

Date: Monday, June 27, 2005

Time: 9:00 a.m.

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



AGENDA

Orange County Transportation Authority Board Meeting
OCTA Headquarters
First Floor - Room 154, 600 South Main Street
Orange, California
Monday, June 27, 2005, 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 Cavecche

Pledge of Allegiance

Vice Chairman Brown

Agenda Descriptions

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

Public Comments on Agenda Items

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



AGENDA

ACTIONS

Special Matters

1. **Recognition of OCTA's 2005 Annual Rodeo Winners**
2. **Presentation of Resolutions of Appreciation for Employees of the Month**

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-96, 2005-97, 2005-98 to Francesco Carri, Coach Operator, Anh Truong, Maintenance, and James Kramer, Administration, as Employees of the Month for June 2005.
3. **Presentation of Resolution of Appreciation to Orange County Sheriff's Department Employee of the Quarter**

Present Orange County Transportation Authority Resolution of Appreciation No. 2005-99 to Orange County Sheriff's Deputy Jose Pelayo.
4. **Presentation of Resolution of Appreciation for California Highway Patrol Officer Kari Keul**

Present Orange County Service Authority for Freeway Emergencies Resolution of Appreciation No. 2005-01 to California Highway Patrol Officer Kari Keul.
5. **Measure M Citizens' Oversight Committee New Member Recruitment**
Alice T. Rogan/Ellen S. Burton

Overview

The Measure M Ordinance calls for a Citizens' Oversight Committee to serve as a watchdog over the program of transportation improvements. The recruitment process conducted by the Grand Jurors' Association of Orange County has been completed and three new members will be chosen by lottery to fill vacancies in the Second and Third Supervisorial Districts.

Recommendations

- A. Pursuant to the Measure M Ordinance, conduct the lottery for final selection of new Measure M Citizens Oversight Committee members by drawing one name to represent the Second Supervisorial District and two names to represent the Third Supervisorial District from the list of Grand Jurors Association of Orange County recommended finalists.



AGENDA

ACTIONS

5. **(Continued)**

- B. Adopt Orange County Local Transportation Authority Resolutions of Appreciation Nos. 2005-102, 2005-101 and 2005-100 for Victor Zengler, Lynn Rans and William Koenig, members of the Citizens Oversight Committee whose terms have expired.

Consent Calendar (Items 6 through 19)

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

Orange County Transportation Authority Consent Calendar Matters

6. **Approval of Minutes**

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of June 13, 2005.

7. **Approval of Resolutions of Appreciation for Employees of the Month of June 2005**

Approval of Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-96, 2005-97, 2005-98, respectively, to Francesco Carri, Coach Operator, Anh Truong of Maintenance, and James Kramer of Administration, as Employees of the Month for June 2005.

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

Adopt Orange County Transportation Authority Resolution of Appreciation No. 2005-99 for Orange County Sheriff's Deputy Jose Pelayo.

9. **Approval of Resolution of Appreciation to California Highway Patrol Officer Kari Keul**

Approval of Orange County Service Authority for Freeway Emergencies Resolution of Appreciation No. 2005-01 to California Highway Patrol Officer Kari Keul.



AGENDA

ACTIONS

10. Approval of Travel Authorization

Approval of travel by Vice Chairman, Arthur C. Brown, to attend the American Public Transportation Association's Annual Meeting and Expo in Dallas, Texas, September 24-28, 2005.

11. 91 Express Lanes April 2005 Status Report

Ellen Lee/Paul C. Taylor

Overview

The 91 Express Lanes Status Report for the period ending April 30, 2005, is provided for Orange County Transportation Authority Board of Directors' review. The report provides toll road traffic volume, revenue, financial performance, operations, maintenance, and communications information.

Recommendation

Receive and file the 91 Express Lanes Status Report for the period ending April 30, 2005.

12. Early Rapid Transit Actions

Jose Martinez/Paul C. Taylor

Overview

Refinement of rapid transit projects has occurred during the months of April and May 2005 by incorporating into the analysis input from the Transit Planning and Operations Committee and the Board of Directors. Potential phasing scenarios for the bus rapid transit projects, along with potential funding sources, have been identified. There are early actions and next steps that will assist meeting air emission reductions by the year 2010. As staff prepares to proceed with the next steps and an eventual development of rapid transit projects, it proposes the use of project management consultant services to supplement existing staff resources.



AGENDA

ACTIONS

12. (Continued)

Recommendations

- A. Authorize the release of a Request for Proposal for project management consultant services for rapid transit projects.
- B. Amend the fiscal year 2005-06 revenue and expense budget by \$750,000 to cover the anticipated costs that will be associated with this contract.

13. Selection of Consultant for the South Orange County Long-Range Transportation Study

Kurt Brotcke/Paul C. Taylor

Overview

The Board has directed staff to develop conceptual solutions for south Orange County's current and future transportation problems. Staff is submitting for Board of Director's review the technical consultant selection recommendation for the South Orange County Long-Range Transportation Study. Proposals and statements of qualifications were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform architectural and engineering work.

Recommendations

- A. Authorize staff to request a cost proposal from URS Corporation and negotiate an agreement for their services.
- B. Authorize the Chief Executive Officer to execute the final agreement.



AGENDA

ACTIONS

14. **San Diego Freeway (Interstate 5) at Oso Parkway Chokepoint Improvement Project**
Dipak Roy/Stanley G. Phernambucq

Overview

On March 11, 2002, the Orange County Transportation Authority Board of Directors approved the programming of \$17,068,000 from the State Transportation Improvement Program to Oso Parkway Chokepoint project. The project report and environmental document phase is nearing completion, which allows for the start of the Plans, Specifications, and Estimates phase.

Recommendations

- A. Authorize the Chief Executive Officer to execute a cooperative agreement between the California Department of Transportation and the Orange County Transportation Authority that addresses the reimbursement of funds, and outlines the roles and responsibilities of each party in the preparation of the Plans, Specifications, and Estimates, and the right-of-way work for the chokepoint improvement project on the San Diego Freeway at Oso Parkway.
- B. Authorize staff to release a Request for Proposal for the preparation of Plans, Specifications, and Estimates and right-of-way work for the Oso Parkway Chokepoint improvement project on the San Diego Freeway.
- C. Amend the fiscal year 2005-06 budget to accommodate an additional \$1,632,600 in revenues account 0051-6061 and expenses account 0051-7519.



AGENDA

ACTIONS

15. Design and Installation of Full Landscaping in Conjunction with San Diego Freeway (Interstate 405)/Costa Mesa Freeway (State Route 55) Interchange Project

Charles Guess/Stanley G. Phernambucq

Overview

The project to reconstruct the San Diego Freeway (Interstate 405)/Costa Mesa Freeway (State Route 55) is nearly complete. The Cities of Costa Mesa, Santa Ana, and the majority of businesses in the area have requested full landscaping at key interchanges to repair the conditions which deteriorated significantly during the four-year construction period. A cooperative agreement and additional funding are necessary to design and install full landscaping in conjunction with the Minimum Operating Segments (MOS) 2 and 3 of the San Diego Freeway (Interstate 405)/Costa Mesa Freeway (State Route 55) Interchange Project.

