533		525,392		26,054,766
Communication Equipment	various locations	CA										19,099,362				19,099,362
Contingency Revenue Vehicles													11,001,782			11,001,782
Irvine Operations/Maintenance Center	14736 Sand Canyon Road	Irvine, CA	92714	67,927	X	Masonry Non-Comb	Y	Maintenance & Repair	8,391,879			21,292				8,413,171
Garden Grove Operation Center/Annex (1)	11800/11892 Woodbury Road	Garden Grove, CA	92643	83,116	A	Masonry Non-Comb	Y	Offices & Dispatch	4,155,442		153,781	626,246		833,377		5,768,846
Irvine Base	16281 Construction Circle West	Irvine, CA	92606	37,050		Masonry Non-Comb	Y		5,595,062			117,822				5,712,884
Laguna Hills Transit Center	24282 Calle De Los Caballeros	Laguna Hills, CA	92653	100,188	X	Masonry Non-Comb	N	Transfer & Passenger Pick-up	4,756,082			41,432				4,797,514
Santa Ana Transit Terminal	400 W. Santa Ana Blvd.	Santa Ana, CA	92701	130,680	X	Masonry Non-Comb	Y	Transfer & Passenger Pick-up	2,755,522			144,442				2,899,964
Santa Ana Park and Ride	301 W. Fifth Street	Santa Ana, CA	92701	112,800	X	Non-Comb	N	Parking & Passenger Pick-up	3,383,034							3,383,034
Fullerton Park and Ride	3000 W. Orangethorpe Avenue	Fullerton, CA	92633	483,516	AO	Non-Comb	N	Parking & Passenger Pick-up	2,086,903			17,782				2,104,685
Newport Beach Transit Center	1550 Avocado Avenue	Newport Beach, CA	92660	121,968	X	Masonry Non-Comb	N	Transfer & Passenger Pick-up	2,020,966							2,020,966
Goldenwest Transit Center	7301 Center Drive	Huntington Beach, CA	92647	117,612	X	Masonry Non-Comb	N	Transfer & Passenger Pick-up	1,852,117							1,852,117
Farebox Equipment												1,679,738.00				1,679,738
Laguna Beach Transit Center	375 Broadway	Laguna Beach, CA	92651	19,166	AE	Masonry Non-Comb	N	Transfer & Passenger Pick-up	475,770							475,770
Fullerton Transit Center	123 South Pomona	Fullerton, CA	92633	20,908	X	Masonry Non-Comb	N	Transfer & Passenger Pick-up	28,436							28,436
Brea Park and Ride	Lambert & 57 Freeway	Brea, CA		38,332	X	Non-Comb	N	Parking & Passenger Pick-up	302,300							302,300
Katella Yard - effective 11/22/06	1750 S. Douglass Road	Anaheim, CA	92806	13.58 acres				Property used by the County of Orange							184,968	184,968
Garden Grove General Svcs Warehouse	11911 Woodbury Road	Garden Grove, CA	92643	8,840	A	Masonry Non-Comb	Y	Warehouse						87,028		87,028
Lincoln Avenue Property -Effective 5/28/07	1514 - 1520 Lincoln Ave	Anaheim, CA	92801	10,487		Masonry Non-Comb, Wood Roof	N	OCTA Owned property leased to others	534,837							534,837
Totals									117,268,907	4,581,970	16,826,427	38,963,026	291,471,289	2,483,991	184,968	471,780,578

(1) Garden Grove Ops/Annex includes land (11892 Woodbury) purchased for future parking structure

(2) Comb = Combustible


Al Gorski, Risk Manager
8-27-07
Date

ATTACHMENT A

FLOOD HAZARD ZONES

Special Flood Hazard Areas are areas within the 100-year flood boundary. A "100-year flood" does not refer to a flood that occurs once every 100 year, but refers to a flood level with a 1% or greater chance of being equaled or exceeded in any given year.

A, A1-A3, AE, AH, AO, AR, A99, V, V1 - V30 and VE are all Special Flood Hazard Areas.

- A Areas of high risk where the Base Flood Elevations (BFEs) are not provided.
- A1-A30 Areas of high risk where the Base Flood Elevations (BFEs) are provided.
- AE The new designation for A1-A30 zones.
- AH Shallow water depths (ponding) and/or unpredictable flow paths between one and three feet occur. BFEs are provided.
- AO Shallow water paths (sheet flow) and/or unpredictable flow paths between one and three feet occur. BFEs are not provided. Base flood depths may be provided.
- A99 Where enough progress has been made on a protective system such as dikes, dams and levees, to consider it complete for insurance rating purposes. No BFEs are provided.
- AR High Risk areas that results from the decertification of a previous accredited flood protection system that is determined to be in the process of being restored to provide base flood protection.
- V An area which is inundated by tidal floods with velocity (coastal high hazard area). No BFEs are provided. (See Manual for definition of Coastal High Hazard Area).
- V1-V30 Identical to V zone, but BFEs are provided.
- VE The new designation for V1-V30 zones.
- VO An area having shallow water depths and/or unpredictable flow paths between 1 and 3 feet with velocity.

Base Flood Depth (BFD) - The depth shown on the Flood Insurance Rate Map (FIRM) for Zone AO that indicates the depth of water above highest adjacent grade resulting from a flood that has a 1 percent chance of equaling or exceeding that level in any given year.

Base Flood Elevation (BFE) - The elevation shown on the Flood Insurance Rate Map (FIRM) for Zones AE, AH, A1-A30, V1-V30, and VE that indicates the water surface elevation resulting from a flood that has a 1 percent chance of equaling or exceeding that level in any given year.

Note: When there is a federally insured loan, it is a requirement that flood insurance be purchased if the property is located in a Special Flood Hazard Area.

- **Moderate or Minimal Flood Hazard Areas are areas that are between the 100 year and 500 year flood boundaries. Historically, 25-30% of claims paid by the NFIP are for flood damage in areas identified as having only "moderate" and "minimal" risk of flood.**

B, C, X and D are all Moderate and Minimal Flood Hazard Areas. Areas of moderate or minimal hazard subject to flooding from severe storm activity or local drainage problems. These zones may be lightly shaded or not shaded on the FIRM. (Zone X is used on new and revised maps in place of Zones B and C.)

X Shaded Areas: Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

D An area where the flood hazard is undetermined and is usually very sparsely populated.

Note: The designation of Zone D can also be used for rating when one community incorporates portions of another community's area where no map has been prepared.

BUILDINGS LOCATED IN MORE THAN ONE FLOOD ZONE MUST BE RATED USING THE MORE HAZARDOUS ZONE.

MARSH

Craig Morris
Senior Vice President

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July 27, 2007

Mr. Al Gorski
Manager, Risk Management
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863-1584

Subject:
December 1, 2007 Property Risk Review and Renewal Strategy Plan

Dear Al:

Thank you for the time you and Lorie spent with me on Thursday, July 19, 2007 to outline your renewal goals and objectives for OCTA's December 1, 2007 Property insurance renewal. The following summarizes our discussion.

Recap of Risk Identification Review Discussion:

- Since December 2006, OCTA has added 3 buildings located at 1514 – 1520 Lincoln Ave. in Anaheim, CA occupied by automotive repairs businesses. This asset was deeded to OCTA by Caltrans when the I-5 freeway was expanded. The real property replacement cost is valued at \$534,837.
- Caltrans will also deed a 3-4 acre land parcel in Buena Park to OCTA in August. While there are no improvements on the land, it is being leased to a construction company for storage of their equipment.
- OCTA has purchased 299 new 40 foot, CNG buses valued at approximately \$400,000 each. They will be added to your fleet of revenue buses to replace your older fleet. The older buses will be added to your fleet of contingency buses. You expect to begin adding 5 buses to your active fleet per month beginning in August. Once completed, you will have approximately 150 buses in your contingency fleet. In 2009 you expect to begin replacing your articulating buses.
- OCTA owns railroad right of way, but the cities own stations served by Metrolink and other rail operators.
- Measure M, the ½ cent sales tax approved by the voters in 1990 to improve transportation in the County has been renewed and will provide OCTA with \$11.8 billion over the next 30 years beginning in 2011.
- OCTA plans to transition from LNG to CNG as the fuel for operating buses.



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Mr. Al Gorski
Orange County Transportation Authority

Recap of Renewal Strategy Meeting Discussion and Deliverables:

- We reviewed OCTA's current property insurance program.
 - Coverage was moved to Travelers last year due to their ability to provide broader coverage and at a more competitive price than what your previous carrier, CNA, was able to offer. Coverage for loss or damage caused by Flood is now provided with limits of \$5,000,000 except a sublimit of \$2,500,000 applies for flood losses occurring in Flood Zones A, B and shaded X (Attached - OCTA Flood Zones by Location). OCTA's bus bases in Santa Ana, Anaheim and Garden Grove are located in these higher risk flood zones due to their increased susceptibility to flood by the Santa Ana River. Earthquake insurance was considered last year but not accepted due to the high cost of the coverage.
 - Other coverage improvements include Terrorism, Civil Authority, Ingress/Egress, water damage from leaking fire sprinkler pipes caused by an earthquake, Valuable Papers and Boiler & Machinery.
 - The property program policy limit was increased to \$200,000,000 to provide catastrophic loss protection at the Santa Ana bus base, OCTA's single largest property value location. Coverage includes damage to real & personal property, including your fleet of buses while located at a bus base.
 - The annual premium is \$236,585 based upon \$577,037,482 total insurable values and a \$.0410 composite rate per \$100 of insurable values.
 - A \$25,000 deductible applies to each loss except there is a \$50,000 deductible for loss or damage to buses while on a base.
- OCTA's loss experience has been excellent as you have never submitted a property damage claim to your property carrier. This experience makes OCTA an attractive risk to property insurance carriers.
- The non-catastrophe property insurance marketplace is more flexible and competitive than it has been in years, due in part to the record profits obtained in 2006. Although insurers are forced to scrutinize their books of business more closely, they do not seem to be dissuaded from writing programs, which sparks increased competition, a likely indicator of a stabilizing and softening insurance marketplace. There is adequate capacity of property insurance brought on by new carriers entering the marketplace looking to capitalize on the improved market conditions. Based upon the state of the current marketplace, OCTA should expect a flat to 10% decrease in renewal rates.

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- The goals for the renewal are:
 - Increase the policy limit to \$225,000,000 for added catastrophic loss protection.
 - Obtain proposals for \$10,000,000 of earthquake insurance as this is currently an uninsured risk for OCTA.
 - Increase Extra Expense coverage to \$5,000,000 to cover OCTA's increased cost to operate your buses after loss or damage to one of your bases.
 - Increase the existing Flood coverage to \$10,000,000 for the high risk flood zones where your bus bases are located.
 - Seek quotes for \$50,000 and \$100,000 deductible options
 - Reduce the deductible for buses while at a base from \$50,000 to \$25,000
 - Lower the property composite rate below \$.04 per \$100 of insured value

- We agreed to fully market OCTA's Property Insurance risk to all markets A-7 or better that have experience with transit agencies. Specifically we will seek proposals from the following markets:
 - Travelers Ins. Co (incumbent carrier)
 - Allianz
 - CNA
 - Liberty Mutual
 - Affiliated FM
 - Axis
 - Beazley
 - XL Ins. Co.
 - Lexington Ins. Co.
 - Chubb
 - Fireman's Fund
 - Zurich

In approaching these markets on your behalf, you have further directed Marsh to disclose the following information as part of our negotiating process:

- The names of the incumbent insurers and other prospective insurers to prospective insurers;
- Provide a specific price, range of prices or prioritization of terms that you seek in purchasing insurance;
- The structure, language and/or pricing of the expiring policy;
- Disclose aspects of the quote (including price, structure, and/or policy language) of a prospective insurer to other prospective insurers.

If during the marketing process you would like Marsh to provide the incumbent carriers with an opportunity to submit an improved quote after all other competing final quotes have been

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Orange County Transportation Authority

received, sometimes referred to as a "last look" please provide me with written direction to that effect.

In order to submit OCTA's risks to the property insurance marketplace and obtain proposals from the carriers we will need an updated list of locations and statement of values. We agreed to follow Marshall & Swift's average inflationary index of 4% to bring OCTA's fixed real property values to 2007 amounts. OCTA's business personal property and upcoming fleet replacement cost values will also be updated to reflect any recent purchases or dispositions. We will use the August 2007 OCTA accounting department fixed asset report to provide updated business personal property values.

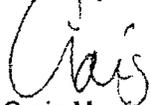
Our agreed upon timeline reflects these key dates:

Property Insurance

- | | |
|--|----------|
| ▪ Renewal Strategy Meeting | 07/19/07 |
| ▪ Fact Sheet due | 08/10/07 |
| ▪ Staff Report due | 08/17/07 |
| ▪ Updated renewal information from OCTA | 08/20/07 |
| ▪ Renewal specifications sent to market | 08/24/07 |
| ▪ F&A Committee Meeting | 09/12/07 |
| ▪ Board Meeting | 09/24/07 |
| ▪ Carrier quotes due | 10/24/07 |
| ▪ Presentation to OCTA Risk Management | 10/31/07 |
| ▪ Approval from OCTA to bind coverage | 11/14/07 |
| ▪ Provide confirmation of coverage to OCTA | 11/28/07 |
| ▪ Coverage renews | 12/01/07 |

It was very beneficial for us to meet and we appreciate the time you spent with us. We look forward to a successful renewal of your program.

Sincerely,



Craig Morris
Senior Vice President



MEMO

September 18, 2007

To: Members of the Board of Directors
From: ^{WK} 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.



September 20, 2007

To: Legislative and Government Affairs/Public Communications Committee

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

Subject: Bus Rapid Transit Market Analysis

Overview

The Orange County Transportation Authority is planning to deliver three bus rapid transit routes by the end of 2010. This report presents a market overview and identifies the potential target markets and marketing strategies for this service.

Recommendation

Receive and file as an information item.

Background

On October 14, 2005, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the Bus Rapid Transit (BRT) Implementation Strategy and authorized the design and implementation of a BRT program. OCTA's implementation of BRT will be introduced consecutively on three major corridors:

- Harbor Boulevard from Fullerton to Costa Mesa (operational in late 2008)
- Westminster/17th from Long Beach to Santa Ana (operational late 2009)
- 28-miles from Brea to Irvine (operational in late 2010)

As the country's twelfth busiest transit system, OCTA operates a family of transit services that includes local bus service, StationLink, and express service. Implementation of BRT is a natural progression of service development to serve a growing population and employment base in some of the high-density corridors in Orange County. The principal characteristics of BRT will be fewer stops, frequent weekday service, transit signal priority, real time passenger information, enhanced stations, and unique branding. The benefits which are expected to result from BRT are ridership growth and improved market penetration.

Discussion

Market Analysis

To better understand the ridership potential and develop effective marketing strategies, an analysis of the three BRT corridors' population and employment have been conducted. The analysis includes major key segments and their corresponding characteristics as identified below.

- Employment (Trip Destinations)

One of the major purposes for transit usage is to the home to work trip. According to OCTA's 2001 Customers On-Board Survey, 55 percent of trip destinations are work locations. The employer pool along the three proposed BRT corridors is expansive and comprised of a wide array of business types. The table below provides information about employment along the three proposed BRT corridors. Attachment A identifies the employment distribution pattern of those employers within one-third of a mile of each of the three proposed BRT corridors.

BRT Corridor	Harbor	Westminster	28 Mile
Total Employers	8,593	3,797	9,084
Total Employees	82,569	38,493	165,555
Services	43%	37%	37%
Retail	23%	13%	14%
Manufacturing	14%	16%	13%
Other	20%	34%	36%

- Residential (Trip Origins)

Data drawn from the Center for Demographic Research, California State University Fullerton's 2004 Orange County Projections shows a diverse and growing population resides within one-third mile of the proposed BRT corridors. Some demographic characteristics of the population are identified below. Attachment B shows the population distribution pattern within one-third of a mile within the three BRT corridors.

1. Population

BRT Corridors	Population 2005	Population 2010	Change #	Change %
Harbor	148,200	151,164	2,964	2%
Westminster	107,476	109,625	2,149	2%
28 Mile	126,350	128,877	2,527	2%

2. Ethnicity

BRT Corridors	Harbor	Westminster	28 Mile
Hispanic	52%	52%	57%
Asian	10%	20%	11%
Caucasian Non Hispanic	33%	25%	30%
Other	5%	3%	2%

Attachments C, D, and E show the population distribution by ethnicity along each of the three proposed BRT corridors.

3. Age

BRT Corridors	Harbor	Westminster	28 Mile
under 18 years old	29%	30%	30%
18 – 39 years old	42%	36%	40%
40 - 64 years old	22%	22%	24%
Over 65 years old	7%	12%	6%

4. Household Income

According to the OCTA's 2005 Bus Customer Survey, the majority of customers (65 percent) have a household income of less than \$18,000. BRT offers another transit option to some potential customers who desire to make longer trips with less stops and reduced travel times. The table below shows the average household income for the three BRT corridors and Attachment F contains the distribution of household income along each of the three proposed BRT corridors.

BRT Corridors	Average Household Income
Harbor	\$58,420
Westminster	\$55,629
28 Mile	\$65,714

- Destinations

Besides going to work, transit users also ride to various destination points including schools, colleges, shopping centers, and medical facilities. According to OCTA's 2001 on-board survey, almost 30 percent of total bus trip destinations are non-employment. Many and varied destination locations surround the three proposed BRT corridors which presents a ridership potential for the BRT service. There are a total of 105 destinations along one-third mile of the Harbor BRT corridor, 71 along Westminster BRT

corridor, and 101 along the 28 mile BRT corridor. Attachment G exhibits destinations within one-third of a mile of the three BRT corridors.

Target Markets

Based on the market analysis, specific audiences would be targeted to maximize the results of marketing efforts. They are as follows:

- **Employers (Trip Destination)**
Many lower to medium-wage earners commute to service or retail jobs along the BRT lines. The key motivator for this target segment is access to faster, reliable, affordable, and reasonably convenient transportation. BRT offers an opportunity to penetrate the existing market and attract new customers.
- **Residences Along the Route (Trip Origins)**
BRT provides an option of travel to the residents and communities located along the route. Residents along the corridor would benefit by using the new convenient service to various destinations and/or transfer points.
- **College and Middle School/High School Students**
Middle, high school, and college students are traditionally a strong market for transit ridership because it is a commute option available at a low cost. In addition, transit provides an opportunity for students under 16 to gain independence in traveling.
- **Individual Travelers to Key Destinations**
Awareness of frequent connections to other OCTA operated local bus and rail services will be a key motivator for this target audience. Promotion of destinations along or near the route could be used to reach these potential users.
- **Ethnic Populations**
The proposed BRT service lines will cross into areas with populations that speak Spanish, Chinese, Vietnamese, and Korean. Historically, these ethnic groups are receptive to riding public transit when communication materials are provided in their native-languages.
- **Current Transit Users**
Both the current Metrolink and bus customers traveling to or from the BRT corridors will benefit and be encouraged to try the new BRT service.

In addition to end users, there are targeted facilitators of travel information. These are individuals and organizations that can communicate with and

disseminate information to potential BRT riders. Facilitators of information include: employers, media, office of tourism/travel information centers, municipal cities along BRT corridors, local community organizations, chambers of commerce, and major destinations.

Marketing Goals and Strategies

The primary goals of future marketing efforts are to create awareness of the service and expand transit market share through BRT. The following key strategies are being proposed to achieve the goals:

- **Branding**
To differentiate the new BRT service from the regular fixed route service, a unique branding/identity is being proposed. The branding strategy will imply the unique selling point of the service – travel time savings - through special service aspects such as limited stops and transit signal priority. In addition, the branding for the new BRT service will reflect and reinforce an OCTA family identity. The final branding program elements will be reflected on vehicles, bus stops/shelters, customer information, and promotional materials.
- **Outreach**
Personal outreach and education is proposed to be conducted through neighborhood open houses, employer fairs, seniors presentations, school presentations, and destinations outreach.
- **Advertising**
A cost-effective advertising mix including bus ads, on-line/email campaigns, city cable TV, and bill stuffers would be utilized to distribute service information.
- **Promotion**
Offering free rides to invite the public to sample new service has traditionally been effective in stimulating trial usage of services. Staff will return to the Board of Directors and recommend the Board authorize free rides to promote new services as launch date approaches.
- **Launch Event**
A bus unveiling and ribbon cutting ceremony will be conducted to kick off the new service. This is an excellent opportunity for elected officials to address the audience and to maximize awareness and public education.
- **Cooperative Marketing**
Partnerships with local businesses, large employers, and community organizations create a marketing opportunity that can be of mutual benefit to both BRT and BRT's partners.