Recommendations

- A. Authorize staff to negotiate a cooperative agreement with the Cities of Costa Mesa and Santa Ana to design and install full landscaping at the interchanges of San Diego Freeway (Interstate 405)/Bristol Street and Costa Mesa Freeway (State Route 55)/MacArthur Boulevard.
- B. Allocate \$1,343,000 in Measure M funds to the Cities of Costa Mesa and Santa Ana for the design, installation, and all other applicable work.

16. Orange County Transportation Authority's Fiscal Year 2005-06 Personnel and Salary Resolution

James S. Kenan

Overview

The Orange County Transportation Authority's Fiscal Year 2005-06 Personnel and Salary Resolution presents a summary of the policies affecting administrative employees' salaries and benefits. It is a resolution approved by the Board of Directors that summarizes the policies necessary to provide for an effective and efficient organization and identifies the approved payroll titles and salary ranges associated with each title.



AGENDA

ACTIONS

16. (Continued)

Recommendations (Reflects change from staff recommendation)

- A. Future Members of the OCTA Board of Directors shall pay the cost of their medical health benefits, at the same rate as do OCTA Administrative employees.
- B. Approve changes to the Personnel and Salary Resolution with the exception of:

Upon paid retirement or death, an employee or the estate shall be paid the employee's unused or unpaid sick leave to a maximum of 240 hours.

17. **Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limitation for Fiscal Year 2005-06**
Jerome A. Diekmann/James S. Kenan

Overview

The California State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIII B, at a regularly scheduled meeting.

Recommendation

Adopt Orange County Transportation Authority Resolution No. 2005-91 to establish the Orange County Transportation Authority General Fund appropriations limit at \$7,061,585, for fiscal year 2005-06.



AGENDA

ACTIONS

18. **Amendment No. 1 to Agreement C-3-0473 for Disadvantaged Business Enterprise Services in Support of the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project**
Marlene K. Heyser

Overview

On June 4, 2003, an agreement was approved with Padilla & Associates, Inc., in the amount of \$100,000, to provide Disadvantaged Business Enterprise consultant services for the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project. Padilla & Associates, Inc. was retained in accordance with the Orange County Transportation Authority's procurement policies and procedures for professional services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-3-0473 between the Orange County Transportation Authority and Padilla & Associates, Inc., in an additional amount not to exceed \$150,000, for continued support of the Disadvantaged Business Enterprise program for the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project and to provide additional services for the Equal Employment Opportunity Contract Compliance Review.

Orange County Local Transportation Authority Consent Calendar Matters

19. **Resolution to Establish the Orange County Local Transportation Authority Measure M Appropriations Limitation for Fiscal Year 2005-06**
Jerome A. Diekmann/James S. Kenan

Overview

The California State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIII B of the California State Constitution, at a regularly scheduled meeting.



AGENDA

ACTIONS

19. (Continued)

Recommendation

Adopt Orange County Local Transportation Authority Measure M Resolution No. 2005-01 to establish the Orange County Local Transportation Authority Measure M appropriations limit at \$1,071,231,874, for fiscal year 2005-06.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

20. 2004 Combined Transportation Funding Programs Funding Allocations Shohreh Dupuis/Paul C. Taylor

Overview

On November 8, 2004, the Orange County Transportation Authority issued a call for projects to fund approximately \$218 million in Measure M and federal Regional Surface Transportation Program funds for local streets and roads improvements. This competitive process has identified 509 projects for funding over the next five years. These projects are funded through a variety of Measure M programs and cover the entire County.

Recommendations

- A. Approve the recommended project priority lists nominated for the 2004 Combined Transportation Funding Program in the categories of Regional Interchange Program, Intersection Improvement Program, Signal Improvement Program, Transportation Demand Management, Master Plan of Arterial Highways, Growth Management Area, and Arterial Highway Rehabilitation programs. Attached are itemized details regarding scope and costs of proposed projects.
- B. Amend the Regional Transportation Improvement Plan to include relevant projects.
- C. Authorize Chief Executive Officer to execute amendments to local agency master funding agreements as necessary with each of the 34 cities and the County of Orange.



AGENDA

ACTIONS

Orange County Transit District Regular Calendar Matters

21. Annual Report of Transit Police Services

Lt. James Rudy/William L. Foster

Overview

The Orange County Transportation Authority contracts for transit law enforcement and security functions with the Orange County Sheriff's Department. Since the inception of this partnership in March 1993, the Orange County Transportation Authority's public transportation system continues to be one of the safest in the United States. This report is an overview of the Transit Police Services for calendar year 2004.

Recommendation

Receive and file as an information item.

22. Amendment to Agreement with the Orange County Sheriff's Department

Allan Jagger/William L. Foster

Overview

On June 26, 2003, the Board of Directors approved a one year agreement with four option years with the Orange County Sheriff's Department for Transit Police Services. The firm, fixed total cost to the Orange County Transportation Authority for services provided for a 12-month period is determined annually by the County and approved by the Orange County Transportation Authority.

Recommendation

Authorize the Chief Executive Officer to execute the second option year of Agreement C-8-0211 between the Orange County Transportation Authority and the County of Orange, Sheriff's Department, in an amount not to exceed \$4,332,000, for services from July 1, 2005, through June 30, 2006.



AGENDA

ACTIONS

Other Matters

23. Chief Executive Officer's Goals for 2005

Arthur T. Leahy

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

24. Chief Executive Officer's Report

25. Directors' Reports

26. 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.

27. Closed Session

None Scheduled.

28. Adjournment

The next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSSAAV Board will be held at **9:00 a.m. on July 11, 2005**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.



June 27, 2005

To: Members of the Board of Directors
From: Arthur T. Leahy, ^{AL} Chief Executive Officer
Subject: Measure M Citizens Oversight Committee New Member Recruitment

Overview

The Measure M Ordinance calls for a Citizens Oversight Committee to serve as a watchdog over the program of transportation improvements. The recruitment process conducted by the Grand Jurors Association of Orange County has been completed and three new members will be chosen by lottery to fill vacancies in the Second and Third Supervisorial Districts.

Recommendations

- A. Pursuant to the Measure M Ordinance, conduct the lottery for final selection of new Measure M Citizens Oversight Committee members by drawing one name to represent the Second Supervisorial District and two names to represent the Third Supervisorial District from the list of Grand Jurors Association of Orange County recommended finalists.
- B. Adopt Orange County Local Transportation Authority Resolutions of Appreciation Nos. 2005-102, 2005-101 and 2005-100 for Victor Zengler, Lynn Rans and William Koenig, members of the Citizens Oversight Committee whose terms have expired.

Background

The Measure M Citizens Oversight Committee (COC) is required by the Traffic Improvement and Growth Management Plan Ordinance No. 2. The COC is an independent committee representing all five Supervisorial Districts in the County. The COC is comprised of eight public members serving three-year terms, in addition to the County Auditor-Controller. The current membership roster is attached (Attachment A). The COC is responsible for ensuring the transportation projects in Measure M are implemented according to the

expenditure plan approved by the voters. The COC meets bimonthly to review progress on the implementation of the Measure M program.

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

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

Discussion

On June 30, 2005, the terms of three members of the COC will expire. The Selection Panel (Attachment B) has conducted a recruitment process to fill the three vacant positions on the COC.

The Selection Panel used a fact sheet/application form for recruitment purposes (Attachment C). Applications were distributed to nearly 11,000 persons in the Second and Third Supervisorial Districts by utilizing direct mail to listings in the Orange County Transportation Authority database, including area chambers, public libraries, ethnic organizations, and other special interest groups. Advertisements were also placed in the Los Angeles Times/Orange County Edition, the Orange County Register, Excelsior, and local newspapers, for a total estimated circulation of more than 1.4 million readers.

The members of the Selection Panel screened more than 35 applications from interested citizens. The Selection Panel looked closely at each applicant's community service record as well as experience in community and transportation issues. The Selection Panel considered each individual's ability to assess and analyze facts, desire to make the COC a priority, involvement in community organizations, special skills or experience, and degree of knowledge of government. In addition, the Ordinance prohibits elected or appointed officials from serving on the COC. Finalists with potential conflicts have agreed to resign from their elected positions if selected.

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

The criteria listed in Policy Resolution No. 1, Section III, No. 3 of Ordinance No. 2, calls for a minimum of three, and no more than five candidates to be recommended for each Supervisorial District. The Selection Panel is recommending six candidates for possible membership on the COC: three from the Second District and three from the Third District. The list of finalists is included as Attachment D. At the June 27 Board meeting, the Chairman will select three persons by lottery to fill the vacant positions - one from the Second District and two from the Third District. The representatives will begin serving three-year terms on the COC in July 2005.

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

Resolutions for Outgoing Members

Participation on the COC is a three-year commitment. The volunteers who serve on the COC provide personal energy and insight into thoughtful discussion regarding implementation and oversight of Measure M. In recognition of this contribution to the citizens of Orange County, adoption of a resolution of appreciation is proposed for departing members (Attachment E). Committee members Victor Zengler (Fourth District), Lynn Rans (Fifth District) and William Koenig (Third District) have completed their terms on the COC.

Summary

The Grand Jurors Association of Orange County Selection Panel has completed its recruitment for the three vacancies on the COC for the Second and Third Supervisorial Districts. The Selection Panel has submitted the names of eligible candidates for the 2005 lottery to fill three positions on the COC. Three resolutions of appreciation for outgoing COC members are included for Board adoption.

Attachments

- A. Measure M Citizens Oversight Committee Members (July 1, 2004 through June 30, 2005)
- B. Grand Jurors Association of Orange County, Citizens Oversight Committee Selection Panel 2005
- C. Measure M Citizens Oversight Committee Application
- D. Measure M Citizens Oversight Committee 2005 Finalists
- E. Resolutions of Appreciation to Outgoing Members

Prepared by:

Alice T. Rogan

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

Approved by:

Ellen S. Burton

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

**MEASURE M
CITIZENS OVERSIGHT COMMITTEE MEMBERS
JULY 1, 2004 THROUGH JUNE 30, 2005**

<u>District</u>	<u>Name</u>	<u>Term</u>	<u>Expiration</u>
1	Ed Wylie	3 Years	2007
1	Jeff Haspell	3 Years	2006
2	Joann Lombardo*	2 1/2 Years	2006
3	Bill Koenig*	1 1/2 Years	2005
4	Victor Zengler	3 Years	2005
4	H. Ernie Nishii	3 Years	2006
5	Lynn Rans*	2 1/2 Years	2005
5	Gene Rodriguez	3 years	2007
	David Sundstrom, Auditor-Controller		

*Filled position of a member who resigned part-way into his/her three-year term.

**GRAND JURORS ASSOCIATION OF ORANGE COUNTY
CITIZENS OVERSIGHT COMMITTEE
SELECTION PANEL
2005**

Robert Fauteux (Chair)

Peter Carter

Hiroko Kranz

William Nelson

Carol Morales

APPLY FOR THE 2005 MEASURE M CITIZENS OVERSIGHT COMMITTEE

RESIDENTS NEEDED FROM THE SECOND AND THIRD SUPERVISORIAL DISTRICTS

Measure M is the Revised Traffic Improvement and Growth Management Plan approved by Orange County voters in November 1990. The measure raises the sales tax in Orange County by one-half cent for a period of 20 years to alleviate traffic congestion. This money is administered by the Orange County Transportation Authority (OCTA) and pays for specific voter-approved transportation projects for freeway improvements, local street and road improvements, and rail and transit programs specified in the plan.

Measure M requires that an independent Citizens Oversight Committee ensure the integrity of the measure by acting as watchdog over the expenditures specified in the Revised Traffic Improvement and Growth Management Plan.

The responsibilities of the nine-member Citizens Oversight Committee are to:

- Ensure all transportation revenue collected from Measure M is spent on the projects approved by the voters as part of the plan;
- Ratify any changes in the plan and recommend any major changes go back to the voters for approval;
- Ensure all jurisdictions in Orange County have a Growth Management Plan and a Seven-Year Capital Improvement Program which conform with the requirements of Measure M before receipt of any tax monies for local projects;
- Hold annual public meetings regarding the expenditure and status of funds generated by Measure M;
- Request independent audits of issues regarding the plan and performance of the Orange County Local Transportation Authority regarding the expenditure of Measure M sales tax monies.

► HOW ARE MEMBERS CHOSEN?

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

Citizens Oversight Committee members represent each of the five Orange County Supervisorial Districts and have been meeting regularly since 1990. At this time, the GJAOC is conducting a recruitment to fill three vacancies with one representative from the Second and two from the Third Supervisorial Districts. The GJAOC will recommend as many as five finalists from each district. The new members are to be chosen by lottery at the June 27, 2005 meeting of the OCTA Board of Directors. The terms for the new committee members will begin July 1, 2005. The representatives will serve three-year terms which expire on June 30, 2008. This is a volunteer position and no monetary compensation will be paid to committee members. The Chairperson is the elected Auditor-Controller of Orange County. The Auditor-Controller's term coincides with his/her elected term.

► WHO CAN APPLY TO SERVE?

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

1. Commitment and ability to participate in Citizens Oversight Committee meetings for a three-year term from July 1, 2005 to June 30, 2008. The Committee will maintain time and meeting requirements. The Committee currently meets bi-monthly.
2. Demonstrated interest and history of participation in community activities, with special emphasis on transportation-related activities.
3. Lack of conflict of interest with respect to the expenditure of the sales tax revenue generated by Measure M. All Citizens Oversight Committee members are required to sign a conflict of interest form when accepting appointment.
4. Currently elected or appointed city, district, county, state or federal officials are not eligible to serve.