Summary

In anticipation of the start of operating BRT bus services, a market analysis was developed. This information will to assist OCTA in conducting a successful launch of BRT services.

Attachments

- A. Employment within 1/3 mile of BRT Corridors
- B. Population within 1/3 mile of BRT Corridors
- C. Percentage of Hispanic or Latino Population within 1/3 mile of BRT Corridors
- D. Percentage of Caucasian Non Hispanic Population within 1/3 mile of BRT Corridors
- E. Percentage of Asian Population within 1/3 mile of BRT Corridors
- F. Average Household Income within 1/3 mile of BRT Corridors
- G. Destinations within 1/3 mile of BRT Alignments

Prepared by:



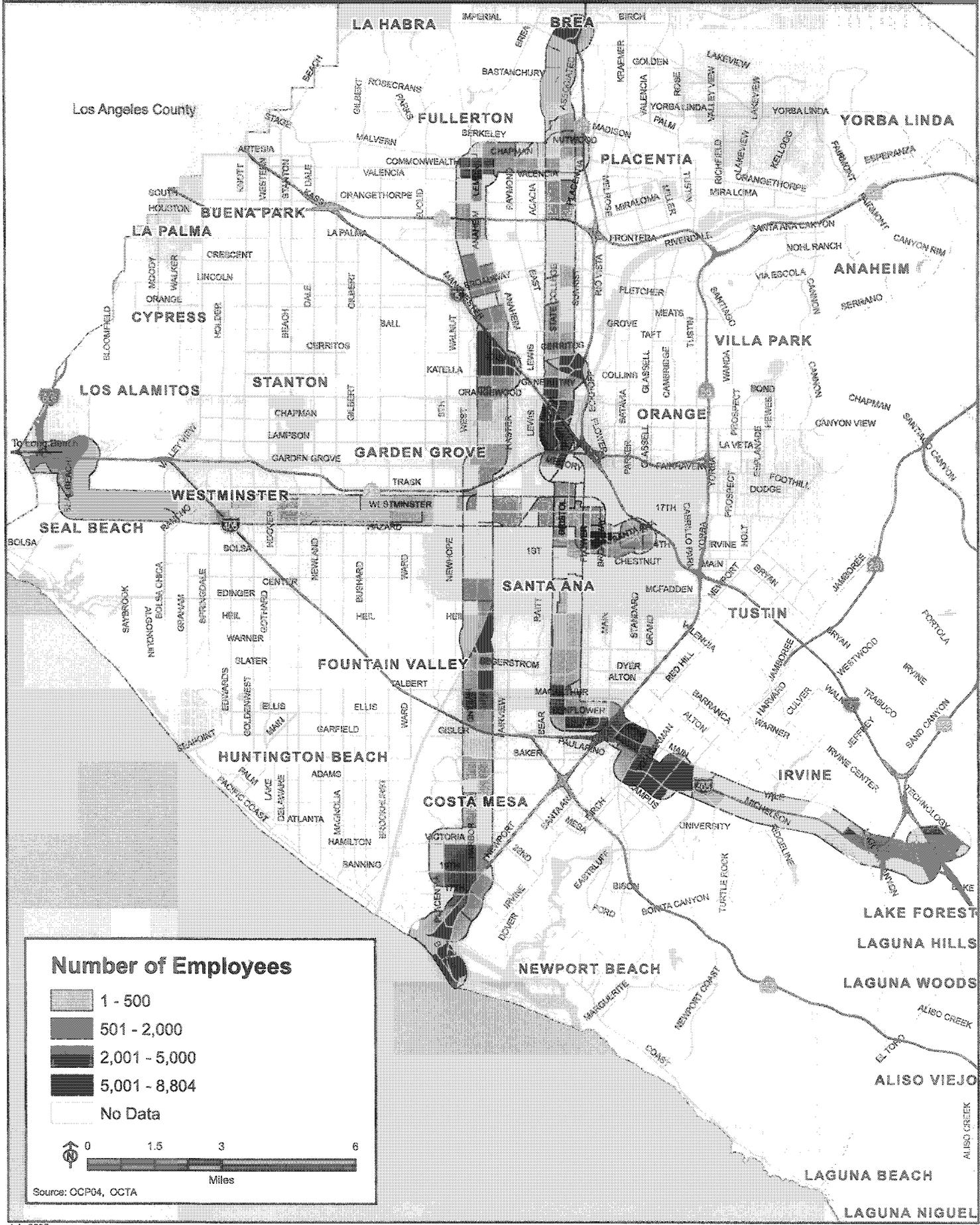
Stella Lin
Manager, Marketing
(714) 560-5342

Approved by:

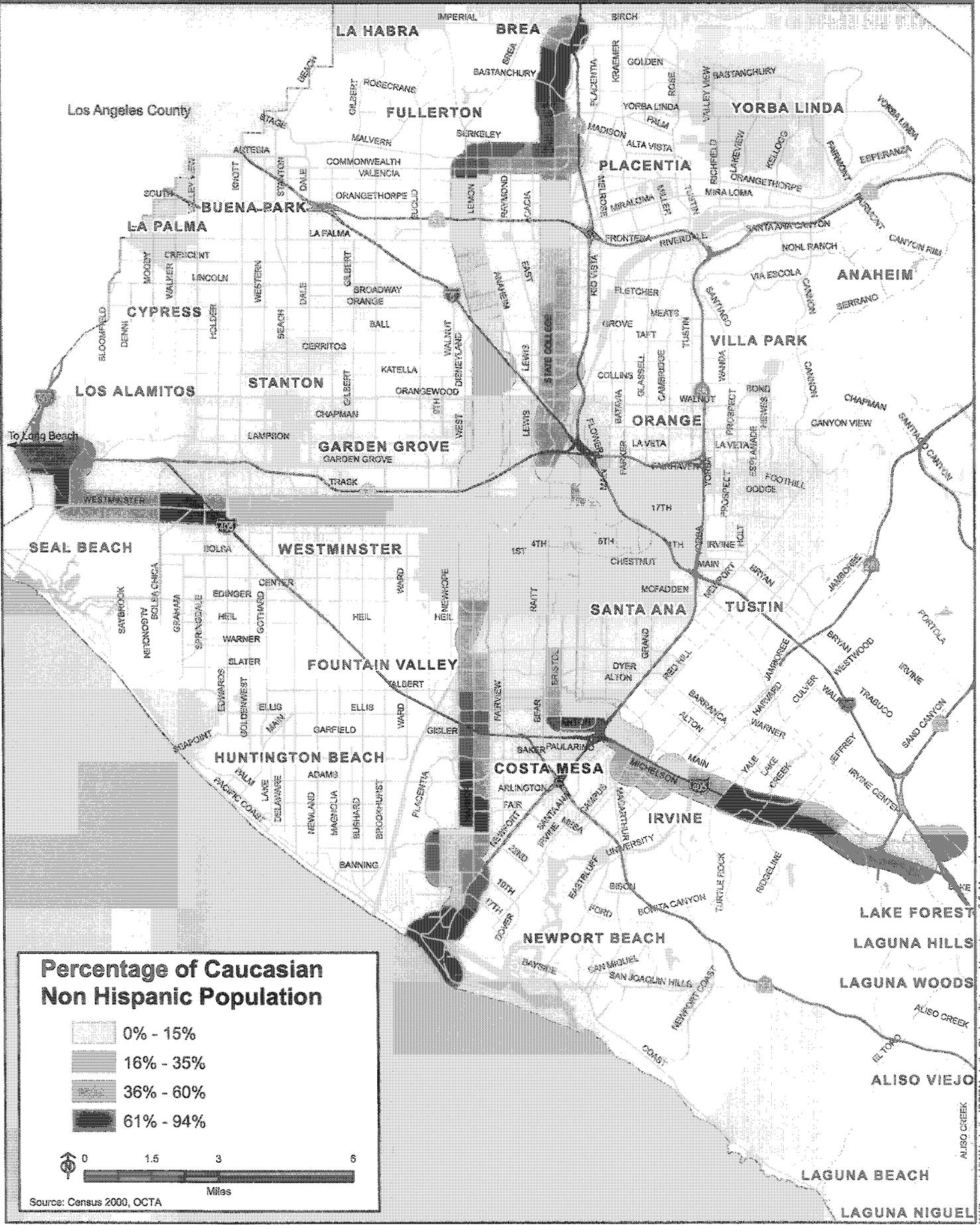


Ellen S. Burton
Executive Director, External Affairs
(714) 560-5923

Employment within 1/3 mile of BRT Corridors

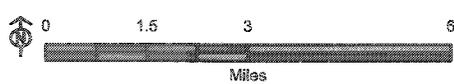


Percentage of Caucasian Non Hispanic Population within 1/3 mile of BRT Corridors



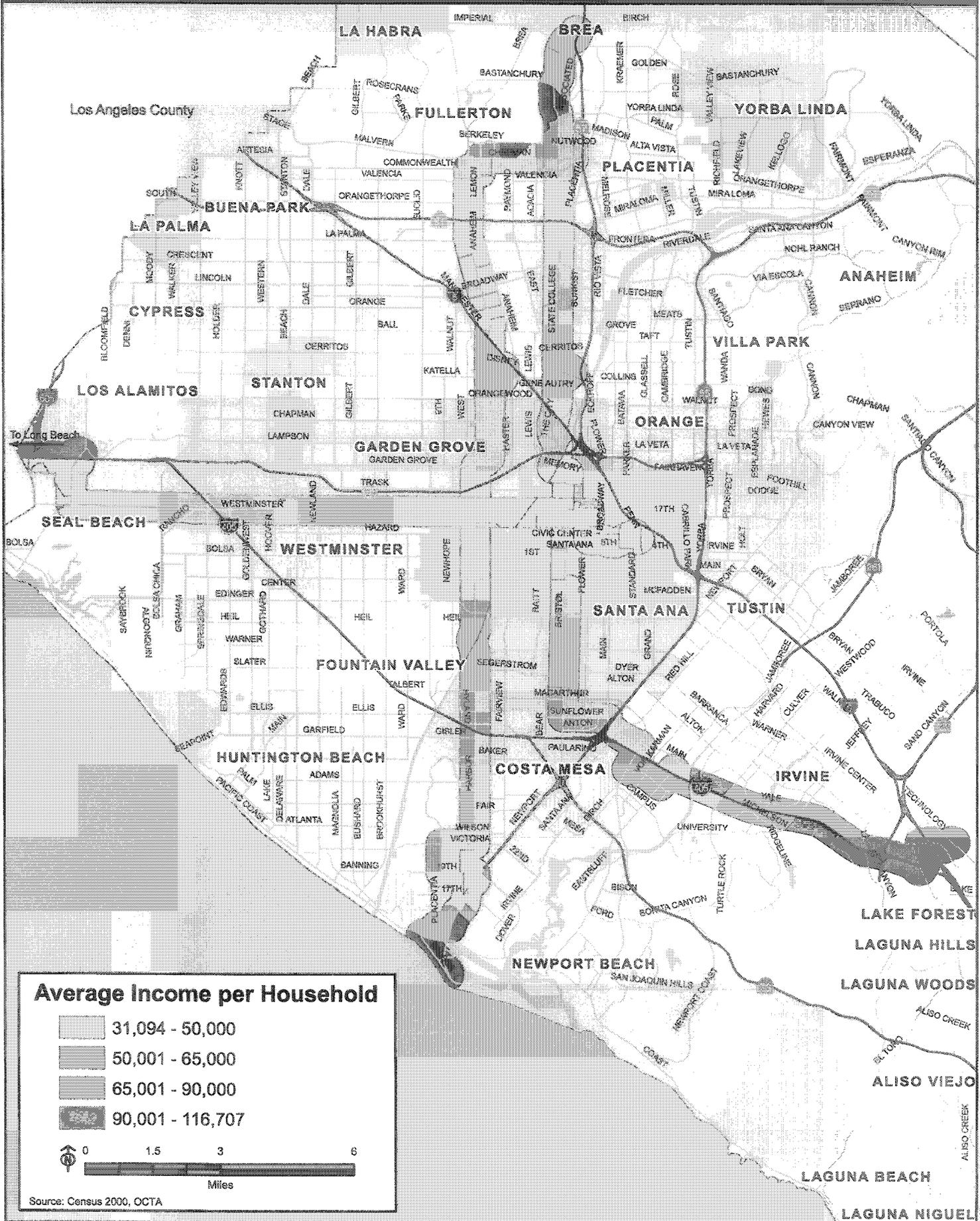
Percentage of Caucasian Non Hispanic Population

- 0% - 15%
- 16% - 35%
- 36% - 60%
- 61% - 94%

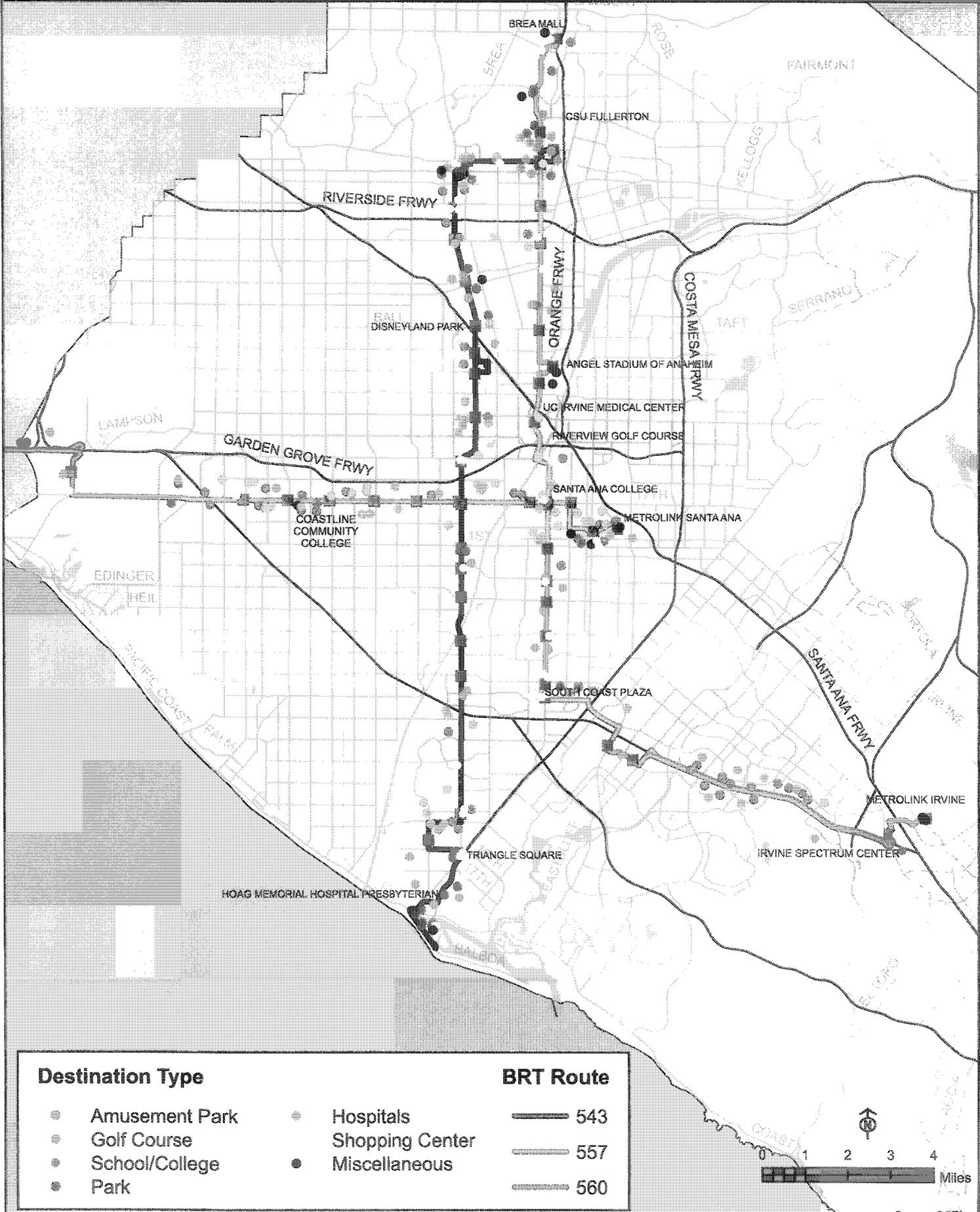


Source: Census 2000, OCTA

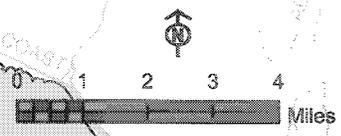
Average Household Income within 1/3 mile of BRT Corridors



Destinations Within 1/3 Mile of BRT Alignments



Destination Type		BRT Route	
● Amusement Park	● Hospitals	— 543	
● Golf Course	● Shopping Center	— 557	
● School/College	● Miscellaneous	— 560	
● Park			



Source: OCTA



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
WK
From: Wendy Knowles, Clerk of the Board
Subject: Request for Proposals for the Technology Elements of Bus Rapid Transit Project

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendations

- A. Approve the proposed evaluation criteria and weightings.
- B. Approve the release of a Request for Proposals for a consultant to design, furnish, and install the technology elements of the bus rapid transit project.



September 13, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Request for Proposals for the Technology Elements of Bus Rapid Transit Project

Overview

Staff has developed the proposed evaluation criteria weighting to initiate the competitive process to select a firm to provide design, furnish, and installation services for the technology elements of the bus rapid transit project.

Recommendations

- A. Approve the proposed evaluation criteria and weightings.
- B. Approve the release of a Request for Proposals for a consultant to design, furnish, and install the technology elements of the bus rapid transit project.

Background

In order to satisfy air quality commitments and provide more effective and efficient transit solutions to County citizens, the Orange County Transportation Authority (Authority) plans to launch a bus rapid transit (BRT) program to provide differentiated service for riders that travel longer distances over core County corridors. In addition to limited stops, the BRT planned in Orange County will differ from the local fixed-route service in the use of technology elements. These include Real Time Passenger Information Systems (RTPIS), which provide riders with bus arrival information in real time; and Traffic Signal Priority (TSP), which by communicating with traffic signal equipment, facilitates more efficient bus travel through the corridors.

On October 14, 2005, the Authority Board of Directors approved the BRT Implementation Strategy to provide BRT service. Subsequently, on June 11, 2007, the Board approved the Implementation Plan, which outlined the required procurements to implement the program.

Discussion

The procurement of the technology services will be handled in accordance with the Authority's policies and procedures for professional services and competitive procurements. The evaluation criteria for selecting a firm are based on meeting the Authority's requirements at the most competitive cost.

Staff requests approval of the evaluation criteria weighting which will be used to evaluate proposals received in response to the RFP. In developing the evaluation criteria, several factors were considered. The qualifications of the firm, as well as the staffing will define their level of experience in handling this type of project, as well as the type of individuals committed to the project. The proposing firms Work Plan will be its greatest measurement of project success. The Work Plan will demonstrate the depth of understanding and application of expertise for this project. The project budget allows \$41 million for technology elements. The Cost and Price will allow a fair comparison of the proposed solutions over the total life cycle of the project. (The life of the contract is anticipated to exceed five years given the warranty and maintenance options that are under consideration.) As a result, the recommended weighting is as follows:

Qualifications of Firm	20 percent
Staffing and Organization	20 percent
Work Plan	35 percent
Cost and Price	25 percent

Summary

Staff recommends approval of the proposed evaluation criteria and authorization to release a Request for Proposals for the technology elements of the bus rapid transit project.

Attachment

- A. DRAFT Request for Proposals (RFP) 7-1164 Bus Rapid Transit
Intelligent Transportation Systems and Transit Signal Priority Project

Prepared by:



Mark Schaff
BRT Interim Project Manager
(714) 560-5658

Approved by:



Beth McCormick
General Manager, Transit
(714) 560-5964



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement for Americans with Disabilities Act
On-Board Performance Monitoring

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-5-2581, between the Orange County Transportation Authority and Transit Access, in an amount not to exceed \$59,592, exercising the second option year for on-board performance monitoring.



September 13, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, ^{ML} Chief Executive Officer
Subject: Amendment to Agreement for Americans with Disabilities Act On-Board Performance Monitoring

Overview

The Orange County Transportation Authority has an agreement with Transit Access for on-board performance monitoring of ACCESS service. The scope of this contract includes on-board schedule checks, vehicle operator performance monitoring, on-time pull in and pull out checks, trip sheet auditing, and call center activity monitoring. Transit Access was retained in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. An amendment is necessary to exercise the second option term of this agreement.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement C-5-2581, between the Orange County Transportation Authority and Transit Access, in an amount not to exceed \$59,592, exercising the second option year for on-board performance monitoring.

Background

The Orange County Transportation Authority (Authority) provides complementary paratransit service, as required by the Americans with Disabilities Act (ADA), known as ACCESS. ACCESS and small bus fixed route service are operated under contract with Veolia Transportation. The ADA on-board performance monitoring program uses passenger volunteers to provide regular reporting of ADA compliance on ACCESS and contracted fixed route service. Passenger volunteers are identified by the contractor and provide feedback after completing travel on the bus. The volunteers report observations via a Transit Access website. Items reported may include schedule checking information, vehicle operator performance, and performance of ACCESS call center staff (Attachment A). Results from the performance monitoring enables staff to

effectively determine both strengths and weaknesses in the delivery of contracted service and the performance of the contractor.

Discussion

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

The original agreement, awarded on October 14, 2005, was a one-year agreement with four option terms, in the amount of \$56,000. In August 2006, the Board of Directors approved the first option term in the amount of \$57,600. Board approval is requested to exercise the second option term, in the amount of \$59,592. This will increase the total contract cost to \$173,192 (Attachment B).

Fiscal Impact

The additional work described in Amendment No. 2 to Agreement C-5-2581 was approved in the Authority's Fiscal Year 2007-08 Budget, Community Transportation Services, Account 2131-7519-D1228-8MK, and is funded through the Local Transportation Fund.

Summary

Staff recommends approval of Amendment No. 2, in the amount of \$59,592, to Agreement C-5-2581 with Transit Access for on-board performance monitoring of ACCESS and contracted fixed route service.

Attachments

- A. OCTA Metro Wheels Program Bus Service Report Card
- B. TRANSIT ACCESS Agreement C-5-2581 Fact Sheet

Prepared by:



Erin Rogers
Department Manager
Community Transportation Services
(714) 560-5367

Approved by:



Beth McCormick
General Manager, Transit
(714) 560-5964

**OCTA METRO WHEELS PROGRAM
BUS SERVICE REPORT CARD**

1 NAME

2 MONITOR ID #

3 DATE OF RIDE

4 ROUTE #

5 BUS #

6 OVERALL, HOW SATISFIED WERE YOU WITH THIS TRIP?
 5 - Very Satisfied
 4 - Somewhat Satisfied
 3 - Neither Satisfied nor Dissatisfied
 2 - Somewhat Dissatisfied
 1 - Very Dissatisfied

BOARDING THE BUS

7 TIME BOARDING:

BOARDING LOCATION

8 TRAVELING ON:

9 CROSS STREET:

10 WAS STOP ACCESSIBLE?
 Yes
 No

11 WERE YOU ABLE TO BOARD THIS BUS
 Yes
 No

EXITING THE BUS

12 TIME ALIGHTING:

ALIGHTING LOCATION (Where You Exited Bus)

13 TRAVELING ON:

14 CROSS STREET:

15 WAS STOP ACCESSIBLE?
 Yes
 No

VEHICLE

16 WAS EXTERIOR CLEAN?
 Yes
 No
 N/A - Unable to determine

17 WAS INTERIOR CLEAN?
 Yes
 No
 N/A - Unable to determine

18 WAS FAREBOX WORKING?
 Yes
 No

19 WAS THE TEMPERATURE COMFORTABLE?
 Yes
 No

20 WAS DESTINATION SIGN WORKING?
 Yes
 No
 N/A - Unable to determine

**IF THE BUS PICKED YOU UP
DID THE OPERATOR:**

21 STOP BUS WITH EASY ACCESS TO LIFT AREA?
 Yes
 No
 N/A - No Wheelchair User at Stop

22 SECURE MOBILITY DEVICE PROPERLY?
 Yes (3 or 4-Point securement of Mobility Device to the floor of bus)
 No
 N/A - Do not use wheelchair

23 ALLOW YOU TO BOARD ON LIFT STANDING?
 Yes
 No
 N/A - Not Requested

24 PROVIDE ASSISTANCE IF ASKED?
 Yes
 No

25 HELP YOU GET A SEAT IF ASKED?
 Yes
 No
 N/A - Not Requested

26 GIVE YOU TIME TO TAKE A SEAT BEFORE LEAVING THE STOP, IF ASKED?
 Yes
 No
 N/A - Not Requested

27 USE A CELL PHONE WHILE BUS WAS IN MOTION?
 Yes
 No

28 ACT IN COURTEOUS MANNER?
 Yes
 No

29 HAVE A NEAT APPEARANCE?
 Yes
 No
 N/A - Unable to determine

ON-BOARD CUSTOMER COMMUNICATION

30 WERE COPIES OF THE BUS BOOK OR INDIVIDUAL SCHEDULES AVAILABLE?
 Yes
 No
 N/A - Unable to determine

COMMENTS

www.octa.transitaccess.com

**OCTA METRO WHEELS PROGRAM
PARATRANSIT SERVICE REPORT CARD**

1 NAME
2 MONITOR ID #
3 DATE OF RIDE
4 BUS #
5 PICK-UP TIME WAS IN THE <input type="checkbox"/> a.m. <input type="checkbox"/> p.m.
6 OVERALL, HOW SATISFIED WERE YOU WITH THIS TRIP? <input type="checkbox"/> 5 - Very Satisfied <input type="checkbox"/> 4 - Somewhat Satisfied <input type="checkbox"/> 3 - Neither Satisfied nor Dissatisfied <input type="checkbox"/> 2 - Somewhat Dissatisfied <input type="checkbox"/> 1 - Very Dissatisfied

ON-TIME PERFORMANCE
7 ON-TIME PERFORMANCE (PICK-UP) <input type="checkbox"/> Early - Before Window <input type="checkbox"/> On-Time - Within 30 Minute Window <input type="checkbox"/> Late - 1-15 Min. After Window <input type="checkbox"/> Late - 16-30 Min. After Window <input type="checkbox"/> Late - Over 30 Min. After Window
8 IF SCHEDULED BASED ON ARRIVAL TIME, TRIP ARRIVED AT DESTINATION <input type="checkbox"/> On-Time (or early) <input type="checkbox"/> Late
9 WHAT WAS TOTAL TIME ON VEHICLE? <input type="checkbox"/> 90 minutes or less <input type="checkbox"/> Over 90 minutes
10 If over 90 minutes, how many minutes were you on the bus?

OPERATOR CONDUCT - DID THE DRIVER:
11 EXIT DRIVER'S SEAT AND WAIT AT THE DOOR TO OFFER ASSISTANCE? <input type="checkbox"/> Yes <input type="checkbox"/> No
12 PROVIDE SATISFACTORY ASSISTANCE? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Assistance Not Needed

OPERATOR CONDUCT - DID THE DRIVER:
13 SECURE MOBILITY DEVICE PROPERLY? <input type="checkbox"/> YES (3-point or 4-point securement of mobility device to the floor of bus) <input type="checkbox"/> No <input type="checkbox"/> N/A - Do not use mobility device
14 ALLOW YOU TO BOARD WITH SERVICE ANIMAL? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - No Service Animal on Trip
15 "KNEEL" THE BUS IF REQUESTED? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Not Requested
16 DRIVE SAFELY? <input type="checkbox"/> Yes <input type="checkbox"/> No
17 USE A CELL PHONE WHILE BUS WAS IN MOTION? <input type="checkbox"/> Yes <input type="checkbox"/> No
18 READ MAP OR OTHER MATERIAL WHILE BUS WAS IN MOTION? <input type="checkbox"/> Yes <input type="checkbox"/> No
19 HAVE A NEAT APPEARANCE? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Could not see Operator
20 ACT IN COURTEOUS MANNER? <input type="checkbox"/> Yes <input type="checkbox"/> No
21 CONDUCT NON-BUSINESS RELATED CONVERSATION? <input type="checkbox"/> Yes <input type="checkbox"/> No
22 WAS THE 2-WAY RADIO TURNED ON? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Unable to determine

www.octa.transitaccess.com

OCTA METRO WHEELS PROGRAM SAME DAY TAXI SERVICE REPORT CARD

1 NAME
2 MONITOR ID #
3 DATE OF RIDE
4 TAXI #
5 PICK-UP TIME:
6 OVERALL, HOW SATISFIED WERE YOU WITH THIS TRIP? <input type="checkbox"/> 5 - Very Satisfied <input type="checkbox"/> 4 - Somewhat Satisfied <input type="checkbox"/> 3 - Neither Satisfied nor Dissatisfied <input type="checkbox"/> 2 - Somewhat Dissatisfied <input type="checkbox"/> 1 - Very Dissatisfied

ON-TIME PERFORMANCE
7 ON-TIME PICK-UP <input type="checkbox"/> Within 5-60 Min Window <input type="checkbox"/> Late - 1-15 Min. After Window <input type="checkbox"/> Late - 16-30 Min. After Window <input type="checkbox"/> Late - 31+ Minutes After Window
8 TOTAL TIME IN TAXI? <input type="checkbox"/> 90 minutes or less <input type="checkbox"/> Over 90 minutes
9 If over 90 minutes, how many minutes where you in the taxi?

CONDITION OF VEHICLE
10 WAS INSIDE OF TAXI CLEAN? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Unable to determine
11 WAS OUTSIDE OF TAXI CLEAN? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Unable to determine
12 DID THE VEHICLE APPEAR TO BE IN GOOD WORKING ORDER (no unexpected sounds, smells, rattles, etc.) <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Unable to determine

ACCESSIBLE TAXI
13 WAS A WHEELCHAIR ACCESSIBLE TAXI PROVIDED IF REQUIRED? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Not Needed

TAXI DRIVER CONDUCT - DID THE DRIVER:
14 SECURE MOBILITY DEVICE PROPERLY <input type="checkbox"/> Yes (3 or 4-point securement of mobility device to the floor of taxi) <input type="checkbox"/> No <input type="checkbox"/> N/A - Do not use mobility device
15 ALLOW YOU TO BOARD WITH SERVICE ANIMAL? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Don't use Service Animal
16 DRIVE SAFELY? <input type="checkbox"/> Yes <input type="checkbox"/> No
17 USE A CELL PHONE WHILE TAXI WAS IN MOTION? <input type="checkbox"/> Yes <input type="checkbox"/> No
18 READ MAP OR OTHER MATERIAL WHILE TAXI WAS IN MOTION? <input type="checkbox"/> Yes <input type="checkbox"/> No
19 HAVE A NEAT APPEARANCE? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Unable to determine
20 ACT IN COURTEOUS MANNER? <input type="checkbox"/> Yes <input type="checkbox"/> No
21 GIVE ASSISTANCE WHICH WAS APPROPRIATE, IF ASKED? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Assistance Not Needed

COMMENTS

FARE COLLECTION
22 WAS METER WORKING? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Unable to determine
23 WAS FINAL FARE THE SAME AS QUOTED FARE BEFORE TRIP STARTED? <input type="checkbox"/> Yes <input type="checkbox"/> No
24 DID DRIVER COLLECT THE PROPER FARE (First \$2.25, Anything Over \$10.00) <input type="checkbox"/> Yes <input type="checkbox"/> No

TAXI DISPATCH CALLS
Did the taxi dispatcher...
25 DID TAXI COMPANY CALL YOU ON VEHICLE APPROACH (if at home or if you have a cell phone)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Not at home/did not have cell phone
26 GIVE YOU AN ESTIMATED TIME OF <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - ETA not required
27 WAS ESTIMATED TIME OF ARRIVAL (ETA) ACCURATE TO WITHIN 10 MINUTES? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - ETA not given
28 RESOLVE PROBLEM IN ONE CALL? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A - Not a Ride Check Call
29 MINUTES BEFORE PROBLEM RESOLVED? <input type="checkbox"/> Under 5 <input type="checkbox"/> Between 6-10 <input type="checkbox"/> Not Resolved

**TRANSIT ACCESS
Agreement C-5-2581 Fact Sheet**

1. October 14, 2005, Agreement C-5-2581, \$56,000, approved by Board of Directors.
 - ADA on-board performance monitoring, initial term November 1, 2005 through October 31, 2006
2. August 24, 2006, Amendment No. 1 to Agreement C-5-2581, \$57,600, approved by Board of Directors.
 - Exercise the first option year, November 1, 2006 through October 31, 2007
3. August 23, 2007, Amendment No. 2 to Agreement C-5-2581, \$59,592, pending approval by Board of Directors.
 - Exercise the second option year, November 1, 2007 through October 31, 2008

Total committed to Transit Access, Agreement C-5-2581: \$173,192.



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Agreement for Joint Sealant Replacement for Concrete Pavement at the Anaheim Base

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-1031 between the Orange County Transportation Authority and Pacific Waterproofing & Restoration, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$177,177, for joint sealant replacement at the Anaheim Base.



September 13, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, ^M Chief Executive Officer
Subject: Agreement for Joint Sealant Replacement for Concrete Pavement at the Anaheim Base

Overview

Modifications are needed at the Anaheim Base to replace deteriorated joint sealant to prevent contamination and debris from leaking into the concrete pavement joints. The project is ready for construction and Board of Directors authorization is requested.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-1031 between the Orange County Transportation Authority and Pacific Waterproofing & Restoration, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$177,177, for joint sealant replacement at the Anaheim Base.

Background

The Orange County Transit District, predecessor to the Orange County Transportation Authority (Authority), completed construction of the Anaheim Base in 1983. Replacement of joint sealant for the concrete pavement at the Anaheim Base is required to prevent surface runoff and debris from leaking into the pavement joints, which leads to soil contamination and increased pavement deterioration.

Discussion

This procurement was handled in accordance with the Authority's procedures for public works and construction projects, which conform to state requirements. Public work projects are handled as sealed bids and award is made to the lowest responsive, responsible bidder. On July 20, 2007, the project was posted on CAMM NET. The project was advertised on July 27 and July 30, 2007, in a

newspaper of general circulation. A pre-bid conference and job walk was held on July 30, 2007, and was attended by nine contractors. On August 20, 2007, seven bids were received. All bids were reviewed by staff from 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 three low bids received. State law requires award to the lowest responsive, responsible bidder.

<u>Firm and Location</u>	<u>Bid Price</u>
Pacific Waterproofing & Restoration, Inc. Pomona, California	\$177,177
Perse Construction Company Pomona, California	\$179,521
Olympic Painting Company. Granada Hills, California	\$194,000

Fiscal Impact

The project was approved in the Authority's Fiscal Year 2007-08 Budget, Development, Account 1722-9022-D3103-DQ9, and is funded through the Orange County Transit District.

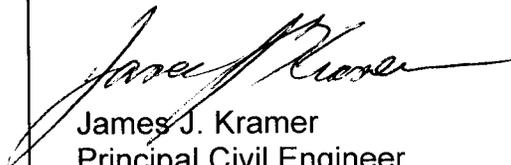
Summary

Staff has reviewed all bids received and recommends the approval of Agreement C-7-1031, in the amount of \$177,177, with Pacific Waterproofing & Restoration, Inc., the lowest responsive, responsible bidder for joint sealant replacement at the Anaheim Base.

Attachment

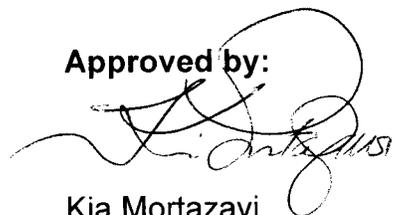
None.

Prepared by:



James J. Kramer
Principal Civil Engineer
(714) 560-5866

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Agreement for Structural Modifications and Waterproofing at the Anaheim Base Parking Structure

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0971 between the Orange County Transportation Authority and Kitson Specialty Contracting, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$597,775, for structural modifications and waterproofing at the Anaheim Base parking structure.



September 13, 2007

To: Transit Planning and Operations Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Agreement for Structural Modifications and Waterproofing at the Anaheim Base Parking Structure

Overview

Modifications are required at the Anaheim Base parking structure to provide structural modifications and waterproofing to address existing, as well as, further deterioration of the concrete parking structure. The project is ready for construction and Board of Directors authorization is requested.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-7-0971 between the Orange County Transportation Authority and Kitson Specialty Contracting, Inc., the lowest responsive, responsible bidder, in an amount not to exceed \$597,775, for structural modifications and waterproofing at the Anaheim Base parking structure.

Background

The Orange County Transit District, predecessor to the Orange County Transportation Authority (Authority), completed construction of the Anaheim Base in 1983. In 1993, the parking structure was retrofitted to improve seismic safety. In 2002, sealing of the upper parking level was completed to prevent structural deterioration of the parking structure. Small pieces of concrete (spalling) were observed to have cracked and fallen from the concrete structure. On August 1, 2005, the Authority executed a contract task order (CTO) with Miralles Associates, Inc., to provide structural assessment of the parking structure due to excessive water leaking through the upper parking structure concrete deck and to evaluate concrete spalling occurring at the concrete girders. Miralles Associates, Inc., submitted a structural assessment report on August 16, 2005. The report concluded that the structure was safe, but recommended further investigation into the water leakage and spalling issues. On June 29, 2006, the Authority executed a CTO

with Miralles Associates, Inc., to provide recommendations to mitigate the findings in the previous report. On September 12, 2006, the consultant submitted a comprehensive structural assessment report of the parking structure. On January 17, 2007, the Authority executed a CTO with Miralles Associates, Inc., for design and construction support services to implement the mitigations recommended in the September 12, 2006, report. The project consists of sealing cracks, waterproofing the upper concrete deck slab, repairing concrete spalls, and installing fiber wrap on the girders to prevent future concrete spalling.

Discussion

This procurement was handled in accordance with the Authority's procedures for public works and construction projects, which conform to state requirements. Public work projects are handled as sealed bids and award is made to the lowest responsive, responsible bidder. On June 21, 2007, Invitation for Bids 7-0971 was released and posted on CAMM NET, and an electronic notification was sent to 573 firms. The project was advertised on June 25 and July 2, 2007, in a newspaper of general circulation. A pre-bid conference was held on June 28, 2007, and was attended by three contractors. Addenda Nos. 1, 2, 3, and 4 were issued July 19, July 25, August 2, and August 9, 2007, respectively, to approve alternate equivalent products, respond to questions, extend the bid date, address administrative issues, and provide clarifications to the plans and specifications. On August 15, 2007, three bids were received. All bids were reviewed by staff from 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 three bids received. State law requires award to the lowest responsive, responsible bidder.

<u>Firm and Location</u>	<u>Bid Price</u>
Kitson Specialty Contracting, Inc. Santa Fe Springs, California	\$597,775
Dumark Corporation Placentia, California	\$618,000
Olympic Painting Granada Hills, California	\$893,000

Fiscal Impact

The project was approved in the Authority's Fiscal Year 2007-08 Budget, Development, Account 1722-9022-D3103-DQ8, and is funded through the Orange County Transit District.

Summary

Staff has reviewed all bids received and has determined that Kitson Specialty Contracting, Inc., is the lowest responsive, responsible bidder for structural modifications and waterproofing at the Anaheim Base parking structure with a bid amount of \$597,775.

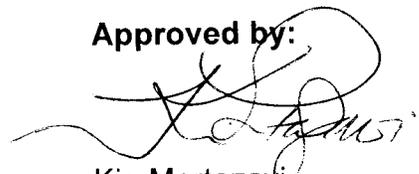
Attachment

None.

Prepared by:


James J. Kramer, P.E.
Principal Civil Engineer
(714) 560-5866

Approved by:


Kia Mortazavi
Executive Director, Development
(714) 560-5741



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
WK
From: Wendy Knowles, Clerk of the Board
Subject: Agreement for Maintenance Uniform Rental and Cleaning Services

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute blanket Purchase Order C-71000 between the Orange County Transportation Authority and Prudential Overall Supply, in an amount not to exceed \$267,660, for maintenance uniform rental and cleaning service for a three-year period with one option year.