DEADLINE FOR APPLICATION:

All applications **MUST** be received no later than **May 2, 2005**. For more information, call the GJAOC's Citizen Oversight Committee Selection Panel at (714) 970-9329. Please mail application to:

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

APPLICATION FOR MEASURE M CITIZENS OVERSIGHT COMMITTEE

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

Name (Mr. Ms. Mrs.) _____
(circle one)

Business Address _____ City _____ Zip Code _____

Residence Address _____ City _____ Zip Code _____

Home Phone (_____) _____ Business Phone (_____) _____

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

Are you presently employed? _____ not employed? _____ retired? _____

Present Occupation _____ Employer _____

Please state your ethnic origin (optional) _____

How long have you lived in Orange County? _____

Are you a citizen of the United States? Yes No

Are you a registered voter? Yes No

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

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

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

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

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

BE A PART OF THE TRANSPORTATION SOLUTION

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

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

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

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

In what transportation-related activities have you been involved?

What do you know about Measure M?

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

EDUCATIONAL BACKGROUND:

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

EMPLOYMENT BACKGROUND:

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

APPLICATION FOR MEASURE M CITIZENS OVERSIGHT COMMITTEE

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

APPLICATION MUST BE RECEIVED BY MAY 2, 2005.

Please send completed application to:

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

For more information call (714) 970-9329.

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

Date

Signature



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

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**MEASURE M
CITIZENS OVERSIGHT COMMITTEE
2005 FINALISTS**

DISTRICT 2

<u>NAME</u>	<u>CITY</u>
Lauree Avagona	La Palma
Brooks Corbin	Newport Beach
Gilbert Ishizu	Cypress

DISTRICT 3

<u>NAME</u>	<u>CITY</u>
Merlin Henry	Santa Ana
Greg Moore	Irvine
Sandra Nassar	Irvine

Victor Zengler

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

WHEREAS, be it known that Victor Zengler has served on the Measure M Citizens Oversight Committee from July 2002 to June 2005;

WHEREAS, Mr. Zengler has served on the Measure M Citizens Oversight Committee Audit Subcommittee for one year;

WHEREAS, Mr. Zengler also served on the Measure M Citizens Oversight Committee Growth Management for two years;

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

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

Dated: June 27, 2005

**Bill Campbell, Chairman
Orange County Transportation Authority**

OCLTA Resolution No. 2005-102

Lynn Rans

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

WHEREAS, be it known that Lynn Rans has served on the Measure M Citizens Oversight Committee from 2003 to 2005;

WHEREAS, Mr. Rans served on the Measure M Citizens Oversight Audit Subcommittee and provided key input into improving the Local Transportation Authority audit process and Measure M financial reporting;

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

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

Dated: June 27, 2005

**Bill Campbell, Chairman
Orange County Transportation Authority**

OCLTA Resolution No. 2005-101

William Koenig

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

WHEREAS, be it known that William Koenig has served on the Measure M Citizens Oversight Committee from January 2004 to July 2005;

WHEREAS, Mr. Koenig served on the Measure M Citizens Oversight Audit Subcommittee;

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

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

Dated: June 27, 2005

**Bill Campbell, Chairman
Orange County Transportation Authority**

OCLTA Resolution No. 2005-100

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
June 13, 2005

Call to Order

The June 13, 2005, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order at 9:00 a.m. at the Orange County Transportation Authority Headquarters, Orange, California; Chairman Campbell presided over the meeting.

Roll Call

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

Also Present: Arthur T. Leahy, Chief Executive Officer
Richard J. Bacigalupo, Deputy Chief Executive Officer
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: Marilyn Brewer
Curt Pringle
Miguel Pulido

Invocation

Director Monahan gave the invocation.

Pledge of Allegiance

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

Public Comments on Agenda Items

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

Special Matters

1. Retiree Recognition

The Chairman presented a certificate of appreciation to John Garcia, who retired after more than 31 years of service.

2. Public Hearing on the Orange County Transportation Authority's Fiscal Year 2005-06 Budget

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

Wendy Knowles, Clerk of the Board, read into the record the process by which the public was made aware of today's Public Hearing.

James S. Kenan, Executive Director of Finance and Administration, presented an overview of the proposed budget to the Board, recapping main points and provisions.

Darrell Nolta, Westminster, member of the public, offered comments, stating opposition to various aspects of the budget document.

At this time, a motion was made by Vice Chairman Brown, seconded by Director Wilson, and declared passed unanimously by those present, to close the Public Hearing.

2. (Continued)

Motion was then made by Director Wilson, seconded by Director Winterbottom, and declared passed unanimously by those present, to:

- A. Conduct a public hearing on the Orange County Transportation Authority's Fiscal Year 2005-06 Budget on June 13, 2005.
- B. Approve by resolution the Orange County Transportation Authority's Fiscal Year 2005-06 Budget.
- C. Authorize the Chief Executive Officer to execute the software and hardware licensing, maintenance, and emergency support purchase orders and/or agreements.

Consent Calendar (Items 3 through 21)

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

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

Motion was made by Director Duvall, seconded by Director Wilson, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of May 23, 2005.

4. Approval of Travel by Board Members

Motion was made by Director Duvall, seconded by Director Wilson, and declared passed by those present, to approve travel by Board Members to New York for the annual Rating Agency Trip and travel to Washington, D.C., for advocacy and Congressional meetings.

5. Measure M Extension Consultant Contract Amendments

Darrell Nolta, Westminster, member of the public, pulled this item for comment, and stated that taxpayer funds should not be used for lobbying Measure M extension efforts.

Motion was made by Director Duvall, seconded by Director Silva, and declared passed unanimously by those present, to:

5. (Continued)

- A. Direct the Chief Executive Officer to seek an addendum to Agreement C-50819 with the firm of Smith, Watts & Company to add the firm of Schubert Flint Public Affairs Inc. as a subcontractor to perform outreach services through April 30, 2006, and increase the overall contract amount by \$100,000 to \$250,000.
- B. Adjust the maximum obligation for Agreement C-5-0870 with Townsend, Raimundo, Besler & Usher from \$90,000 to \$100,000 to cover potential reimbursement for actual expenses.
- C. Approve the addition of language to contracts with California Strategies, Smith, Watts & Company, and Townsend, Raimundo, Besler & Usher to conform to a recent Opinion of the California Attorney General regarding limits on outreach and communication activities of staff and consultants in advance of a ballot measure.

6. Selection of Firm to Recommend to the Board of Directors for Federal Legislative Advocacy and Consulting Services

Director Norby pulled this item for discussion, stating that he had questions regarding Potomac Partners. Chief Executive Officer, Arthur T. Leahy, responded that this is a re-procurement.

Director Norby asked what the firm's emphasis will be for OCTA effort, and CEO Leahy responded that they will be working to achieve the objectives of the Board on an overall management objective level in regard to federal legislative issues with a balance between transit and highways projects.

Director Norby stated he would, in the future, like to see a more systematic analysis and approach to the selection of an advocacy firm.

Motion was made by Director Norby, seconded by Director Silva, and declared passed unanimously by those present, to:

- A. Authorize the Chief Executive Officer to execute Agreement C-5-2315 between the Orange County Transportation Authority and Potomac Partners DC, LLC, for federal legislative advocacy and consulting services.
- B. Committee directed staff to negotiate a best and final offer with Rick Alcalde, President of Potomac Partners DC, LLC, for federal legislative advocacy and consulting services and to bring this offer to the full Board on June 13, 2005.

7. Annual Internal Audit Plan for Fiscal Year 2004-05 Third Quarter Update

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

8. Customer Relations Service Quality Report for Third Quarter Fiscal Year 2004-2005

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

9. Agreement for Coin and Currency Counting Services

Motion was made by Director Duvall, seconded by Director Wilson, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-5-0745 between the Orange County Transportation Authority and Los Angeles Federal Armored Services, Incorporated, in an amount not to exceed \$900,000, for coin and currency counting services for the period July 1, 2005, through June 30, 2008.

10. Third Quarter Fiscal Year 2004-05 Procurement Report

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

11. Third Quarter Fiscal Year 2004-05 Budget Status

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

12. Third Quarter Fiscal Year 2004-05 Grant Status Report

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

13. Third Quarter Fiscal Year 2004-05 Bus Operations Monthly Performance Measurements Report

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

14. Agreement for Temporary Staffing Services

Motion was made by Director Duvall, seconded by Director Wilson, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-5-0938 with Corestaff Services; Agreement C-5-2439 with Focus on Temps, Inc., and Agreement C-5-2438 with PDQ Careers, in an amount not to exceed \$340,000, to provide temporary personnel services for a period of July 1, 2005, to June 30, 2006, with four option years.

15. Overall Annual Participation Goal for Disadvantaged Business Enterprise Firms on all Federally Assisted Projects for Fiscal Year 2005-06

Director Norby pulled this item for discussion and stated that he objects to "race conscious efforts" mentioned in the staff report. He also asked that he be given more information on sub-continent Asian American applicants, mixed race individuals, and how a person may demonstrate social or economic disadvantage.

Motion was made by Vice Chairman Brown, seconded by Director Dixon, and declared passed by those present to adopt the proposed fiscal year 2005-06 overall annual Disadvantaged Business Enterprise participation goal of 12 percent for contracts assisted by the U.S. Department of Transportation, in accordance with 49 CFR Part 26.

Director Norby abstained from voting on this item.

Orange County Service Authority for Abandoned Vehicles Consent Calendar Matters

16. Service Authority for Abandoned Vehicles Program Overview

Motion was made by Director Duvall, seconded by Director Wilson, and declared passed by those present, to receive and file this report.

Orange County Transit District Consent Calendar Matters

17. Agreement for Improvements to the Liquefied Natural Gas On-Board Fuel System

Motion was made by Director Duvall, seconded by Director Wilson, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-4-1198 between the Orange County Transportation Authority and Chart Industries, Inc., in an amount not to exceed \$1,120,130, for the implementation of on-board fueling system hardware improvements.

18. Agreement to Install Optical Fire Detection and Suppression on 30 Low Floor Articulated Buses

Motion was made by Director Duvall, seconded by Director Wilson, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-4-0960 between the Orange County Transportation Authority and Complete Coach Works, in an amount not to exceed \$248,239, for the installation of optical fire detection and suppression on 30 low floor articulated buses.

19. Agreement for the Purchase and Placement of Solar Lighting Units

Motion was made by Director Duvall, seconded by Director Wilson, and declared passed by those present, to authorize the Chief Executive Officer to execute Agreement C-5-0468 between the Orange County Transportation Authority and Carmanah Technologies, Inc., in an amount not to exceed \$175,000, to manufacture and install 300 solar lighting units at selected bus stops.

20. Selection of Consultant for On-Call Environmental Services

Motion was made by Director Duvall, seconded by Director Wilson, and declared passed by those present, to:

- A. Authorize staff to request cost proposals from Kleinfelder, Leighton Consulting, and Ninyo & Moore, and negotiate agreements for their services.
- B. Authorize the Chief Executive Officer to execute Agreement C-5-0510 with Kleinfelder; Agreement C-5-2441 with Leighton Consulting, and Agreement C-5-2442 with Ninyo & Moore for services in an amount not to exceed \$200,000.

21. Selection of a Consultant for Garfield-Gisler Bridge Preliminary Engineering and Supplemental Environmental Impact Report

Darrell Nolta, Westminster, member of the public, pulled this item for comment, and stated that he opposed eminent domain for this project.

Director Green stated that there had been a consensus by all cities, and while the City of Huntington Beach opposed this portion, they took part in the compromise.

Director Monahan stated that Costa Mesa has agreed to compromise and study the bridge aspect. It is expected that this will be deleted from the Master Plan.

21. (Continued)

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

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

Regular Calendar

22. Grade Crossing Safety Enhancement Program

Paul Taylor, Executive Director, Planning, Development, and Commuter Services, introduced Shohreh Dupuis, Section Manager of Planning and Development, gave a PowerPoint presentation and provided hand-outs on this program.

Darrell Nolta, Westminster, member of the public, addressed the Board with comments regarding the money OCTA had awarded to the City of Placentia.

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

- A. Approve the implementation strategy and the allocation of \$10 million of Commuter Urban Rail Endowment funds for the Grade Crossing Safety Enhancement Program.
- B. Authorize the Chief Executive Officer to enter into a Memorandum of Understanding with the affected jurisdictions and the Southern California Regional Rail Authority for funding and implementing of the Grade Crossing Safety Enhancement Program.

Director Silva was not present to vote on this item.

Orange County Transit District Regular Calendar Matters

23. Agreement to Purchase 50 Compressed Natural Gas 40-Foot Fixed Route Buses and Proceed with Fueling Station Infrastructure at the Santa Ana Base

Al Pierce, Manager of Bus Operations, gave a PowerPoint presentation to the Board Members and provided hand-outs on this item.

Discussion followed regarding the purchase of buses in the future, hybrids, and what technology may impact future purchases.

23. (Continued)

Motion was made by Director Monahan, seconded by Director Norby, and declared passed by those present to:

- A. Authorize the Chief Executive Officer to execute Agreement C-5-0746 between the Orange County Transportation Authority and New Flyer of America, Inc., in an amount not to exceed \$21,408,912, for the procurement of 50 compressed natural gas powered buses.
- B. This recommendation was pulled by staff at the Transit Planning and Operations Committee meeting.

24. Amendment to Agreement for ACCESS and Contracted Fixed Route Services

Curt Burlingame, Section Manager, Contract Transportation Services, showed a PowerPoint presentation, provided hand-outs to the Board, and reviewed the bidding process for this contract.