September 13, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, ^{ATL by CT} Chief Executive Officer
Subject: Agreement for Maintenance Uniform Rental and Cleaning Service

Overview

The Orange County Transportation Authority provides approximately 400 union employees with uniform rental and cleaning services in order to comply with maintenance union requirements. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. The current agreement expires on October 31, 2007.

Recommendation

Authorize the Chief Executive Officer to execute blanket Purchase Order C-71000 between the Orange County Transportation Authority and Prudential Overall Supply, in an amount not to exceed \$267,660, for maintenance uniform rental and cleaning service for a three-year period with one option year.

Background

In accordance with the collective bargaining agreements between the Orange County Transportation Authority (Authority) and Teamsters Union, Local 952, and the Transportation Communications International Union, the Authority shall provide uniforms and cleaning service for all maintenance employees. Uniforms for maintenance personnel are required to perform the daily tasks of maintaining revenue and non-revenue vehicles and the distribution of equipment, parts, and facility repairs. To facilitate this requirement, the Authority requires the services of a qualified firm to service this need.

Discussion

This procurement was handled in accordance with the Authority's procedures for sealed bids. An Invitation for Bids (IFB) was advertised on July 9 and July 12, 2007, in the Orange County Register. On July 9, 2007, an IFB was

**Agreement for Maintenance Uniform Rental and Cleaning Page 2
Service**

issued and an electronic notice was sent to 44 firms that were registered on CAMM NET. No pre-bid meeting was held for this procurement.

On August 28, 2007, two bids were received. The firm that offered the lowest responsive, and responsible bid is recommended for the award.

Firm and Location

Prudential Overall Supply
Irvine, California
\$267,660

Unifirst Corporation
Norwalk, California
\$338,640

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2007-08 Budget, Transit Division, Maintenance Department, under various accounts, and is funded through the Local Transportation Fund.

Summary

Staff recommends award of Purchase Order C-71000 to Prudential Overall Supply, in an amount not to exceed \$267,660, for maintenance uniform rental and cleaning service.

Attachment

None.

Prepared by:



Lloyd R. Banta
Acting Manager, Maintenance
(714) 560-5975

Approved by:



Beth McCormick
General Manager, Transit
(714) 560-5964



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement for Bus Stop Maintenance

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-3-0810 between the Orange County Transportation Authority and ShelterCLEAN, Inc., in an amount not to exceed \$1,000,000, to exercise the final option year to perform ongoing preventive and corrective maintenance at each of the Orange County Transportation Authority's bus stop locations.



September 13, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Agreement for Bus Stop Maintenance

Overview

The Orange County Transportation Authority's bus stop maintenance program ensures that bus stops are safe, clean, and in good order. The program includes preventive maintenance of each bus stop location along an assigned route, installation and relocation of stops, removal of discontinued bus stop signs and posts, and placement of red curb. On October 27, 2003, the Board of Directors approved an agreement with ShelterCLEAN, Inc., in the amount of \$3,000,000, to provide the services for a three-year period with two one-year options. ShelterCLEAN, Inc. was retained in accordance with procurement procedures for professional and technical services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-3-0810 between the Orange County Transportation Authority and ShelterCLEAN, Inc., in an amount not to exceed \$1,000,000, to exercise the final option year to perform ongoing preventive and corrective maintenance at each of the Orange County Transportation Authority's bus stop locations.

Background

The Orange County Transportation Authority's (Authority) Stops and Zones Section is responsible for maintaining the approximately 6,550 bus stops located in 46 individual jurisdictions within Orange and Los Angeles counties. Since September 1, 1994, the bus stop maintenance program has been outsourced to the private sector.

When performing preventive maintenance, the contractor inspects each bus stop location along an assigned route and takes any steps required ensuring that the stop is safe, clean, and in good order. Typical activities could include repairing or replacing a missing bus stop sign and post, removing trash or debris, emptying

trash receptacles, removing graffiti, and reporting any safety related issues to the proper agency or jurisdiction.

In addition to the preventive maintenance cycles, the contractor is responsible for installing new stops, relocating stops, removing discontinued bus stop signs and posts, and placing red curbs. On a weekly basis, 2,500 of the 6,550 stops, which are considered "trash hot spots," are serviced to remove trash/debris and eradicate graffiti.

The amendment being requested is for \$222,700 less than last year due to several reductions in service. Some money last year was for solar light installation, steam cleaning bus stops, and 500 extra stops on the trash hot spot list.

Discussion

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

The original agreement awarded on October 27, 2003, was in the amount of \$3,000,000. This agreement has been amended previously (Attachment A). The amendments were made to the Scope of Work with no increase in cost and to exercise the first option year. Amendment No. 4, in the amount of \$1,000,000, will increase the total agreement amount to \$5,222,700.

Fiscal Impact

The additional work described in Amendment No. 4 to Agreement C-3-0810 was approved in the Authority's Fiscal Year 2007-08 Budget, Transit Division, Maintenance Department, 2166-7612-D3107-2WM, and is funded through Local Transportation Funds.

Summary

Staff recommends approval of Amendment No. 4, in the amount of \$1,000,000, to Agreement C-3-0810 with ShelterCLEAN, Inc.

Attachment

- A. ShelterCLEAN, Inc. Agreement C-3-0810 Fact Sheet

Prepared by:



Lloyd Banta
Acting Department Manager, Maintenance
(714) 560-5975

Approved by:



Beth McCormick
General Manager, Transit
(714) 560-5964

ATTACHMENT A

ShelterCLEAN, Inc. Agreement C-3-0810 Fact Sheet

1. October 27, 2003, Agreement C-3-0810, \$3,000,000, approved by Board of Directors.
 - Provided maintenance services for the Authority bus stops and zones for a three-year period.
2. February 5, 2004, Amendment No. 1 to Agreement C-3-0810, no increase, approved by purchasing agent.
 - Added service change task pricing as Task 3.31 to Attachment A of the agreement (firm fixed unit pricing sheet).
3. January 23, 2006, Amendment No. 2 to Agreement C-3-1810, no increase, approved by purchasing agent.
 - Added 11 additional service change tasks to Attachment A of the agreement (firm fixed unit pricing sheet).
4. September 25, 2006, Amendment No. 3 to Agreement C-3-1810, \$1,222,700, approved by Board of Directors.
 - Exercised the first option year.
5. September 24, 2007, Amendment No. 4 to Agreement C-3-1810, \$1,000,000, pending approval by Board of Directors.
 - Exercise the second and final option year.

Total committed to ShelterCLEAN, Inc., Agreement C-3-1810: \$5,222,700.



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Request for Title Transfer of Surplus Vehicles for Golden Guardian 2007 Security Exercise

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendation

Authorize the Chief Executive Officer to transfer title of two retired Orange County Transportation Authority buses to the City of Anaheim Police Department.



September 13, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Request for Title Transfer of Surplus Vehicles for the Golden Guardian 2007 Security Exercise

Overview

The State of California is sponsoring Golden Guardian 2007, three simultaneous emergency preparedness drills on November 14 and 15, 2007, with one taking place at Angel Stadium of Anaheim. The City of Anaheim Police Department has requested two retired, 40-foot Orange County Transportation Authority buses to facilitate technical training exercises during the event.

Recommendation

Authorize the Chief Executive Officer to transfer title of two retired Orange County Transportation Authority buses to the City of Anaheim Police Department.

Background

The Orange County Transportation Authority (Authority) will be receiving 299 new 40-foot buses during the next several months, resulting in vehicles being retired and removed from revenue service. Currently, 29 40-foot buses have been retired. In 1995, a policy was established allowing the Authority to transfer retired surplus vehicles to requesting non-profit or government agencies. The Authority has not retired 40-foot buses since 2000; however, more than 60 surplus paratransit vehicles have been transferred to non-profit and government agencies since 2003.

Discussion

The City of Anaheim Police Department, along with emergency response resources from the County of Orange and all 34 Orange County cities, will be participating in a state-sponsored terrorism preparedness exercise on

November 14 and 15, 2007. The Golden Guardian 2007 event is one of three full-scale exercises scheduled throughout the state to provide first responder technical rescue training and assess emergency management training effectiveness and readiness. The theme for this event is Mass Transit and Mass Gathering Event Security and the City of Anaheim Police Department has requested two retired 40-foot buses to support this event. All Authority logos and striping will be removed from the vehicles prior to the event.

As a member of the County's emergency management response plan, the Authority will be assisting local agencies in this training exercise in a number of ways including providing a realistic incident scene, transporting the "walking wounded" to various medical facilities, and sitting at the logistics table at the County's Emergency Operations Center at Loma Ridge to assist with the identification and deployment of transportation resources. This exercise will allow the first responders to experience using Authority revenue vehicles. Lessons learned from this event will assist Authority staff and Transit Police Services in emergency preparedness planning and will enhance state and local agencies' ability to prevent, protect, respond, and recover from a catastrophic incident.

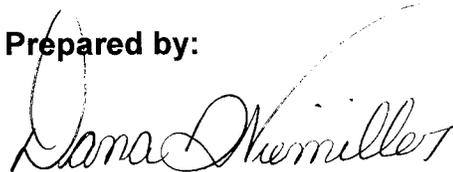
Summary

Staff is requesting approval to transfer title of two retired 40-foot buses to the City of Anaheim Police Department for use in the Golden Guardian 2007 emergency preparedness exercises taking place at Angel Stadium of Anaheim on November 14 and 15, 2007.

Attachment

- A. City of Anaheim Police Department Letter

Prepared by:



Dana Wiemiller
Community Transportation Coordinator
(714) 560-5718

Approved by:



Beth McCormick
General Manager, Transit
(714) 560-5964

City of Anaheim
POLICE DEPARTMENT



August 13, 2007

Arthur T. Leahy
Orange County Transportation Authority
Chief Executive Officer
500 South Main St.
Orange, CA 92613

Dear Mr. Leahy,

On November 14-15, 2007, a full-scale training exercise will be conducted at the Anaheim Amtrak stadium and adjacent parking lot in response to a terrorism incident. In an effort to increase the capabilities of the Anaheim and Santa Ana urban areas to respond to real-world emergency, the Anaheim/Santa Ana Super Urban Area Security Initiative (SUASI), will be participating in Golden Guardian 2007, the state of California's annual homeland security full-scale exercise (FSE).

Golden Guardian will bring together a wide range of countywide jurisdictions, agencies and departments seeking to validate current capabilities and identify areas of improvement and areas of strength. For Golden Guardian 2007, the exercise site of Angel Stadium will be one of three simultaneous exercise locations throughout the State of California. The theme for Golden Guardian 2007 is Mass Transit and Mass Gathering. Planning for the exercise has already begun in conjunction with the State of California, Governor's Office of Homeland Security (OHS).

Seeking to create as realistic an incident scene as possible, the Anaheim/Santa Ana SUASI would like to request two (2) retired buses for use during the exercise. The buses would be used by first responders to conduct technical training throughout the course of the exercise. The inclusion of these buses would infuse the incident scene with realistic details, creating an extremely valuable training opportunity for local first responders.

For additional information regarding Golden Guardian, please feel free to contact Chris Schneider at 714.765.3838 or via e-mail at cschneider@anaheim.net. Thank you and we look forward to hearing from you.

Sincerely,

B. McELHANEY

Sgt. Brian Mc Elhaney
Anaheim Police Department
Homeland Security Bureau

CC: Lt. James Rudy, Orange County Sheriff's Department
Ed Pederson, Metrolink



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Bus System Planning and Implementation

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendation

Receive and file as an information item.



September 13, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, ^{ATL}Chief Executive Officer
Subject: Bus System Planning and Implementation

Overview

The Orange County Transportation Authority's bus services encompass a dynamic system that responds to changes in Board policy direction, short and long-term demand, performance, and customer input. An overview on how bus system changes are recommended is provided for Board review.

Recommendation

Receive and file as an information item.

Background

Orange County's bus system serves both short and long distance travelers, with an extensive network of local bus routes, community shuttles, and express bus services. The bus system also supports a well-developed commuter rail service through StationLink shuttle service. This mature transportation network provides residents, workers, and visitors with a high level of mobility and quality of service.

The broad context for implementation of new bus transit strategies is developed through the Orange County Transportation Authority's (OCTA) Long Range Transportation Plan (LRTP). In July 2006, the Board approved the 2006 LRTP to ensure that the future transportation system continues to contribute to a thriving Orange County. Bus services are key elements of the system.

The 2006 LRTP established the goals of improving transit service and adding riders. A set of projects emerged from the LRTP that will accomplish these goals. Over the cycle of the LRTP (2041, revenue horizon), these projects will work to:

- Expand countywide bus service, including express buses
- Initiate a bus rapid transit (BRT) program on the Harbor, Westminster, and Brea-Irvine lines
- Expand the BRT program to other Orange County routes
- Expand mobility choices for seniors and persons with disabilities
- Improve safety at transit stops by providing shelters, improved lighting, and easier transfers between bus lines
- Expand Metrolink service to provide frequent, all day service between Fullerton and Laguna Niguel; plus, add quiet zones and/or grade-separations along the tracks in Orange County
- Expand the frequent Metrolink service north of Fullerton to Los Angeles
- Initiate community circulators to meet local needs and complement regional bus and rail services
- Improve connectivity between Metrolink stations and major activity centers and communities
- Convert some Metrolink stations to regional gateways that will provide the infrastructure to facilitate high-speed rail

Discussion

The LRTP addresses trends in ridership over a long-term horizon. Ridership trends are determined by demographic projections (population, housing, and employment), the supply of transit service, and future roadway congestion. Demographic growth projections, developed by California State University Fullerton's Center for Demographic Research, indicate population and employment will increase by 24 percent and 27 percent, respectively, by 2030. This growth will exacerbate congestion on major travel corridors and offers opportunities to increase transit ridership with well-designed transit services such as BRT and other initiatives.

The LRTP transit program is further refined through project development work between LRTP four-year cycles. For example, the OCTA Board recently approved a BRT Implementation Plan that provides a roadmap for implementing BRT on three corridors by 2010. Also, OCTA is now designing the track and station improvements necessary to implement high-frequency Metrolink service in Orange County. And the OCTA Go Local program is a multi-step process to plan and implement city-initiated transit extensions to Metrolink commuter rail lines in Orange County.

OCTA also conducts more detailed area studies that engage communities on specific transit needs. For example, in 2004 OCTA completed a review of South Orange County bus service, and the current South Orange County Major Investment Study (SOCMIS) is developing recommendations to improve the

transportation system for residents and workers through various multimodal strategies. In addition, staff is currently developing the Transit Business Plan which will act as a short-range transit plan to identify improvements within a five year planning horizon. The details emerging from all these efforts will be included in the next LRTP, scheduled for OCTA adoption in 2010.

How Bus Routes Are Developed

OCTA uses a “family of transit services” approach in the planning and delivery of transit service (Attachment A). Bus services are tailored to various market demands and needs. While each type of service targets certain market needs, they also work together to move people efficiently where trip making involves the use of more than a single service type.

Bus route development is based on information provided from a number of sources. Based on longer range forecasts, for example, transit demand models help define the general origin and destination points for service such as the new OCTA express bus program. Additional community feedback is solicited and a detailed assessment of the roadways to be traveled is conducted. Operational costing is estimated and financial capacity determined. Based on this series of inputs, individual projects are refined and tentative implementation plans developed.

Many route specific projects are identified through area studies as described above. Typically, the studies will identify a number of improvements including new bus routes that provide an ongoing source of future projects since implementation of all elements usually exceeds the short-term financial capacity to fund. Tentative implementation plans are developed, and as funding is made available, the new services are implemented. A recent example is the new Route 693 (San Clemente–Talega Community Shuttle) implemented in December 2006. This project was originally developed as an element of the South Orange County Transit Study completed in 2004.

Other sources of inspiration for new bus service include OCTA customers, coach operators, operations and administrative staff, city officials and staff, and OCTA’s Citizens Advisory Committee, and Special Needs in Transit Advisory Committee. Other transit operators also have experience with projects that are adaptable to the OCTA transit market. For example, the express bus service to the 2007 Orange County Fair was, in part, inspired by other special event projects offered by other transit operators. The project was developed initially to provide linkage between convenient park and ride locations within the county, and then modified to provide a link to the new weekend service

operated by Metrolink. Special event service can be successful in attracting choice users who might otherwise not be inclined to use transit.

Connections to Other Transit Modes

In Orange County, Metrolink service is the backbone of the longer distance transit system. OCTA provides service to and from Metrolink stations. Surveys of employers in the various Orange County Metrolink station areas helped develop StationLink shuttle routes as well as identify modifications to fixed route service to maximize access to Metrolink.

Since express bus and BRT services are traditionally operated using a limited number of stops at higher speeds, these existing and future services do not duplicate but augment Metrolink service by providing commuters with a fully integrated and seamless transition between modes.

In the future, Metrolink service will grow significantly and access will be improved through new Measure M programs such as the Go Local program mentioned above. Orange County cities have begun enlisting transit consultants to identify projects that will further enhance local community connections to Metrolink service.

Project Implementation

While the LRTP provides broad context, projects at the bus route level are implemented through the budget and service change process. The OCTA budget establishes an expenditure authorization, and the service change process implements specific route-level changes within that budget.

The Comprehensive Business Plan is the vehicle that matches specific bus service projects with the financial support to implement them. As the financial forecast is refined, the project implementation schedule is adjusted accordingly.

A list of new projects slated for implementation over the next several years is attached (Attachment B).

Service Standards

OCTA uses specific implementation guidelines to ensure recommendations balance effective and efficient route-level decisions. These decisions typically involve increasing service levels such as running buses more frequently, expanding the hours of operation, or deploying new service to unserved

portions of Orange County. As with many public policy decisions, there is often a trade-off between effectiveness (meeting a customer need or policy objective) and efficiency (deploying resources with the least time or cost). The OCTA service guidelines therefore seek to deploy resources effectively without wasting time, effort, or expense. The guidelines and monitoring efforts are presented and discussed below.

Adopted in 1994, the service standards for the OCTA bus system include measurements for general accessibility to service, service quality, and performance. The standards include criteria for walking distance, hours of operation, schedule frequency, and average wait time between trips. Service quality is assessed through passenger loading standards for maximum trip loads while productivity is reviewed by measuring the average number of riders served for each hour of bus service. The service standards for the bus system are shown in Attachment C.

Walking Distance

The OCTA goal is to maximize the accessibility of the bus system for Orange County residents and workers. Currently, 73 percent of Orange County residents are within a quarter mile "straight line" of a route. Expanding accessibility generally means adding more stops to existing route, deviating an existing route to an unserved area, or adding new routes in unserved areas. These strategies impact resources and generally lower system productivity (boardings per vehicle service hour) for a period of time. Consequently, OCTA carefully monitors these strategies to ensure minimum productivity targets are achieved.

Hours of Operation

OCTA's goal is to maximize the hours of operation of bus service considering productivity impacts. The OCTA bus service generally operates in a window of 5:30 a.m. to 8:30 p.m. with several exceptions. Later evening service (to well past midnight and all-night service in some cases) is provided on Harbor Boulevard, Westminster Avenue, and several other high productivity bus routes. Later evening services are carefully monitored to ensure reasonable usage.

Minimum Frequencies

The OCTA goal is to maximize the frequency of bus service within specific productivity targets. Generally, routes should operate at least every 30 minutes (on a headway of 30 minutes) in the peak period. However, if productivity falls

below a minimum number of boardings for each hour of service on a daily basis (depending on route type), OCTA seeks to adjust frequencies to raise productivity and balance effectiveness and efficiency.

Maximum Transfer Wait Time

A function of service frequency, the average wait time is considered to be half the headway. A transfer to a route operating every 30 minutes, for example, would require an average wait of 15 minutes. Wait time can be reduced through timed transfers and other scheduling techniques.

Maximum Passenger Loads

OCTA seeks to make sure passengers are not standing for long periods of time in a bus. Based on field observations and passenger comments, a loading guideline of 125 percent of seated capacity for local bus service has generally ensured passengers only stand for several minutes on a given route during peak hours. When passenger loads exceed 125 percent of seated capacity, OCTA increases the frequency of bus service. Also OCTA has used higher-capacity buses on Harbor Boulevard and some other high-volume bus routes. All bus trips on all routes are periodically checked against the OCTA loading standards.