Chairman Campbell requested that elements of the rationale for combining the original two bids into one be brought to the Board at some time in the future.

Motion was made by Director Duvall, seconded by Director Norby, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 5 to Agreement C-4-0301 between the Orange County Transportation Authority and Laidlaw Transit Services, Inc., in an amount not to exceed \$10,657,474, for the provision of ACCESS and Contracted Fixed Route services through November 30, 2005.

Other Matters

25. Chief Executive Officer's Report

Chief Executive Officer (CEO), Arthur T. Leahy, informed the Board that the Grand Jury's report on the State Route 91 Express Lanes was released this week and shows it to be fiscally sound.

In another report, the Grand Jury found that there continues to be problems with the radio communications system. Steps were undertaken even prior to the receipt of this report's findings which will address these issues.

There will be a light rail opening in San Diego on July 8 which the Board is welcome to attend.

The final focus group for Measure M will take place on June 15, and Members are encouraged to attend.

25. (Continued)

CEO Arthur T. Leahy briefly summarized the events at the OCTA Rodeo on June 11, 2005. Director Cavecche took first place in Board Member Competition, while Chairman Campbell took the Turtle Award.

26. Directors' Reports

Director Correa stated he attended a Westminster City Council meeting recently and they do not want property takes to be a consideration in the Interstate 405 Major Investment Study.

Director Quon reported that Will Kempton, Director of Caltrans, will be in Orange County on June 14 and will take a tour of the State Route 22 Project.

Chairman Campbell asked that staff update the Transit Planning and Operations Committee regarding the Grand Jury's report on radios, and then bring that on to the full Board.

Chairman Campbell further stated that he attended a meeting regarding the potential for a Joint Powers Authority (JPA) with OCTA, Metropolitan Water, Riverside Transportation, and the Transportation Corridor Agencies. He informed Members that the minutes from that meeting will be forthcoming. He also stated that there is a strong desire by most that the JPA be comprised of a smaller board, including two members from OCTA having seats.

Chairman Campbell asked if there are right-of-way infringements at a location on the State Route 91 where a car dealership is being built. Director Quon stated that she has been advised there are no infringement problems with this construction. Director Cavecche stated she would like to see that report come through the State Route 91 Advisory Committee.

27. Public Comments

At this time, Chairman Campbell inquired if any members of the public wished to address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors.

Iain Telfer, Vice President of the engineering firm, Cinergy, addressed the Board, stating his unhappiness with his company being terminated through a contract clause.

Chairman Campbell asked that staff report back with comments regarding Mr. Telfer's termination allegations. Staff agreed to do so.

Darrell Nolta, Westminster, member of the public, commented on the situation at the I-405 meeting in Westminster and commended OCTA's CEO for attending.

28. Closed Session

General Counsel, Kennard R. Smart, Jr., stated that a Closed Session would be held:

1. Pursuant to Government Code Section 54956.9(a) to discuss Juan Arana v. Orange County Transportation Authority; OCSC No. 04CC09459.
2. Pursuant to Government Code Section 54956.9(c).

Mr. Smart indicated that he did not anticipate a report out of the Closed Session.

29. Adjournment

The meeting was adjourned at 11:50 a.m. Chairman Campbell announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSSAAV Board will be held at **9:00 a.m. on June 27, 2005**, at OCTA Headquarters at 600 South Main Street, First Floor - Room 154, Orange, California.

ATTEST

Wendy Knowles
Clerk of the Board

Bill Campbell
OCTA Chairman



ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

FRANCESCO CARRI

WHEREAS, the Orange County Transportation Authority recognizes and commends Francesco Carri; and

WHEREAS, be it known that Francesco Carri has earned a twenty-three year Safe Driving Award and has been with the Authority since July 1980. He has distinguished himself by maintaining an outstanding record for safety, attendance and customer relations; and

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

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

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

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

Dated: June 27, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-96





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

ANH TRUONG

WHEREAS, the Orange County Transportation Authority recognizes and commends Anh Truong; and

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

WHEREAS, Anh began his employment with the Authority in November 1990 as an Automotive Mechanic and in 2000 was promoted to Journeyman Mechanic. Anh is a key player in engine and electrical diagnostics, he also maintains an excellent work and attendance record; 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 Anh Truong as the Orange County Transportation Authority Maintenance Employee of the Month for June 2005; and

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

Dated: June 27, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-97





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

JAMES KRAMER

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

WHEREAS, be it known that Jim has performed his duties as OCTA's project manager for the Authority's Construction & Engineering Division, demonstrating the highest level of professionalism and integrity in delivering transit projects for Orange County; and

WHEREAS, Jim has served as project manager for the design and construction of the newly opened Santa Ana bus base and successfully delivered the project, demonstrating a "can do" attitude and personal commitment to the project; and

WHEREAS, Jim demonstrated exceptional teamwork and knowledge in addressing the needs of his customer, the Operations and Maintenance Division, ensuring the successful completion of a state-of-the-art bus base which will meet the long term needs of the Authority; and

WHEREAS, in addition to this major project, Jim also successfully managed his staff, as numerous other facility improvement projects were also accomplished during this period.

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

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

Dated: June 27, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-98





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

JOSE PELAYO

WHEREAS, the Orange County Transportation Authority recognizes and commends Deputy Jose Pelayo; and

WHEREAS, Deputy Pelayo has been assigned to Transit Police Services since October 2002, handling the responsibilities involved with working at Transit Police Services with enthusiasm and a strong desire to provide the best service possible to OCTA, it's employees and the patrons who utilize the transportation system; and

WHEREAS, Deputy Pelayo displays a strong command presence and has handled numerous volatile type calls without incident; he thinks before he acts and weighs all of the options which has lead to positive results; and

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

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

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

Dated: June 27, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-99





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

KARI KEUL

WHEREAS, the Orange County Transportation Authority recognizes and commends Officer Kari Keul; and

WHEREAS, Officer Keul has been awarded Officer of the Year for the Border Division of the California Highway Patrol for her professionalism and dedication; and

WHEREAS, Officer Keul has served as Field Supervisor of Orange County Transportation Authority's Freeway Service Patrol Program for more than nine years, demonstrating the highest level of integrity and professionalism in all her dealings with Elected Officials, Authority staff and the motoring public; and

WHEREAS, Officer Keul's knowledge and understanding of OCTA services has resulted in making OCTA's Freeway Service Patrol Program one of the most effective in the State; and

WHEREAS, Officer Keul's leadership, teamwork, positive attitude and dedication epitomize the goals of the Orange County Transportation Authority and the California Highway Patrol.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby recognize, thank and salute Officer Kari Keul as an outstanding and valuable contributor to the Orange County Transportation Authority's Freeway Service Patrol Program; and

BE IT FURTHER RESOLVED that the Orange County Transportation Authority Board of Directors recognizes Officer Kari Keul for her exemplary service and her commitment to ensure a safer and higher quality of life for all of Orange County's motoring public.