Productivity

Productivity, or output per unit of input, is an important indicator of efficiency. OCTA typically uses total daily boardings divided by daily revenue vehicle hours (a revenue vehicle hour is a bus in revenue service for one hour) as an indicator of productivity. In addition, OCTA uses fare revenue per dollar of operating expense (farebox recovery) to measure productivity in dollars. These measures are universal in the bus transit industry for measuring productivity and financial return. Systemwide, productivity is currently about 36 boardings per revenue vehicle hour and farebox recovery averages about 25 percent. State law requires transit agencies maintain a 20 percent minimum farebox recovery to ensure continued receipt of all Transportation Development Act funds. To ensure continued productivity, OCTA targets different route types at different minimum productivity targets. For example, core routes in central Orange County are targeted for a minimum of 30 boardings per revenue vehicle hour while outlying routes are targeted for a minimum of 20 boardings per revenue vehicle hour. Stationlink and other community routes are targeted for a minimum of 10 boardings per vehicle revenue hour.

Monitoring and Customer Input

OCTA continuously monitors the bus system to ensure continued effective and efficient operations. Monthly reports provide ridership (boardings) by route and day of week. Routes and time periods not meeting standards are targeted for potential changes. In addition, at least annually, OCTA checks the usage (on and offs) of each bus trip by stop and day of week. This check also includes a calculation of passenger loads compared to the OCTA loading guidelines. Finally, OCTA staff carefully reviews each passenger comment submitted on potential service change improvements and seeks to implement these changes if reasonable and within budget.

As mentioned above, the service standards used today were adopted in 1994. However, the OCTA bus system has grown significantly over the last 13 years and new bus service modes are under development including BRT and enhanced Metrolink connectors. It is appropriate to conduct a comprehensive review of the OCTA bus system standards and develop proposals to revise and update them. Input and guidance from the Board of Directors is essential; accordingly, staff will be returning to the Board with issues and ideas in the coming months.

Summary

The LRTP and other sources provide broad direction for service initiatives, and these initiatives are implemented at the bus route level through the budget and service change process. OCTA staff uses a series of implementation guidelines to ensure recommendations balance effective and efficient route level decisions. As the OCTA system continues to grow and evolve, service standards and policies will be revised and brought forward to the Board for input and direction.

Attachments

- A. Family of Transit Services
- B. Future New Projects
- C. Service Standards for OCTA Bus System

Prepared by:



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

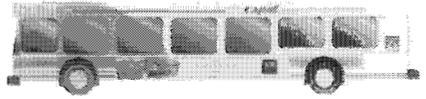
Approved by:



Beth McCormick
General Manager,
Transit
714-560-5964

“Family of Transit Services”

OCTA's Family of Transit Services

<p>Countywide local fixed route bus – OCTA Bus</p> <ul style="list-style-type: none"> • regular “big bus”, local routes <p>Rail Feeder Service – StationLink</p> <ul style="list-style-type: none"> • rail connector service, 13 routes 		
<p>Intercounty bus service – OC Express</p> <ul style="list-style-type: none"> • travels on freeways between counties • fewer stops 		
<p>Orange County Fair Service – OC Flyer</p> <ul style="list-style-type: none"> • seasonal service 		
<p>Bus Rapid Transit – OC Rapid</p> <ul style="list-style-type: none"> • limited stop fixed route bus on arterials • branding package proposed • launching service 2008 		
<p>Paratransit Service – ACCESS</p> <ul style="list-style-type: none"> • for persons with disabilities who qualify under the Americans with Disabilities Act 		
<p>Metrolink Commuter Rail Service</p> <ul style="list-style-type: none"> • Orange County Line • 91 Line • Inland Empire-Orange County Line 		



Future New Projects

Express Bus Service Expansion

Route	Name	Implementation Date
792	Riverside/Corona - Anaheim Canyon Station - Anaheim Resort	FY 2009
214	San Clemente Metrolink Station - Laguna Hills Transportation Center	FY 2011
791	Riverside - Cal State Fullerton	FY 2011
793	Riverside/Corona - UC Irvine	FY 2011
701	Huntington Beach - Los Angeles	FY 2012
721	Fullerton - Los Angeles	FY 2012
722	Long Beach - Orange	FY 2012
723	Long Beach - South Coast Metro	FY 2012
215	San Clemente - South Coast Metro	FY 2013
217	Rancho Santa Margarita - Irvine	FY 2013

Bus Rapid Transit

Route	Name	Implementation Date
543	Cal State Fullerton - Anaheim Resort - Triangle Square	FY 2009
560	Long Beach Transit Mall - The Depot at Santa Ana	FY 2010
557	Brea Mall - Anaheim Regional Transportation Intermodal Center - Irvine Station	FY 2011
529	La Habra - Huntington Beach	FY 2012
550	Long Beach - Orange Transportation Center	FY 2014
538	Knott's Berry Farm - Anaheim Canyon Metrolink Station	FY 2016
570	Goldenwest Transportation Center - Tustin Metrolink Station	FY 2018
520	Norwalk Green Line Station - Brea Mall	FY 2020

Metrolink Expansion Interface

Station	Description of Improvements	Implementation Date
Laguna Niguel/Mission Viejo	Route modifications to routes 85 and 91 to serve station	FY 2010
Irvine	Route 188 headway improvements	FY 2010
Tustin	Route 75 headway improvements	FY 2010
Santa Ana	Service tailored to Metrolink trip needs	FY 2010
Orange	Service tailored to Metrolink trip needs	FY 2010
Anaheim	Route 430 headway and span improvements	FY 2010
Fullerton	Route 26 headway improvements; proposed new rail feeder service	FY 2010

Bus System Improvement Project **FY95**
Service Standards for OCTA Bus System

STANDARDS	BASIC NETWORK		SUPPORT SYSTEM			
	LOCAL ROUTES	POPELINES	LOCAL FEEDER ROUTES	COMMUNITY SERVICE	EXPRESS SERVICE	TRAIL FEEDER SERVICE
SERVICE STANDARDS						
WALKING DISTANCE CRITERIA:						
% OF POPULATION WITHIN 1/4 MILE OF BUS ROUTE						
• % BY SERVICE CATEGORY	50%	10%		30%	n/a	n/a
• % TOTAL	50%	60%		90%	n/a	n/a
HOURS OF OPERATION						
• WEEKDAY AND SATURDAY	5:30a.m.-8:30p.m.	5:30a.m.-8:30p.m.	(1)	(1)	(1)	(1)
• SUNDAY	7:00a.m.-7:00p.m.	7:00a.m.-7:00p.m.	(1)	(1)	(1)	(1)
MINIMUM FREQUENCIES (HEADWAY)						
• PEAK WEEKDAY PERIOD (6-9a.m., 3-6p.m.)	30 min.	30 min.	30 min.	30 min.	(2)	(2)
• SATURDAY	30 min.	60 min.	60 min.	60 min.	n/a	n/a
• SUNDAY	30 min.	60 min.	(1)	(1)	n/a	n/a
MAXIMUM TRANSFER WAIT TIME						
• PEAK WEEKDAY PERIOD	15 min.	15 min.	15 min.	15 min.	n/a	n/a
• OTHER PERIODS	15 min.	30 min.	30 min.	30 min.	n/a	n/a
MAXIMUM PASSENGER LOADS (% OF SEATED CAPACITY)						
• PEAK 60 MINUTES	125%	125%	125%	125%	100%	125%
• PEAK AND OFF PEAK PERIODS	100%	100%	100%	100%	100%	100%
PRODUCTIVITY						
BOARDINGS / RVH						
• ROUTE	30	20	20	10	20	10
• SYSTEM	40	25	25	25	n/a	n/a

(1) Based on demand.

(2) Minimum of two (2) trips each way per peak weekday period.



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: ACCESS Performance Measurement Update and Overview of Use of Taxis in ACCESS Service

Transit Planning and Operations Committee

September 13, 2007

Present: Directors Brown, Dixon, Green, Moorlach, Norby, and Winterbottom
Absent: Directors Nguyen and Pulido

Committee Vote

No action was taken on this informational item.



September 13, 2007

To: Transit Planning and Operations Committee
From: Arthur T. Leahy,  Chief Executive Officer
Subject: ACCESS Performance Measurements Update and Overview of the Use of Taxis in ACCESS Service

Overview

At the June 25, 2007, Board of Directors meeting, staff provided the final report of Veolia's 90-day evaluation period. At that time, the Board of Directors approved maintaining the contract with Veolia and directed staff to continue providing monthly reports on ACCESS service performance measurements. This report provides updated ACCESS performance measurement including an overview of the use of taxis in ACCESS service.

Recommendation

Receive and file as an information item.

Background

Veolia Transportation Services (Veolia) assumed management and operation of the Orange County Transportation Authority's (Authority) ACCESS service in July 2006. In the months leading up to and through the contract commencement, the quality of ACCESS service deteriorated. During this time, the Authority Board of Directors put Veolia on formal notice for lack of performance and required that Authority staff provide regular updates to the Transit Planning and Operations Committee and the Board of Directors.

The final report of the Veolia evaluation period was presented at the June 25, 2007, Board of Directors meeting. The Board approved continuing the contract with Veolia, and directed staff to provide monthly updates for 90 days and then return to the Board of Directors to receive further direction on the frequency of future reports.

Discussion

Performance Measurement Update

Veolia and Community Transportation Services (CTS) staff have continued to work closely to monitor ACCESS service quality and address issues that cause the quality of service to fall below contractual performance standards. The standards that are monitored on a daily basis include on-time performance, service delivery failure, and customer comments. All three indicators show positive trends, indicating service quality has stabilized and is continuing to improve.

On-time performance has met or exceeded the 94 percent performance standard since April. On-time performance averaged 95.47 percent for the month of April, 95.25 percent for the month of May, 95.07 percent for the month of June, and 95.68 for the month of July (Attachment A). Service delivery failures, or trips in excess of 120 minutes late, have dramatically decreased and have consistently remained below 10 per week since April (Attachment B).

In January 2007, customer comments began to consistently decline (Attachment C). The most common customer comments have been buses running behind schedule, driver no-show, reservation operator error, schedule error, and dispatch error. While the trend continues to be positive, the number of complaints still exceeds the contractual performance standard of one per 1,000 passengers. CTS staff reviews customer comments on a daily basis, investigates each incident, and closely follows trends. CTS staff works with Veolia staff to address service quality issues identified by these trends.

Use of Taxis in ACCESS Service

The Authority began evaluating the use of taxis in ACCESS service in 2003. The first demonstration program with taxis began in July 2004, with a contract to provide late night ACCESS service. The Veolia contract includes a provision for the use of a taxi subcontractor for both late night ACCESS service and supplemental ACCESS service. The intent of the supplemental service is to provide additional resources during peak periods to alleviate the need to increase the paratransit bus fleet. The use of taxis in this manner is part of the Authority's long-term strategy to manage the demand for ACCESS service and ACCESS fleet requirements.

Late Night ACCESS Service

The Americans with Disabilities Act (ADA) requires that complementary paratransit service be available during the same days and hours as fixed route

service. To meet this requirement, the Authority's ACCESS service is available 24 hours a day, seven days a week in some areas. Demand for ACCESS service is very minimal between the hours of 10:00 p.m. and 4:00 a.m. Since the inception of the Veolia contract, taxi providers have provided an average of 20 trips per day during these late night hours. Of these trips, an average of 15 are during the hours of 10:00 p.m. to 12:00 a.m., and an average of five are during the hours of 12:00 a.m. to 4:00 a.m. Using taxis during this time period allows the Authority to pay a per trip cost of approximately \$27, rather than a vehicle service hour rate of approximately \$38.

Supplemental ACCESS Service

In addition to the late night trips provided, Veolia also uses Call Oscar, a subcontractor, to provide approximately 400 ACCESS trips daily (Attachment D). This represents approximately 6 percent of the total daily ACCESS trips. These trips are distributed throughout all hours of the day and are particularly effective in accommodating the demand for service during peak periods.

Same-Day Taxi Program

The Same-Day Taxi program began as part of the implementation of the Paratransit Growth Management Plan in 2005. This service is operated under a separate contract between the Authority and Yellow Cab of Greater Orange County. This program is a user-side subsidy arrangement; the customer pays the \$2.25 which is the same as the ACCESS base fare and the Authority pays \$7.75 to cover up to the cost of a \$10.00 trip. If the trip exceeds \$10.00 on the meter, the customer must pay the additional fare at the time the trip is provided. A \$10.00 taxi trip is approximately three miles. This service is not an ADA service; it provides same-day service, the passenger cost per trip could exceed twice the regular fixed route fare, and the service is available throughout the County, far in excess of the required $\frac{3}{4}$ mile corridor. The cost per trip under this program represents a significant savings for the Authority (Attachment E). An average of 60 trips per weekday are provided under the Same-Day Taxi program.

Future Challenges/Considerations

The taxi program has been in place for nearly two years. During this time, many challenges have been overcome. Looking at the present and future, Authority staff recognizes a number of considerations to be made and challenges that remain.

- Contracting Arrangement/Financial Structure - The most significant challenge remaining is the contracting arrangement and financial structure of the taxi program. The service is currently operated under

subcontract to Veolia. The advantage of this arrangement is Authority staff manages one single contract and that contractor is accountable for all service provided. However, under this arrangement, the Authority does not have control over the number and type of trips that are provided by taxi contractors. The current cost structure for this program is a distance-based cost per trip. It is financially advantageous to Veolia to limit the trips provided to the taxi contractors to short trips that are fully reimbursed by the Authority. From a scheduling efficiency standpoint, this is not always the most efficient way to schedule the service. This will continue to be evaluated and consideration will be given to modifying the model in the future.

- **Operations** – Taxi drivers are independent contractors and are not employees of the taxi companies. They are responsible for leasing a vehicle and covering all costs associated with the vehicle. ACCESS trips sent to the taxi companies are typically short trips. Taxi drivers often find these trips less attractive due to the amount they will be paid for that trip compared to other non-ACCESS trips that may be available. ACCESS customers may also require additional assistance, cause more dwell time, and are less likely to tip the drivers. Some of these issues have been addressed by guaranteeing the taxi companies a certain volume of trips; however, this remains a challenge.
- **Customer Service** – Authority and contractor staff have worked through a number of customer service issues with Veolia and the taxi operators. The taxi companies have been very accommodating in meeting minimum training standards and have required drivers assigned to ACCESS service to complete training provided by Veolia staff. Despite these efforts, there have been ongoing issues associated with driver courtesy. This issue is difficult to overcome due to the lack of control over the independent contractor taxi drivers. In addition, there is a very small number of accessible taxis countywide. This causes scheduling difficulties and impacts our ability to accommodate customers using mobility devices. There is no immediate remedy for this situation.

Having a viable taxi model in place is critical to manage future growth in the demand and cost of the ACCESS program. These issues will continue to be monitored and alternatives will be explored with the contractors involved as well as with other transit agencies.

Summary

Veolia has continued to stabilize and improve the quality of ACCESS service. Veolia has successfully implemented the taxi portion of the ACCESS program.

Staff will continue to prepare monthly reports through November 2007, then seek further direction from the Board on the frequency of future reports.

Attachments

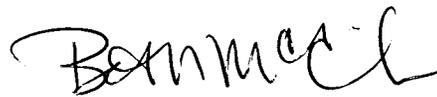
- A. Weekly and Monthly On-Time Performance
- B. Service Delivery Failures
- C. Weekly Customer Comments
- D. ACCESS Trips by Provider
- E. Same-Day Taxi Yearly Cost Savings

Prepared by:



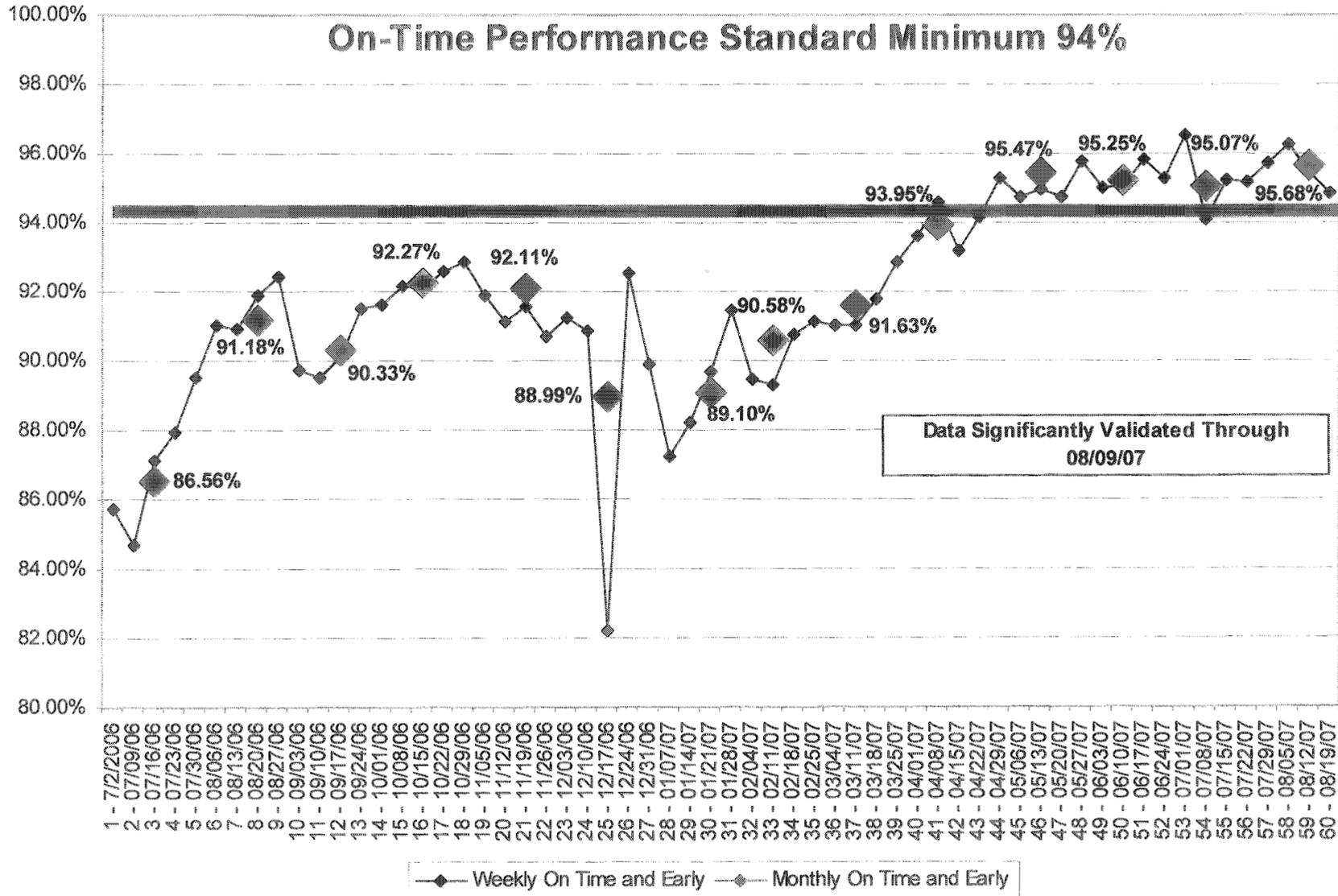
Erin Rogers
Manager
Community Transportation Services
714-560-5367

Approved by:

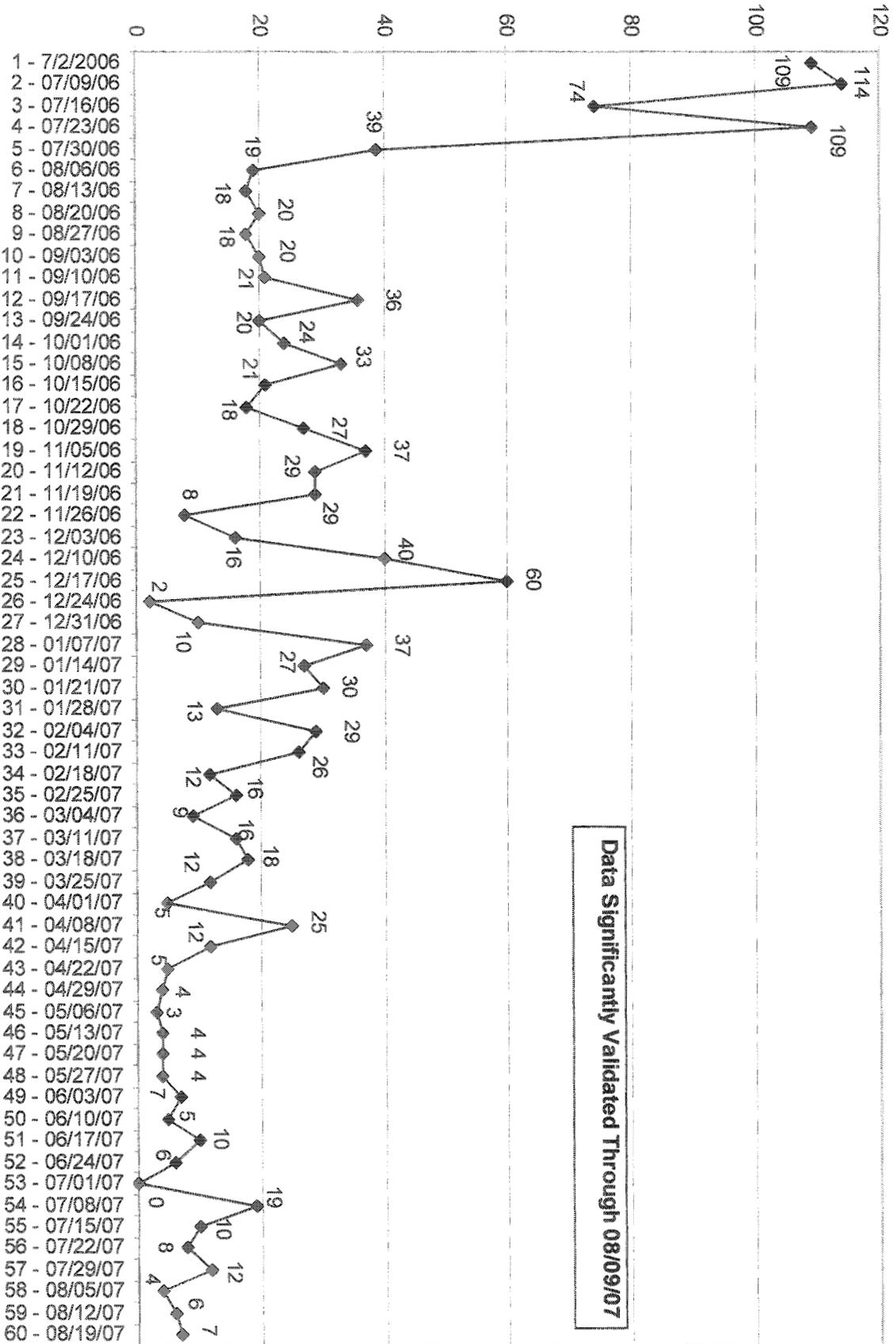


Beth McCormick
General Manager, Transit
714-560-5964

Weekly and Monthly On-Time Performance

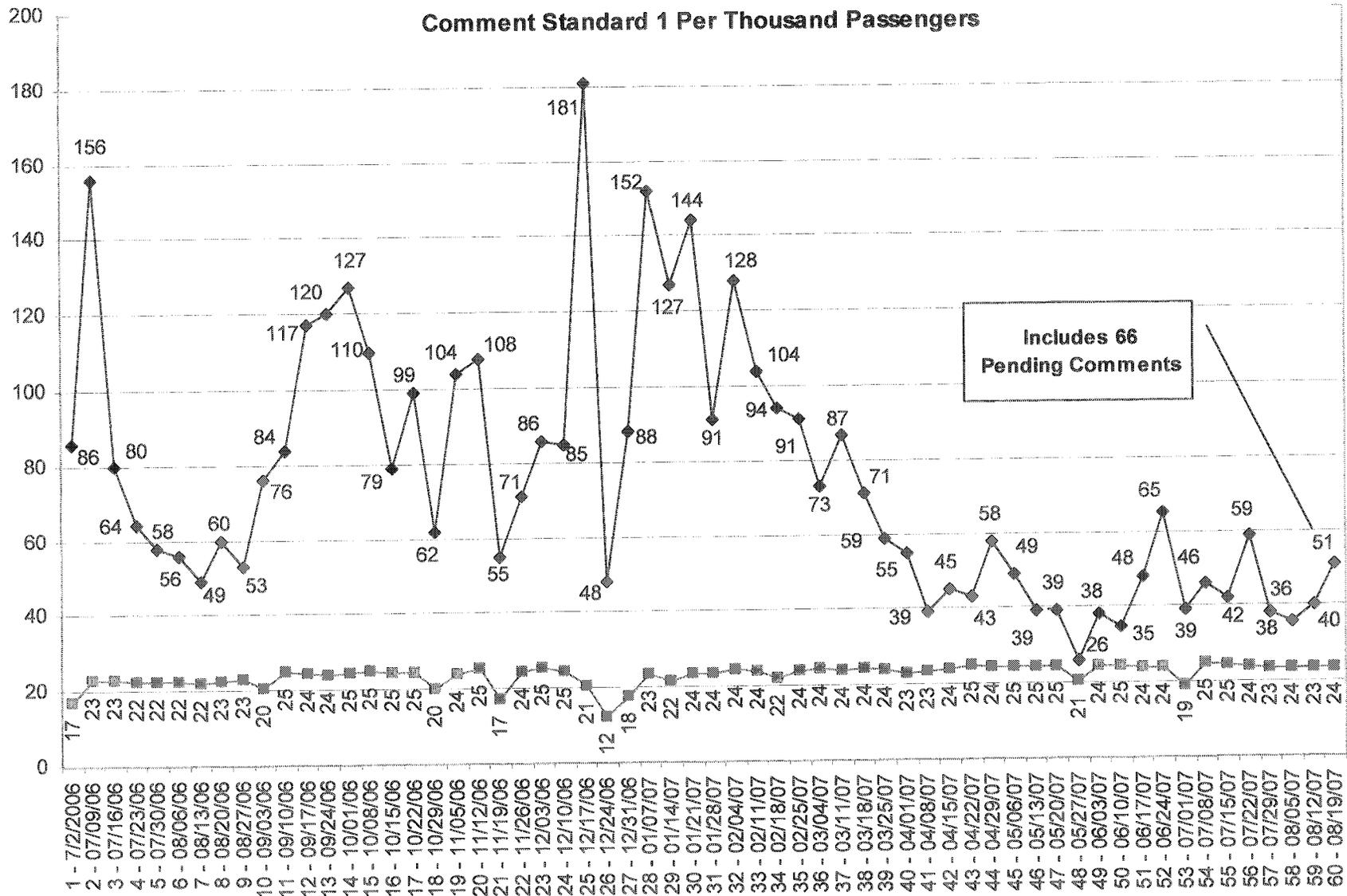


Service Delivery Failures

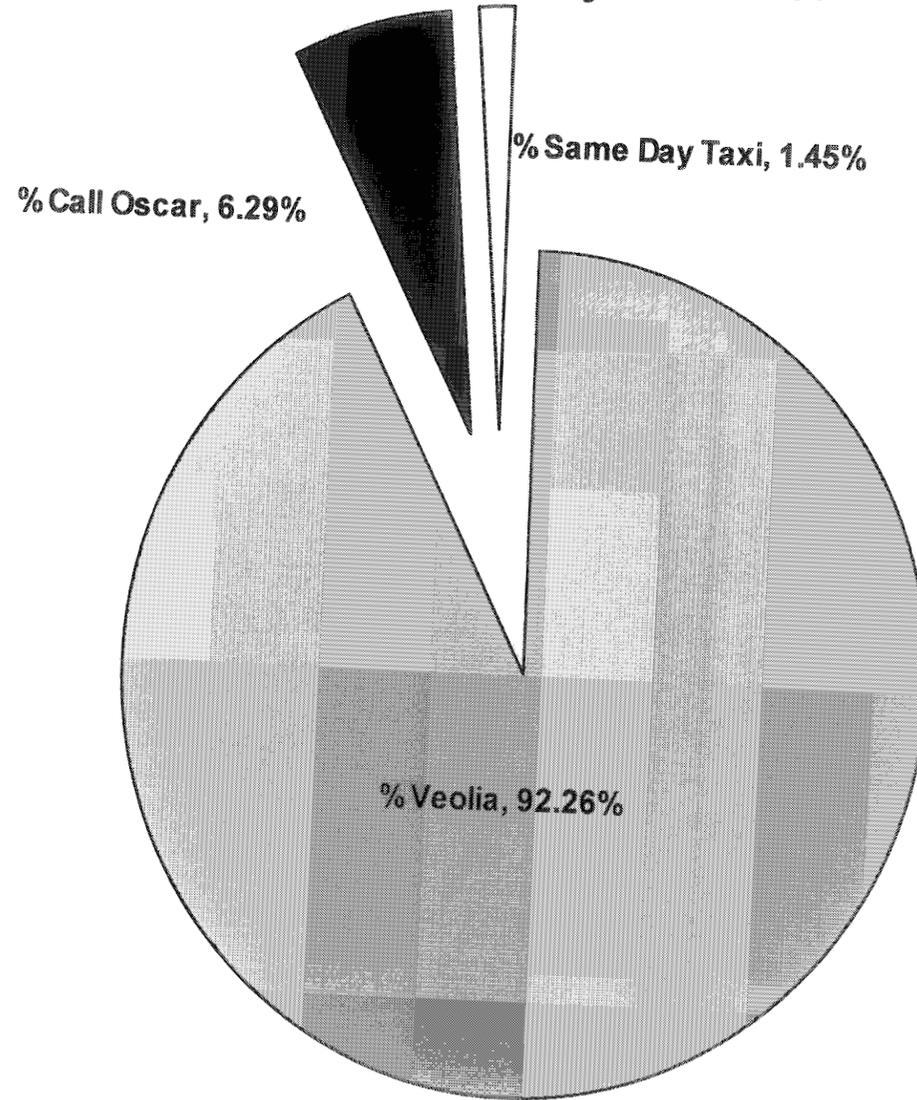


Data Significantly Validated Through 08/09/07

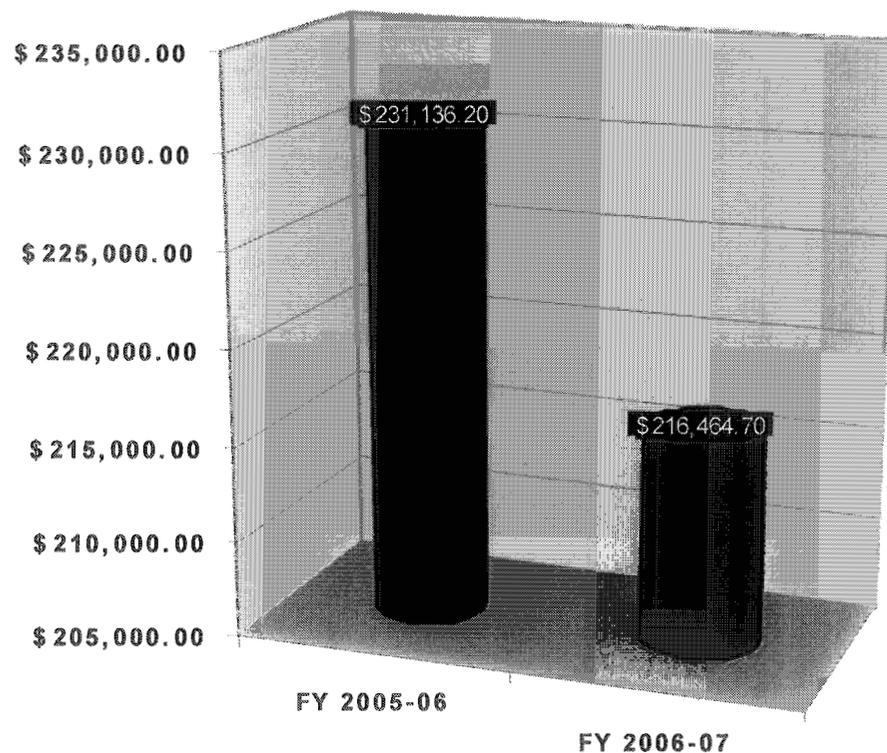
Weekly Customer Comments



ACCESS Trips By Provider



Same - Day Taxi Yearly Cost Savings



Same-Day Taxi Yearly Cost Savings

Year	Bookings	ACCESS Rate	ACCESS Total	Same-day Taxi Rate	Same-Day Taxi Cost	Total Savings
FY 2005-06	12,420	\$26.36	\$327,391.20	\$7.75	\$96,255.00	\$ 231,136.20
FY 2006-07	15,573	\$21.65	\$337,155.45	\$7.75	\$120,690.75	\$ 216,464.70



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Garden Grove Freeway (State Route 22) Design-Build Project Update

Regional Planning and Highways Committee

September 17, 2007

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (Reflects change from staff recommendations)

- A. Receive and file as an information item.
- B. Ratify an increase in the maximum costs to \$3.2 million for Contract Change Order No. 21 for the rubberized asphalt project on a portion of State Route 22 Garden Grove Freeway.

[Reference: OCTA's contract with Granite-Meyers-Rados regarding the design-build State Route 22 project.]



September 17, 2007

To: Regional Planning and Highways Committee

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

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

Overview

Reconstruction of the Garden Grove Freeway (State Route 22) from Valley View Street to the Costa Mesa Freeway (State Route 55) is nearing completion. A project update on the status of the current work, including the remaining activities required to complete the project, is presented.

Recommendation

Receive and file as an information item.

Background

On August 23, 2004, the Orange County Transportation Authority (Authority) awarded a design-build contract to a joint venture of Granite-Meyers-Rados (GMR) to build the Garden Grove Freeway (State Route 22) project. The contract was for improvements to 12 miles of the State Route 22 (SR-22) from Valley View Street to the Costa Mesa Freeway (State Route 55). Actual construction began on September 22, 2004.

On February 12, 2007, the Board of Directors (Board) approved Contract Change Order (CCO) No. 10, between the Authority and GMR incorporating the Magnolia Street bridge reconstruction into the project. The addition of this feature to the contract extended the overall completion of the project by 151 days, or approximately five months. Another provision of CCO No. 10 was to subdivide the original contract milestone of Substantial Completion into two parts, the lanes east of Magnolia Street and the lanes west of Magnolia Street. The new Substantial Completion No. 1 (lanes east of Magnolia Street) was to meet the original completion date of November 30, 2006, and the new Substantial Completion No. 2 (lanes west of Magnolia Street) was to meet the new extended date of April 30, 2007.

There are two remaining project completion milestones beyond Substantial Completion No. 2 that have yet to be completed. They are: Project Completion, scheduled for July 29, 2007, and Project Acceptance, scheduled for November 26, 2007. Attachment A describes the four project completion milestones required by the design-build contract and CCO No. 10.

Discussion

Construction Status

The Substantial Completion No. 2 milestone was achieved as scheduled on April 30, 2007. This event marked the opening of all mainline lanes on the SR-22 and the completion of most local street improvements associated with the project. This milestone is the most significant completion stage for the project because it allowed the traveling public to make use of all new permanent lanes envisioned by the SR-22 design-build project. The public response to this completion milestone has been overwhelmingly positive.

The overall status of completion for the project through August 2007, stands at 96.5 percent of the work currently required under the design-build contract.

Project Completion Milestones

As staff has already reported to the Regional Planning and Highways Committee and the Board, GMR did not achieve the next required project completion milestone of Project Completion, which was scheduled for July 29, 2007. The contractor has stated that the remaining construction activities needed to achieve this milestone were completed on September 7, 2007. Staff has 30 days to evaluate the status of the work to determine if Project Completion has been obtained, and will report to the Board once this evaluation is complete.

The final completion milestone of Project Acceptance, which is contractually required 120 days after Project Completion, is expected to be delayed by the late completion of the previous milestone and other factors. The Project Acceptance milestone was scheduled for November 26, 2007. Recently, GMR has indicated in their monthly project schedule update that the work needed to achieve Project Acceptance will not be completed until May 23, 2008. This is a six-month delay in the contractual completion of the project. This delay in completing the remaining work will not directly impact the currently opened travel lanes or have a noticeable effect on the traveling public.

The greatest significance of this delay is that it will delay the formal turnover of project facilities to the California Department of Transportation (Caltrans) and other local agencies. This extends the contractor's and the Authority's responsibility for controlling and maintaining a 12-mile stretch of the SR-22 for another six months. This will increase the Authority's cost of project oversight, construction inspection, police support for lane closures, facility maintenance, and will extend the Authority's liability for the freeway operations. Staff is evaluating these issues and will develop an estimate of the cost of these delays in the next month. The Authority's legal counsel is also currently reviewing the contractual significance of this delay and the possibility of pursuing financial reimbursement by GMR for these additional costs.

Construction Cost Contingency

The value of contingency-funded change orders executed-to-date is \$7,802,666. Another \$4,150,000 is pending as yet-to-be-approved change orders. The total of these two amounts is \$11,952,666, which is 74 percent of the approved contingency amount of \$16,050,000. The remaining project contingency balance is forecasted to be \$4,097,334.

The original design-build contract amount with GMR was \$390,379,000. To date, out-of-scope changes, in the amount of \$49,742,784, have been approved. This amount, coupled with the \$11,952,666 in forecasted contingency-funded changes, will bring the contract value up to \$452,074,450; however, the contractor has submitted claims totaling approximately \$120 million, which are currently in dispute. As these disputed issues are resolved, the forecasted contract value may increase.

Attachment B is the change order log showing the total executed changes to date, the forecasted potential changes, the total expended project contingency, and the forecasted contingency balance upon project completion.

Completion of Other Construction Tasks

There are currently a number of project features that have not been fully incorporated into the GMR contract. Either these items have yet to be added to the design-build contract by change order, or the change order has not been fully authorized or completed.

Authority staff is currently looking at alternatives for completing this work. It is not recommended that all remaining work be incorporated into the current design-build contract, given GMR's current delay in the completion of the overall

project and the fact that the contractor has filed a number of claims regarding time extensions and increased costs.

A discussion of these other construction tasks and the options for completing them are provided as follows:

- **Rubberized Asphalt Overlay on Freeway Mainline**

An overlay of rubberized asphalt was approved by the Authority for the westbound lanes of the freeway mainline. This work is currently included in an approved CCO with GMR. The design for this overlay work was recently updated by GMR and was approved by Caltrans. GMR was requested to re-price the overlay work based upon the updated design. They have yet to provide the Authority with an updated price. If their updated cost is within the approved CCO amount, GMR will be released to do the work. If the updated price exceeds the previously approved amount, then a new CCO will need to be negotiated and brought to the Board for approval. It is intended that these steps be completed and the rubberized asphalt installed, before the end of November 2007.

- **Rubberized Asphalt Overlay on Trask Avenue**

A rubberized asphalt overlay by the City of Garden Grove on Trask Avenue between Euclid Street and Magnolia Street was also approved for implementation by the Authority on January 23, 2006. Under this action, the Authority was to fund the capital cost of construction and the City of Garden Grove was to fund all maintenance costs for the overlay. A cooperative agreement is being negotiated with the City of Garden Grove to implement this work and will be brought to the Board for approval.

- **Additional Soundwalls**

On April 10, 2006, the Board approved further studies of sound barriers along the SR-22 based on community concerns about existing and future freeway noise. Upon study and review, it was determined that added or extended soundwalls were justified at four different locations. These locations are: the eastbound Beach Boulevard on-ramp, The City Drive eastbound off-ramp, the westbound SR-22 between Tustin Avenue and Cambridge Street, and the westbound SR-22 at south Devon Road. These four additional soundwalls are not currently included in GMR's contract.

There are two possible ways that these new soundwalls could be completed. First would be to authorize a CCO to GMR's contract to design and build the soundwalls. As an alternate, the Authority could enter into a cooperative agreement with Caltrans to complete these walls after GMR completes their current project work. Under the second alternative, the soundwall design and construction will likely be completed later than if it were incorporated into the current GMR contract.