Dated: June 27, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCSAFE Resolution No. 2005-01





OUT-OF-STATE TRAVEL

Board Member Only - Travel Authorization/Request For Payment

Attach copy of the **Travel Worksheet**, **Registration Forms**, and other pertinent documentation for this claim.
Travel **will not** be processed until all information is received.

CONFERENCE/SEMINAR INFORMATION

Name: Arthur C. Brown **Job Title:** Vice Chairman
Department: Executive Division **Destination:** Dallas/ Fort Worth, Texas
Program Name: 2005 American Public Transportation Association (APTA) Annual Meeting & Expo

Description/Justification: Attend APTA Annual Meeting to interface with other transit agency professionals and share ideas on subjects that affect the transit industry. Attend and participate in presentations and seminars about new developments and opportunities with the transit industry.

COMMENTS

Other: Ground Transportation

Conference/Seminar Date: 9/25/05	Departure Date: 9/24/05	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
Payment Due Date:	Return Date: 9/28/05	Course Hours:

ESTIMATED EXPENDITURES	
Transportation	\$226.90
Meals	\$300.00
Lodging	\$756.00
Registration	\$545.00
Other	\$50.00
Total	\$1,877.90

APPROVALS	
Please Initial: <u>Arthur C. Brown</u> Finance	<u>5/24/05</u> Date
Please Provide Signature:	
_____ Clerk of the Board	_____ Date

ACCOUNTING CODES

Org. Key: 1120	Object: 7655	Job Key: A0001	JL: BIV
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Ref #: 2005-163	Board Date: June 27, 2005	T/A #:
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June 27, 2005

To: Members of the Board of Directors
From: Arthur T. Leahy, ^{AL} Chief Executive Officer
Subject: 91 Express Lanes April 2005 Status Report

Overview

The 91 Express Lanes Status Report for the period ending April 30, 2005, is provided for Orange County Transportation Authority Board of Directors' review. The report provides toll road traffic volume, revenue, financial performance, operations, maintenance, and communications information.

Recommendation

Receive and file the 91 Express Lanes Status Report for the period ending April 30, 2005.

Background

The April 2005 Status Report for the 91 Express Lanes is provided in Attachment A. The report has sections highlighting operations, financial data, and external communications. Total traffic volume and gross potential revenue for April continue to outperform the 2004 figures. Monthly trips were up 16.2 percent over the same period in 2004, with gross potential toll revenue increasing 21.1 percent as compared to the prior year.

Summary

The 91 Express Lanes April 2005 Status Report is submitted for Orange County Transportation Authority Board of Directors' review. The report includes Express Lanes' traffic, revenue, financial performance, operations, maintenance, and external communications data.

Attachment

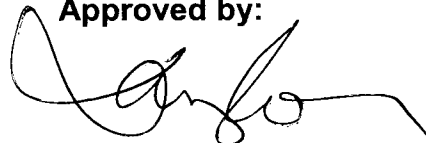
- A. 91 Express Lanes Status Report – As of April 30, 2005.

Prepared by:



Ellen Lee
Senior Transportation Analyst
(714) 560-5644

Approved by:



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



Orange County Transportation Authority



Status Report

April 2005

As of April 30, 2005

Table of Contents

Chapter 1 – Operations, Maintenance, Customer Service Overview.....	3
o Traffic & Revenue Statistics	
o Maintenance / Capital Projects	
o Customer Relations – Orange Office	
o Corona Customer Service Center Activities	
Chapter 2 – Financial Highlights.....	9
o Revenues	
o Expenses	
o Capital Asset Activity	
o Debt Service	
o Operating Statement	
Chapter 3 – External Communications.....	12
o Advisory Committee	
o OCTA Board Actions	
o Marketing	
Chapter 4 – Next Steps.....	13

Operations Overview

Traffic and Revenue Statistics, Maintenance, and Customer Service

Traffic and Revenue Statistics

Month of April 2005

1. Traffic volume on the 91 Express Lanes increased 16.2 percent over the same period in 2004.
2. Potential toll revenue increased 21.1 percent from the same period last year.
3. Potential toll revenue per trip improved 4.0 percent over the same period last year.

Traffic & Revenue – April 2005

Trips	Apr-05 MTD Actual	Vollmer MTD Projected	# Variance	% Variance	Apr-04 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	896,564	806,914	89,650	11.1%	770,818	16.3%
3+ Lanes	218,948	191,229	27,719	14.5%	189,159	15.7%
Total Trips	1,115,512	998,143	117,369	11.8%	959,977	16.2%
Full Toll Lanes	\$2,807,631	\$2,430,443	\$377,188	15.5%	\$2,319,045	21.1%
3+ Lanes	\$60,550	\$44,757	\$15,793	35.3%	\$48,506	24.8%
Total Revenue	\$2,868,181	\$2,475,200	\$392,981	15.9%	\$2,367,551	21.1%
Full Toll Lanes	\$3.13	\$3.01	\$0.12	4.0%	\$3.01	4.0%
3+ Lanes	\$0.28	\$0.23	\$0.05	21.7%	\$0.26	7.7%
Revenue Per Trip	\$2.57	\$2.48	\$0.09	3.6%	\$2.47	4.0%

Fiscal Year-to-Date (YTD) – As of April 30, 2005

1. Total fiscal YTD toll lane trips were up 12.5 percent over the same period as last year.
2. Fiscal YTD potential toll revenue was up 19.2 percent from 2004.
3. Overall, fiscal YTD potential toll revenue per trip improved 5.8 percent over the same period last year.

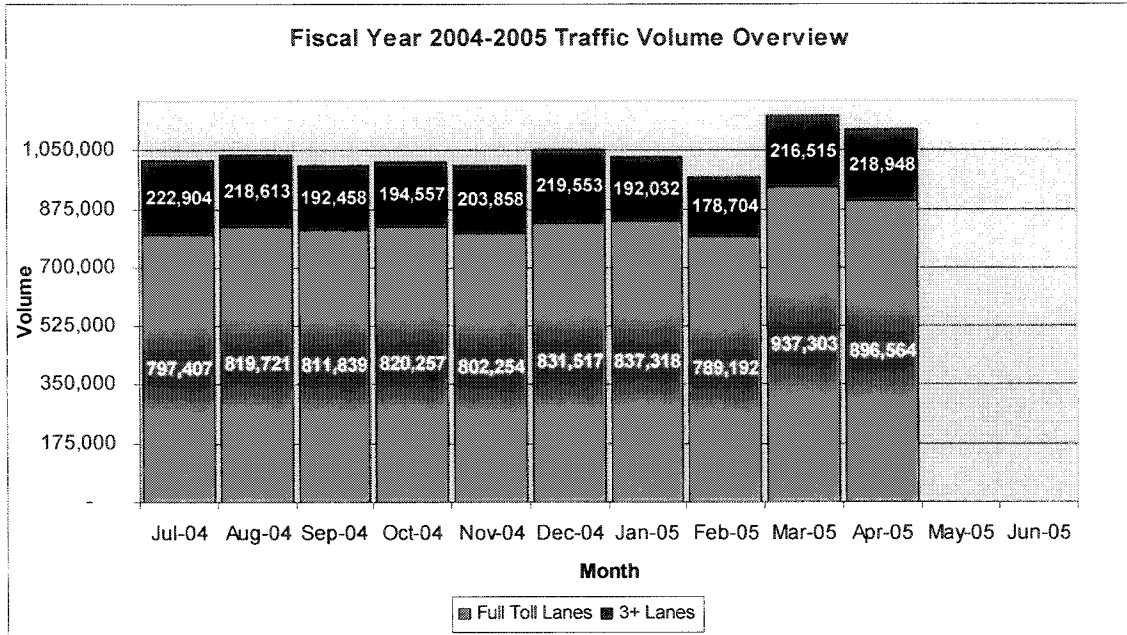
Fiscal 2004-2005 Year-To-Date Traffic & Revenue as of April 30, 2005