Staff has requested a cost estimate and schedule from GMR for incorporating these soundwalls into their contract. Staff will return to the Board with this information and for final guidance on which alternative to pursue within the next two months.

- **Thunderbird Sanitary Sewer and Lift Station**

A new sanitary sewer lift station and re-routed sewer line is needed adjacent to the Thunderbird mobile home park to eliminate a conflict with an existing stormwater channel. On June 5, 2006, the Authority Board approved a conceptual plan to pursue a CCO with GMR to develop the Thunderbird sewer lift station. On May 25, 2006, GMR was requested to provide a cost proposal to perform this work and to complete construction by November 30, 2006 (the original Substantial Completion date). To date, GMR has not provided a cost proposal for this work; however, they have developed preliminary design plans. This work is expected to have a lengthy construction schedule due to long timelines for material and equipment procurements.

Authority staff recommends that the sewer line and lift station be transferred to the City of Garden Grove Sanitation District for construction. Preliminary discussions with City of Garden Grove and district staff have indicated that they are in agreement with this plan. Authority staff are currently negotiating a cooperative agreement with the City of Garden Grove and the City of Garden Grove Sanitation District for construction and maintenance of the new sewer lift station. An implementation schedule has not yet been determined.

- **Lewis Channel Improvements**

The SR-22 project included extensive modifications to the Lewis Channel, owned by the Orange County Flood Control District, because of drainage and right-of-way requirements related to the project. A central 1,000-foot portion of this channel was originally not identified for improvements as part of the SR-22 project. After further design studies, County and

Authority staff have concluded that improvements are now needed along this portion of the channel. Since these future improvements will affect Caltrans property, a three-party agreement is proposed between the County, the Authority, and Caltrans to perform these improvements. It is expected that the County will be the lead agency responsible for these improvements. Currently, Authority staff is evaluating the additional cost to make these improvements. Staff will return to the Board for approval of the required cooperative agreements to implement these items.

- **Garden Grove Pavement Rehabilitation**

On February 26, 2007, the Authority approved a cooperative agreement with Caltrans for the rehabilitation of pavement on Garden Grove Boulevard underneath the SR-22, between the eastbound and westbound Knott Avenue off-ramps. It was requested that GMR price this change in anticipation of a CCO; however, their cost proposal was much higher than what was budgeted. The cost proposal from GMR was not accepted by Authority staff or Caltrans due to the high cost provided by GMR.

Caltrans has agreed to delete this work from the design-build contract. They believe that the current pavement overlays provided by GMR in this area of Garden Grove Boulevard should be sufficient for now. Sometime in the future Caltrans may implement full-depth pavement improvements at this location. Authority staff is preparing an amendment to Caltrans' current agreement to delete the need to rehabilitate Garden Grove Boulevard underneath the SR-22 freeway and will return to the Board for approval.

Additional Project Costs

Authority staff is in the process of updating the cost estimate for the SR-22 design-build project to evaluate all costs related to the closeout of the project. The additional costs that will be evaluated are associated with:

- Extension of oversight, inspection, and maintenance efforts
- Additional soundwalls
- Thunderbird sewer lift station maintenance
- Further improvements to Lewis Channel
- Legal fees associated with construction claims
- Oversight of plant establishment period

Authority staff will report back to the Board on the updated forecast of the cost to complete the SR-22 design-build project in November 2007.

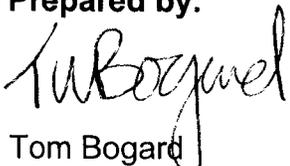
Summary

The Authority continues to advance the largest project in California to be constructed on an active freeway using the innovative design-build delivery method. Staff will continue to provide the Board with project updates as major project completion milestones or significant project changes occur.

Attachments

- A. Garden Grove Freeway (SR-22) Design-Build Project, Project Completion Milestones – September 2007
- B. Garden Grove Freeway (SR-22) HOV Lane Design-Build Project, Change Order Log – August 31, 2007

Prepared by:



Tom Bogard
Director, Highway Project Delivery
(714) 560-5918

Approved by:



Kia Mortazavi
Executive Director, Development
(714) 560-5741

Garden Grove Freeway (SR-22) Design-Build Project

PROJECT COMPLETION MILESTONES
September 2007

1) Substantial Completion No. 1

Planned completion: November 30, 2006
Actual completion: December 9, 2006

Work completed to allow all the mainline lanes east of Magnolia Street to be open to traffic.

2) Substantial Completion No. 2

Planned completion: April 30, 2007
Actual completion: April 30, 2007

Work completed to allow the mainline lanes west of Magnolia Street to be open to traffic.

Work remaining after Substantial Completion No. 2:

- Local street improvements at The City Drive, Garden Grove Boulevard near Fairview Street, and Magnolia Street (required by change order)
- A portion of the sign structures
- Local street repair including sidewalk, curb, and gutters
- Intelligent Transportation System (ITS)
- Permanent mainline pavement striping
- Mainline pavement smoothing
- Bridge seismic retrofit and seismic infill walls
- Slope paving under bridge abutments

The project will have some concrete barriers, construction signs, traffic cones, and short-term lane closures during evening and daytime non-peak hours to complete this work.

3) Project Completion

Planned completion: July 29, 2007
Forecasted completion: September 7, 2007

All principal construction work completed including:

- Local street improvements at The City Drive, Garden Grove Boulevard near Fairview Street, and Magnolia Street
- Local street repair work

Garden Grove Freeway (SR-22) Design-Build Project

PROJECT COMPLETION MILESTONES

September 2007

- ITS system installed (on-site portion)
- Concrete barriers and construction signs removed from project
- Contractor largely demobilized from project

The work remaining after Project Completion:

- Landscaping and hardscaping
- Rubberized asphalt on mainline
- ITS system connection to Caltrans Traffic Management Center (TMC)
- Punchlist work items

The project may have temporary construction signs, traffic cones, and short-term lane closures during evening and daytime non-peak hours to complete punchlist work items.

4) Project Acceptance

Planned completion: November 26, 2007

Forecasted completion: May 23, 2008

All construction work completed, contractor demobilized from jobsite.

Completed items include:

- Landscaping and hardscaping
- Rubberized asphalt along mainline
- ITS system connected to Caltrans TMC and commissioned
- Punchlist items
- Local Agency and Caltrans acceptance of facilities

**Garden Grove Freeway (SR-22) HOV Lane
Design-Build Project**

**CHANGE ORDER LOG
August 31, 2007**

CCO Number	Description	Scope Change	CCO Amount	Added Days	Funding Source				CCO Status	Board Status		Comments
					In-Scope (Contingency Funded)		Scope Additions			Board Status	Date	
					Actual	Actual and Forecasted	Other	Measure M				
1	Contract defined extra maintenance work. \$1,000,000 budgeted in project contingency for this anticipated, but unquantifiable work.		\$ 145,000	0	\$ 145,000	\$ 145,000	\$ -	\$ -	Executed	N/A		Budgeted in project contingency for this anticipated, but unquantifiable work.
2	Contract defined extra maintenance work. \$1,000,000 budgeted in project contingency for this anticipated, but unquantifiable work.		\$ 855,000	0	\$ 855,000	\$ 855,000	\$ -	\$ -	Executed	Approved	4/11/05	Budgeted in project contingency for this anticipated, but unquantifiable work.
3	Addition of enhanced project aesthetics including soundwall pilasters and landscaping removed during the Best and Final Offer (BAFO) process.	✓	\$ 5,000,000	0	\$ -	\$ -	\$ 5,000,000	\$ -	Executed	Approved	5/9/05	Board added \$5M of landscaping removed during the BAFO process.
4	GMR to perform civil portion of SCE (Southern California Edison) work near Yockey Street. SCE could not meet project schedule. Payments to GMR will be withheld from SCE.		\$ 21,500	0	\$ 21,500	\$ 21,500	\$ -	\$ -	Executed	N/A		Work to be performed by utility company on time-and-materials basis. Work transferred to GMR to facilitate project schedule.
5	GMR to perform civil portion of SCE work near Lewis Channel. SCE could not meet project schedule. Payments to GMR will be withheld from SCE.		\$ 27,784	0	\$ 27,784	\$ 27,784	\$ -	\$ -	Executed	N/A		Work to be performed by utility company on time-and-materials basis. Work transferred to GMR to facilitate project schedule.
6	GMR to perform civil portion of SCE (Southern California Edison) work near Dunklee Street. SCE could not meet project schedule. Payments to GMR will be withheld from SCE.		\$ 143,098	0	\$ 143,098	\$ 143,098	\$ -	\$ -	Executed	N/A		Work to be performed by utility company on time-and-materials basis. Work transferred to GMR to facilitate project schedule.
7	GMR to perform civil portion of SBC work near Dunklee Street. SBC could not meet project schedule. Payments to GMR will be withheld from SBC.		\$ 50,093	0	\$ 50,093	\$ 50,093	\$ -	\$ -	Executed	N/A		Work to be performed by utility company on time-and-materials basis. Work transferred to GMR to facilitate project schedule.
8	Deductive Change Order for Caltrans provided ITS equipment.		\$ (1,181,512)	0	\$ (1,181,512)	\$ (1,181,512)	\$ -	\$ -	Executed	N/A		Caltrans to provide hardware. Caltrans cost estimated to be \$750k. Net savings to project of approximately \$400k.
9	Removal and placement of 66" storm sewer pipe adjacent to the County of Orange Animal shelter.		\$ 1,197,462	0	\$ 1,197,462	\$ 1,197,462	\$ -	\$ -	Executed	Approved	8/22/05	Unknown 66" storm drain line owned by County of Orange. Cost to be shared with County (approx 50% reimbursement).
10	Full Replacement of Magnolia Street bridge. Funding to be provided by Garden Grove 2005 TEA funds.	✓	\$ 5,307,424	151	\$ -	\$ -	\$ 5,307,424	\$ -	Executed	Approved	4/10/06	Garden Grove requested full reconstruction of Magnolia bridge. Federally funded. Revised CCO approved on 2/12/07
11	2004 Caltrans Design Standard Changes	✓	\$ 4,388,910	0	\$ -	\$ -	\$ -	\$ 4,388,910	Executed	Approved	4/10/06	
12	Revisions to The City Drive under SR-22	✓	\$ 1,047,767	0	\$ -	\$ -	\$ 200,000	\$ 847,767	Executed	Approved	4/10/06	Widening of The City Drive under the SR-22 required to facilitate turning movements onto realigned Metropolitan Drive.
13	Relocation of Wall 163 due to reconfiguration of ramp.	✓	\$ 234,115	0	\$ -	\$ -	\$ -	\$ 234,115	Executed	Approved	12/5/05	Additional wall height reduced R/W take at AmensourceBergen property.
14	Third Lane on Tustin Avenue	✓	\$ 146,890	0	\$ -	\$ -	\$ 146,890	\$ -	Executed	Approved	4/10/06	City of Orange requested addition. CTFP funded
15	Additional right turn lane at Town and Country	✓	\$ 213,114	0	\$ -	\$ -	\$ -	\$ 213,114	Executed	Approved	4/10/06	Modifications required to add third lane at new signalized intersection.
16	Changes at Metropolitan Drive	✓	\$ 1,200,222	0	\$ -	\$ -	\$ -	\$ 1,200,222	Executed	Approved	4/10/06	Modifications to freeway ramps to facilitate 4th leg construction and wall required to reduce R/W take.
17	Additional EB through lane at Garden Grove Blvd.	✓	\$ 572,286	0	\$ -	\$ -	\$ 572,286	\$ -	Executed	Approved	4/10/06	City of Garden Grove requested betterment.
18	Documentation of existing route design exceptions		\$ -	0	\$ -	\$ -	\$ -	\$ -	Deleted			Caltrans required documentation and approval of existing design conditions along freeway. Incorporated into CCO #11
19	Thunderbird Sanitary Relocation		\$ 650,000	0	\$ -	\$ 650,000	\$ -	\$ -	Pending			Unknown sanitary line conflict. Awaiting GMR final plan submittal and cost estimate
20	Americans with Disabilities (ADA) ramp reconstruction at ramps	✓	\$ 300,000	0	\$ -	\$ -	\$ -	\$ 300,000	Pending			Caltrans may require additional ADA ramp improvements at intersections adjacent to impacted areas.
21	Rubberized asphalt concrete (AC) along freeway (Euclid - Magnolia)	✓	\$ 2,500,000	0	\$ -	\$ -	\$ -	\$ 2,500,000	Executed	Approved	4/10/06	Board directed scope change
22	Safety barrier in lieu of metal rail	✓	\$ 142,441	0	\$ -	\$ -	\$ -	\$ 142,441	Executed	Approved	4/10/06	Board directed scope change

**Garden Grove Freeway (SR-22) HOV Lane
Design-Build Project**

**CHANGE ORDER LOG
August 31, 2007**

CCO Number	Description	Scope Change	CCO Amount	Added Days	Funding Source				CCO Status	Board Status		Comments
					In-Scope (Contingency Funded)		Scope Additions			Board Status	Date	
					Actual	Actual and Forecasted	Other	Measure M				
23	Miscellaneous Soundwall and retaining additions	✓	\$ 2,500,000	0	\$ -	\$ -	\$ -	\$ 2,500,000	Executed	Approved	4/10/06	Misc. soundwalls added along the corridor. Some walls qualify as future retrofit candidates - more economical to construct now.
24	Front End Processor for Caltrans	✓	\$ 299,602	0	\$ -	\$ -	\$ -	\$ 299,602	Executed	Approved	4/10/06	Caltrans required upgrade to ITS system
25	Steel Escalation		\$ 2,500,000	0	\$ -	\$ 2,500,000	\$ -	\$ -	Pending			Steel escalation clause added in contract to eliminate cost escalation in bid. Start date to begin escalation calcs disputed.
26	AC price adjustment		\$ 1,000,000	0	\$ -	\$ 1,000,000	\$ -	\$ -	Pending			AC price escalation clause added in contract to eliminate cost escalation in bid. Start date to begin escalation calcs disputed.
27	Training / Apprenticeship		\$ 95,328	0	\$ 95,328	\$ 95,328	\$ -	\$ -	Executed			Contract requirement to reimburse contractor apprenticeship training expenses
28	Shoulder width adjustment (2.4m to 3.0m)	✓	\$ 1,734,439	0	\$ -	\$ -	\$ -	\$ 1,734,439	Executed	Approved	4/10/06	Caltrans required change to shoulder width created more asphalt and taller retaining walls
29	High-Occupancy Vehicle (HOV) Demonstration project	✓	\$ -	0	\$ -	\$ -	\$ -	\$ -	Place Holder			Implementation of HOV demonstration project.
30	Weather: Santa Ana river impacts		\$ 252,670	0	\$ 252,670	\$ 252,670	\$ -	\$ -	Executed	Approved	6/26/06	Winter rains of 2004 caused water releases in upstream dams into dry season. Cost is for clean-up and dewatering.
31	Weather: Additional Storm Water Pollution Prevention Plan effort		\$ 300,000	0	\$ 300,000	\$ 300,000	\$ -	\$ -	Executed	Approved	6/26/06	Winter rains of 2004 created additional repair and replacement of storm water prevention items over and above reasonable and customary.
32	Utility schedule impacts and work arounds		\$ 4,491,515	0	\$ 4,491,515	\$ 4,491,515	\$ -	\$ -	Executed	Approved	6/26/06	Time impact to critical path of 14 days SCE delay for Trask Ave. Cost also accounts for additional GMR incurred costs for utility work arounds.
33	Conn 3 (Horseshoe)	✓	\$ 1,261,420	0	\$ -	\$ -	\$ -	\$ 1,261,420	Executed	Approved	4/10/06	Caltrans and FHWA required replacement of the bridge connecting E/B SR-22 to N/B SR-57 in lieu of widening.
34	Seismic Design Change Requirements	✓	\$ 22,745,851	0				\$ 22,745,851	Executed	Approved	4/10/06	
35	No Cost Settlement of Outstanding Project Issues through April 10, 2006		\$ -	0	\$ -	\$ -	\$ -	\$ -	Executed	N/A		Resolution of project related cost and schedule through the Board date of April 10, 2006.
36	Added thru lane for future 4th leg at Metropolitan Dr.	✓	\$ 64,054	0	\$ -	\$ -	\$ -	\$ 64,054	Executed	N/A		Additional road widening to accommodate "4th leg" at Metropolitan. Most of work accounted for in CCO #16.
37	ITS Battery back up system. Item no longer provided by Caltrans.		\$ 55,718	0	\$ 55,718	\$ 55,718	\$ -	\$ -	Executed	N/A		This was initially provided as a credit under CCO #8, but Caltrans no longer provides battery packs due to short shelf life.
38	Caltrans required safety upgrade at traffic signals	✓	\$ 26,686	0			\$ -	\$ 26,686	Executed	N/A		
39	Contract defined extra maintenance work anticipated, but unquantifiable work (graffiti removal, etc).		\$ 145,000	0	\$ 145,000	\$ 145,000	\$ -	\$ -	Executed	N/A		Estimate to complete this item. Work paid on a time and materials basis
40	Modify Overhead Guide Signs to add Anaheim and add Guide Sign for Little Saigon and Korean District	✓	\$ 27,563	0	\$ -	\$ -	\$ -	\$ 27,563	Pending	N/A		
41	Sublease Secure Parking for Animal Shelter	✓	\$ 30,000	0	\$ -	\$ -	\$ -	\$ 30,000	Pending	N/A		
42	Partnering Costs		\$ 21,863	0	\$ 21,863	\$ 21,863	\$ -	\$ -	Pending	N/A		
43	SCE Relocation Costs		\$ 19,139	0	\$ 19,139	\$ 19,139	\$ -	\$ -	Pending	N/A		
44	Temporary Construction Easement (TCE) Costs		\$ 91,245	0	\$ 91,245	\$ 91,245	\$ -	\$ -	Pending	N/A		



BOARD COMMITTEE TRANSMITTAL

September 24, 2007

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Third Quarter Review of chief Executive Officer's Goals for 2007

Executive Committee

September 10, 2007

Present: Chairman Cavecche, Vice Chairman Norby, Directors Bates, Campbell, Pringle, Rosen, and Winterbottom
Absent: None

There was no action taken by the Committee on this item; it was received for information only.



MEMO

September 10, 2007

To: Executive Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: **Third Quarter Review of Chief Executive Officer's Goals for 2007**

This is the report on the Chief Executive Officer's goals for the third quarter for calendar year 2007.

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

For the most part, goals are being completed within a reasonable time frame of the proposed quarter to be accomplished or the Board of Directors has been informed of delays with anticipated completion dates. Notable accomplishments include award of nearly \$384 million of Proposition 1B, Corridor Mobility Improvement Account funding; adoption of the Early Action Plan for Renewed Measure M; ratification of the coach operator's collective bargaining agreement well within the parameters approved by the Board; development of quiet zone funding policy; and 30 percent completion of the I-5 Gateway Project.

Other goals, such as receiving allocations of other Proposition 1B funds, conducting a comprehensive review of the disadvantaged business program, and developing branding for the bus rapid transit program, have been delayed, but are continuing to be diligently pursued. The status of each goal is included on the attached matrix.

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

ATL:psz
Attachment

**Chief Executive Officer's Goals
2007
Third Quarter Review**

<u>CEO Goal Reference Number</u>	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
1	State bonds: Obtain funding for OC projects.	First Quarter	<ul style="list-style-type: none"> • Passage of Proposition 1B makes \$19.9 billion available for statewide transportation infrastructure. • Approx \$100 million in STIP funds and \$210 million in Transit capital funds will flow directly to OCTA. • Additional funding will be allocated on a competitive basis for Corridor Mobility, Goods Movement, Transit Security and State and Local Partnerships 	<ul style="list-style-type: none"> • Submission of CMIA projects to CTC by January 16, 2007 • Submission of STIP augmentation projects in Spring 2007 • Participation and submission of projects for Goods Movement, Transit Security, Transit Capital and State Local Partnership on a schedule TBD. 	Development	<p>Completed • Resulted in \$384 million for 5 projects</p> <p>Completed • STIP augmentation submitted 4/2/07</p> <p>• Follow-up legislation for these programs a still under development. A time line for completion is yet to be determined. Staff is working with So. California agencies on potential projects.</p>
	Obtain Fair Share of Corridor Mobility Improvement Account (CMIA) Funding from Prop 1B		In cooperation with the Development Division and the Director of Special Projects, develop and implement strategy to receive an equitable share of CMIA funds	California Transportation Commission award of funding for SR-22 and SR-91 projects	Executive Office, State Relations & Development	Completed OCTA was awarded \$383.5 million (8.7% of total available)
2	SR-22 (Phase II)	First Quarter	<p>I-405 to I-605 HOV Connectors -- Begin preliminary design:</p> <p>Summary: Preliminary engineering is required to further refine the project scope and quantify the schedule of critical Navy R/W acquisitions.</p>	Execute design contract	Development	Completed Design contract approved by Board on 5/14/07

**Chief Executive Officer's Goals
2007
Third Quarter Review**

<u>CEO Goal Reference Number</u>	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
3	Comprehensive Review of Disadvantaged Enterprise Business (DBE) program	First Quarter	Conduct a comprehensive review of the DBE program including DBE certification program	Recommendations for conducting an efficient DBE program incorporated during annual budget preparation	Employee & Labor Relations and Civil Rights	Based on a Ninth Circuit Court decision, federal regulations require recipients of federal funding to conduct a disparity study to determine whether the recipients DBE program should be race neutral or race conscious. The Board approved participation in a joint agencies study on 8/13/07. The study should be completed in 2008.
4	Federal Legislative Goals & Advocacy Team	First Quarter	Perform peer reviews, establish targeted goals, and performance measurements to ensure effective representation in Washington DC.	Complete by 2nd quarter of 2007.	Executive Office, Federal Relations	Regular monthly strategy meetings are being held. Outreach to national Congressional members on appropriations and authorization committees is being conducted. Key themes have been established and will be further refined as part of the scope of work for new lobbying team(s).
5	Bus Rapid Transit Branding	First Quarter	Development branding for Bus Rapid Transit service	Bus Rapid Transit branding recommendation provided March 2007	External Affairs	Presented to LGA 7/19/07 & Board 7/23/07. Revisions with new concepts will be presented in September 2007.
6	I-405 Project Development Study (PDS)	First Quarter	Initiate public participation for I-405 PDS	Convene I-405 Policy Advisory Committee	External Affairs	Completed I-405 Policy Working Group convened 4/25/07. Next meeting will be in the fall.

**Chief Executive Officer's Goals
2007
Third Quarter Review**

<u>CEO Goal Reference Number</u>	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
7	Procurement Policy -- OCTA staff will conduct a workshop to review procurement process	First Quarter	The procurement workshop will provide the Board of Directors with a review of the current procurement process. Staff will seek Board direction to finalize any changes to the process.		Finance, Administration and Human Resources	Completed Procurement Recommendations were approved by the Board 4/23/07. Staff will implement Board approved recommendations.
8	Bus Operations Strategic Plan	First Quarter Feb-07	Develop a five-year strategic plan from CBP that Considers fleet, facility and personnel needs		Transit	The business plan will integrate the service plan, fleet plan, facilities plan, and manpower planning over a five-year period. Plan formulation is underway. Staff will analyze how each plan impacts the others in September. A draft plan will be available for internal review by early November with completion by December 31, 2007.
9	Re-initiate Central County Corridor Study	Second Quarter	Present initial results of SR-57 extension discussion with Army Corp of Engineers. Seek policy direction on SR-57 Extension next steps.	Convene Central County MIS Policy Committee to provide direction on upcoming study efforts.	Development	The Chairman of the Board is currently considering membership for this committee
10	Measure M	Second Quarter	Establish priorities for implementation of renewed Measure M	Adopt five-year project delivery plan	Development	Completed Board approved five-year Early Action Plan for Renewed Measure M on August 13, 2007

**Chief Executive Officer's Goals
2007
Third Quarter Review**

<u>CEO Goal Reference Number</u>	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
11	SR-22 (Phase I) Completion - travel lanes open	Second Quarter	SR-55 to Valley View -- Open all lanes west of the Magnolia Street bridge: The incorporation of the Garden Grove request to reconstruct the Magnolia bridge as part of the SR-22 design- build project delayed opening the HOV and auxiliary lanes west of Magnolia to the end of the project.	Open the HOV and auxiliary lanes west of Magnolia Street	Development	Completed All travel lanes on SR-22 were opened on 4/30/07
12	Coach Operator Collective Bargaining Agreement	Second Quarter	Negotiations of the three-year Coach Operator Collective Bargaining Agreement that expires on April 30, 2007	Target for signed CBA on April 30, 2007	Employee & Labor Relations and Civil Rights	Completed The Union and the Board of Directors ratified the contract on July 9, 2007
13	Staff will secure Board approval of the 2007 Comprehensive Business Plan (CBP) and use the assumptions from the base year as the starting point for the FY 2007-08 budget.	Second Quarter Apr-07	The Comprehensive Business Plan is a financially constrained 20-year plan that details service levels for Authority programs and sets the targets for the annual budget.		Finance, Administration and Human Resources	The CBP is scheduled to go to the Board of Directors in December.
14	2007-08 Annual Budget and 2007-08 Personnel & Salary Resolution Staff will secure Board approval for the 2007-08 Personnel & Salary Resolution	Second Quarter Jun-07	The 2007-08 Annual Budget balances sources and uses of funds, without an unplanned use of reserves, and is consistent with the CBP and Board-approved goals, policies, and procedures. Compensation policies and procedures adopted for administrative employees. Compensation policies and procedures adopted for administrative employees.	Staff will secure Board approval for the 2007-08 Annual Budget and 2007-08 Personnel & Salary Resolution in June.	Finance, Administration and Human Resources	Completed Board workshop was held on May 14. The public hearing was conducted on June 11 at which time the Board approved the Budget and the Personnel and Salary Resolution.

**Chief Executive Officer's Goals
2007
Third Quarter Review**

<u>CEO Goal Reference Number</u>	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
15	Audit Standards	Second Quarter	Internal Audit will review, evaluate, and update the department's standards to ensure compliance with standards promulgated by the industry's professional organizations (AICPA, IIA, GAO, California State Board of Accountancy) and compliance with all state and federal legislation	Updated Internal Audit Policies and Procedures Manual	Internal Audit	Review of Policies and Procedures has been completed. Updating the Policies and Procedures to comply with professional standards will require additional effort.
16	Internal Audit Policy	Second Quarter	Prepare and adopt Authority-wide policies and procedures for the conduct of Internal Audits	Updated Internal Audit Policy	Internal Audit	Adoption of an Authority-wide audit policy will follow the update and implementation of Internal Audit Department Policies and Procedures.
17	Grade Crossing Mitigation Policy funding	Third Quarter	Develop policy for Grade Separation project prioritization and develop project development schedule	Policy development and prioritization by July 1.	Development	In progress, to be presented to the Board of Directors for discussion in October 2007
18	Quiet Zone Policy Development	Third Quarter	Development of OCTA policy for funding, (capital and operating), liability and prioritization for implementation of Railroad Quiet Zones in Orange County	Development of policy consistent with Federal Railroad Administration Rules, California Public Utilities Commission, and SCRRRA policy. Ensure integration with current OCTA grade crossing safety improvement program	Development	Completed Two meetings have been held with the Chairman's Working Group on Quiet Zone Policy. Quiet Zone implementation options were approved by the Board on 8/27/07.
19	Signal Synchronization Program - Euclid demo	Third Quarter	Initiate signal synchronization on Euclid Street from La Habra to Fountain Valley.	Submit initial benefits report to RP&H.	Development	The Euclid Street signal synchronization project was implemented in May 2007. Oso Parkway signal synchronization to be deployed in Fall 2007.
20	2008 STIP Priorities	Third Quarter	Development of 2008 STIP priorities and candidate projects consistent with STIP guidelines, CTC/Caltrans Fund Estimate and 2006 LRTP	Submission of 2008 STIP by Statutory deadline of December 15, 2007	Development	In development. Will go to the Board of Directors in October 2007.

**Chief Executive Officer's Goals
2007
Third Quarter Review**

<u>CEO Goal Reference Number</u>	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
21	SR-22 (Phase II)	Third Quarter	Construction method chosen: Upon completion of preliminary engineering, schedule, cost and possible design-build authority will be quantified to allow a Board policy decision on the construction procurement method.	Board policy direction	Development	Legislation authorizing design-build failed passage in the Assembly. Traditional design-bid-build is currently the only authorized delivery method.
22	Internal Audit Annual Plan	Third Quarter	Complete all audits on the 2006-07 Audit Plan excluding several periodically scheduled control reviews (inventory and payroll) which may be folded into the 2007-08 plan as "full scope" audits, and the Veolia audit which will be redesigned for greater efficiency and "continuous compliance" evaluations.	Completion of all 2006-07 audits, except as noted	Internal Audit	Completed The 2006-2007 Audit Plan has been closed out and the 2007-2008 Audit Plan was adopted by the Board of Directors on 8/13/07.
23	Maintenance Collective Bargaining Agreement	Third Quarter	Negotiations of the three-year Maintenance Collective Bargaining Agreement that expires on September 30, 2007	Target for signed CBA on September 30, 2007	Employee & Labor Relations and Civil Rights	Negotiations are underway
24	Federal Legislative Goals & Advocacy Team	Fourth Quarter	Reprocure OCTAs federal advocacy team to ensure maximum representation in Washington DC.	Rebid in the 3rd quarter. Complete by 4th quarter.	Executive Office, Federal Relations	Preproposal conference was held on 6/27/07 with 15 firms attending. Proposals have been received from 13 firms. The first round of interviews will be conducted Sept. 5-7. Committee interviews will be held the end of Sept. with a recommendation to the Board on 10/5/07.

**Chief Executive Officer's Goals
2007
Third Quarter Review**

<u>CEO Goal Reference Number</u>	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
25	Maximize Annual Federal Appropriations	Fourth Quarter	Work with the Board to maximize annual federal appropriations for OCTA transportation projects.	Goal is to reach a minimum of \$10 million in earmarks for OCTA projects.	Executive Office, Federal Relations	FY 2007 grant applications were not funded. FY 2008 requests received \$2 million for four projects in the House-passed appropriations bill and \$1 million for one project in the Senate Committee-passed appropriations bill.
26	Threat & Vulnerability Assessment	Fourth Quarter	This is a system-wide risk-based assessment which will objectively quantify bus, rail and facility assets within the County. This analysis is a critical component in developing budget strategies and competing for Homeland Security grant allocations.	Comprehensive assessment and debriefing with stakeholders. Complete by 4th quarter of 2007.	Executive Office, Security	Initiated December 2006 with effort underway
27	Costa Mesa Freeway / SR-55 Access Study	Fourth Quarter	Integrate public participation into planning activities	Convene SR-55 Access Study policy advisory group / outline study process	External Affairs	Policy working group being formed. First meeting being scheduled.
28	Internal Audit Risk Assessment & Administrative Software	Fourth Quarter	Evaluate and select audit software that will be used for performing annual risk assessment, monitoring audit findings and implementation of recommendations, producing timekeeping and productivity reports, standardizing workpaper templates and reports.	Selection of software and development of implementation plan	Internal Audit	In Progress. RFP will be circulated in 3rd quarter.
29	I-5 Gateway Project	Yearlong	Four-year project to widen I-5 freeway through Buena Park to Los Angeles county line - adding lanes, widening bridges, and enhancing freeway aesthetics.	<ul style="list-style-type: none"> • Complete Western Bridge; • Attain 30% completion level 	Development	Completed <ul style="list-style-type: none"> • Western Avenue Bridge was completed and opened on 8/7/07 • Overall construction was 30% complete through July 2007

**Chief Executive Officer's Goals
2007
Third Quarter Review**

<u>CEO Goal Reference Number</u>	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
30	Metrolink Expansion Program	Yearlong	Progress towards initiation of 30-minute service by end of 2009. Specifically focus on turning and support facilities at Fullerton, Laguna Niguel/Mission Viejo, Irvine	<ul style="list-style-type: none"> • Complete Project Definition packages • Complete Environmental analysis for Fullerton and Laguna Niguel/Mission Viejo. • Initiate right-of-way acquisition • Initiate design phase • Execute Cooperative Agreement with Metrolink 	Development	<ul style="list-style-type: none"> • Project Definition packages are complete • RFP awarded for Right-of-Way services • Design phase initiated • Cooperative Agreement signed and executed
31	Consolidating LOSSAN services	Yearlong	Lay groundwork for integration of Amtrak, Metrolink, and Coaster service through Orange County	Initiate short-term actions between Metrolink and Coaster	Development	Negotiations with Amtrak and Caltrans on expansion of Rail 2 Rail program is underway. Targeting October start date.
32	Goods Movement	Yearlong	OCTA becomes full partner with other counties in planning for goods movement to mitigate community impacts. Develop goals and priorities for Board consideration.	Staff newly formed Goods Movement Committee. Participate in Multi-County Goods Movement Action Plan. (MCGMAP)	Development	<ul style="list-style-type: none"> • Workshop with Board scheduled in January. MCGMAP scheduled for completion in November • Goods movement strategy approved by LGA Committee in May 2007
33	SR-91 Toll Extension - Riverside	Yearlong	Consult with Riverside County on proposed 91 Express Lanes extension to I-15.	Monitor progress and conduct follow-up analysis.	Development State Relations Finance, Administration & Human Resources	Staff is participating in meetings with RCTC. Analysis will be included in Vollmers Toll & Revenue analysis currently underway. Legislation was held in Assembly Appropriations Committee.

**Chief Executive Officer's Goals
2007
Third Quarter Review**

<u>CEO Goal Reference Number</u>	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
34	South County MIS	Yearlong	Continue South Orange County Major Investment Study	Conduct public outreach in Spring 2007.	Development & External Affairs	A reduced set of six alternative strategies was recommended by the Policy Advisory Committee and will be brought to the Board of Directors in Sept./Oct. 2007.
35	MTA Coordination	Yearlong	Meet and confer with MTA on projects of mutual interest.	<ul style="list-style-type: none"> • Continue meetings with MTA staff and Board. • Fund OC/LA Intercounty Agreement 	Development	Ongoing
36	Go Local Program	Yearlong	Continue Development of phase 1 of the Go Local Program.	<ul style="list-style-type: none"> • Complete MOU's with all Orange County Cities interested in participating in phase 1 of the Go Local Program. • Develop schedule and scoring criteria for initiation of phase 2 	Development	25 MOU's have been signed and executed for Phase 1
37	HOV Policy Changes	Yearlong	Pursue changes to HOV policies with Caltrans.	Cooperative Agreements with Caltrans regarding continuous access HOV policy.	Development	Pilot program underway on SR-22. Ongoing discussions with Caltrans for expansion of policy to include other OC freeways. Caltrans is investigating safety, striping, and signage issues.
38	OCTA - Caltrans liaison	Yearlong	Partner with District 12 to improve productivity	Achieve measurable reductions in project approval time	Development	On-going senior staff meetings underway
39	OC - Intercounty Cooperation	Yearlong	Coordinate across county lines	Policy-level meetings with MTA, SANDAG & RCTC	Development	On-going senior staff meetings underway

**Chief Executive Officer's Goals
2007
Third Quarter Review**

<u>CEO Goal Reference Number</u>	<u>CEO's Goal</u>	<u>Date</u>	<u>Summary</u>	<u>Performance Measurement</u>	<u>Divisional Responsibility</u>	<u>Status</u>
40	ARTIC	Yearlong	Development of interim Metrolink station at newly acquired ARTIC site. Begin development of master site plan for ARTIC site.	<ul style="list-style-type: none"> • Development of detailed schedule, plans, and cost estimate for interim Metrolink station. • Define roles and responsibilities for City, OCTA, and SCRRA for interim station development. • Complete report of public facilities. • Complete private stakeholder solicitations. 	Development	<ul style="list-style-type: none"> • Design basis report for site complete. • Planning for interest conference on 10/29/07 underway • Initiated project concepts for build out of ARTIC • Project definition for public facilities underway • Supporting materials for interest conference initiated
41	Public Information	Yearlong	Provide public information about OCTA initiatives and services to the media, cities, customers, constituencies. Reach out to existing and potential users of services and program stakeholders i.e. commuters, students, seniors, city officials, business leaders, environmental groups, employees, etc.	Accurate information is provided in advance of changes for bus, Metrolink, ACCESS, 91 Express Lanes and for highway, streets & roads, transit & other projects and funding programs. Quarterly customer relations and weekly outreach reports are delivered.	External Affairs	<ul style="list-style-type: none"> • Weekly reports ongoing • Quarterly Customer Relations report presented at TP&O Committee on 8/23/07 • Web updates ongoing for all projects • News Media summary of activities in weekly updates and Board news alerts ongoing • Metrolink newsletter - August 2007 • Express Lanes newsletter - September 2007
42	Public Participation: Advisory & Oversight Committees	Yearlong	Staff Citizen's Advisory, Special Needs in Transit, Measure M Citizens / Taxpayers Oversight Committees	Updates are provided in weekly and quarterly reports; key issues are identified for Board.	External Affairs	Outreach reports submitted to Board in CEO weekly update following meetings and in Customer Relations quarterly reports
43	OCTA will meet the following goals on the SR-91 Express Lanes: (a) 14,800,000 trips on the lanes (b) \$42,100,000 in toll revenue	Yearlong	To maintain consistency with bond indenture requirements, the SR -91 Express Lanes 2007 revenue and vehicle trip goals are derived from annualized estimates of Vollmer weekly traffic and revenue forecasts.		Finance, Administration and Human Resources	SR-91 Express Lanes is on pace to meet its trip and revenue goals. As of 6/30/07, trips are at 7,286,502 and revenues are at \$20,667,482.

**Chief Executive Officer's Goals
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44	State Legislative approach	Yearlong	Identify and implement strategies to advance legislative goals in Sacramento		State Relations	Ongoing - Increased Board participation in advocacy efforts
45	Bus Revenue Projections	Yearlong	Provide <u>1.8 million</u> hours of revenue and non-revenue service		Transit	<ul style="list-style-type: none"> • Revenue hours are up by 4.2% over prior year period • Year-end forecast will be lower than originally estimated, by about 45,000 revenue hours, due to loss of service caused by strike in July
46	Bus Operations	Yearlong	Reduce passenger complaint frequency by 10%		Transit	Customer complaints are up by 5.5% or 79 complaints over prior year period with 60% of the total increase contributed to customers being passed by at bus stops. Analysis is underway to determine specific problem areas.
47	Passenger Boardings	Yearlong	Provide <u>72.2</u> million passenger boardings		Transit	Boardings are up by 1.2% over prior year period. Year-end projection will be revised downward to reflect loss of boardings during strike. Loss in July alone totaled over 2.1 million boardings compared to July 2006.
48	Maintenance	Yearlong	Increase miles between road calls by 6%		Transit	Miles between road calls are up by 8% over prior year period, going from 11,577 miles to 12,502 miles

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49	Maintenance	Yearlong	Control cost per vehicle hour and mile		Transit	Cost per vehicle hour is down 1.6%, while the cost per vehicle mile is down by 1.2%
50	Maintenance	Yearlong	Maintain a fleet which is clean and graffiti free		Transit	We maintain a zero tolerance for graffiti free buses
51	CNG Fueling Facilities at Santa Ana, Garden Grove, and Anaheim	Yearlong	<p><u>Santa Ana Base CNG Fueling Station</u> Installation of 4 CNG compressors, gas dryer, 4 buffer storage tanks, 3 CNG dispensers, methane gas detection system, and underground gas pipeline.</p> <p><u>Anaheim & Garden Grove CNG Fueling Stations</u> Installation of CNG compressors, gas dryer, buffer storage tanks, 3 CNG dispensers, methane gas detection system, and underground gas pipeline</p>	<p>• Santa Ana - Complete construction by March 2007</p> <p>• Anaheim & Garden Grove - Board recommendation for award by May 2007</p>	Development	<p>• Construction complete. Punchlist item disposition in progress</p> <p>• Design, construction, operation and maintenance contracts for Anaheim & Garden Grove approved on 5/14/07</p>
52	Bus Rapid Transit	Yearlong	Complete Project Implementation Plan and move forward with vehicle procurement for BRT fleet (implement option)	Bring to Board for review and adoption	Transit	Board approved implementation plan in June. Procurement of vehicles contingent on STIP funding. STIP funding application process underway. STIP funding approval anticipated in October.