Trips	2004/2005 YTD Actual	Vollmer YTD Projected	# Variance	% Variance	2003/2004 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	8,343,372	7,858,486	484,886	6.2%	7,455,580	11.9%
3+ Lanes	2,058,142	1,912,772	145,370	7.6%	1,793,644	14.7%
Total Trips	10,401,514	9,771,258	630,256	6.5%	9,249,224	12.5%
Full Toll Lanes	\$26,030,940	\$23,782,429	\$2,248,511	9.5%	\$21,861,850	19.1%
3+ Lanes	\$520,191	\$442,486	\$77,705	17.6%	\$421,473	23.4%
Total Revenue	\$26,551,131	\$24,224,915	\$2,326,216	9.6%	\$22,283,323	19.2%
Full Toll Lanes	\$3.12	\$3.03	\$0.09	3.0%	\$2.93	6.5%
3+ Lanes	\$0.25	\$0.23	\$0.02	8.7%	\$0.23	8.7%
Revenue Per Trip	\$2.55	\$2.48	\$0.07	2.8%	\$2.41	5.8%

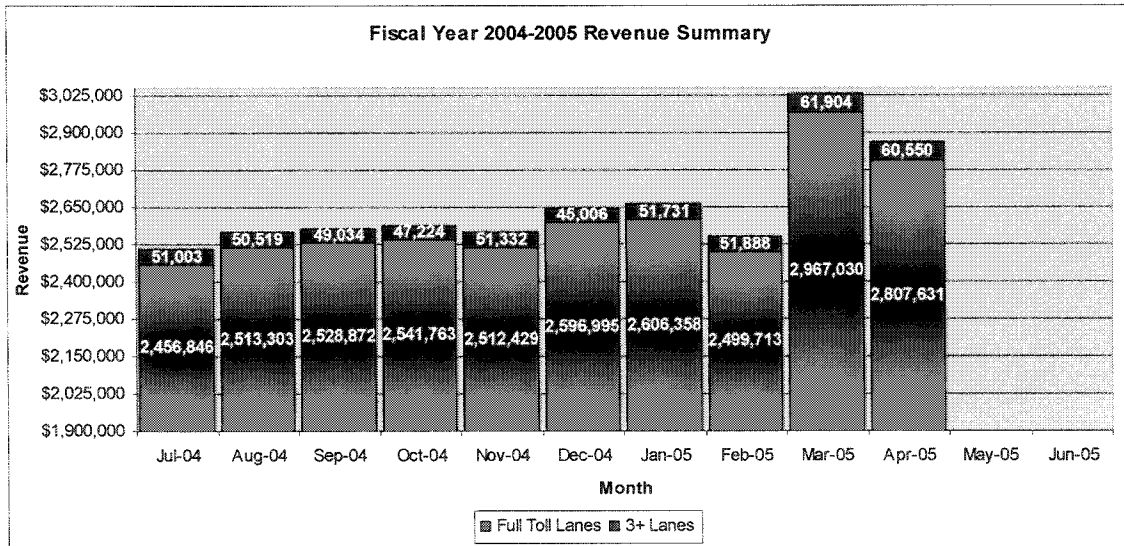
Traffic and Revenue Summary

Fiscal Year 2004-2005

The chart below reflects the total trips breakdown between Full Toll trips and HOV3+ trips for Fiscal Year 2004/2005 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll trips and HOV3+ trips for Fiscal Year 2004/2005 on a monthly basis.



Maintenance / Capital Projects

An important component of 91 Express Lanes operations is maintaining the toll lanes and the technology that supports the toll road operation. Routine maintenance, consisting of sweeping, replacement of channelizers, and other repairs that can only be performed while the lanes are closed, is scheduled for every third Sunday (weather permitting) and performed by Caltrans. This routine maintenance is performed while the lanes are closed to ensure crew safety. Closures are kept to a minimum and scheduled for non-peak traffic hours. Caltrans performed routine maintenance on the Express Lanes on April 3. Maintenance scheduled for April 24 was postponed one week.

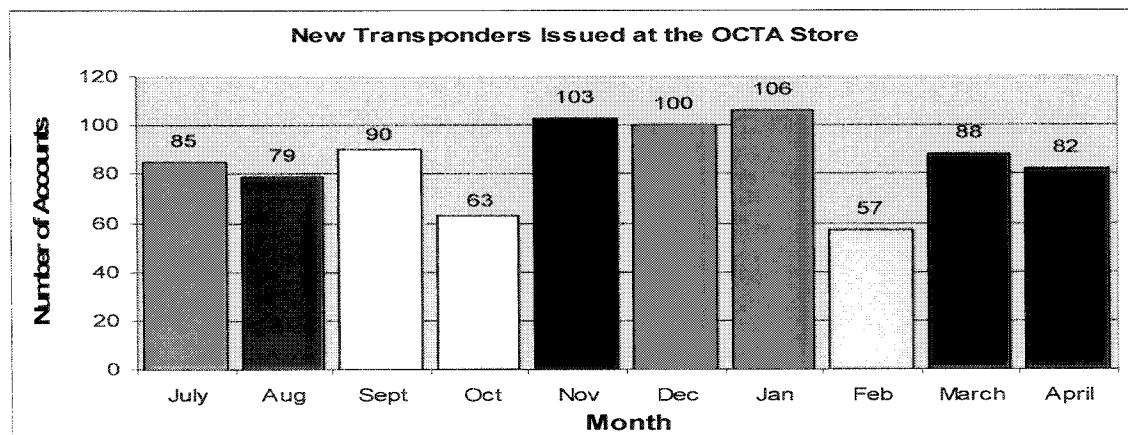
Customer Relations – Orange Office

OCTA staff responds directly to questions received from 91 Express Lane customers that are policy related and escalated situations involving toll violations. Questions about transponders, payments, address changes, etc., are referred to the 91 Express Lanes Customer Service Center in Corona unless a customer specifically requests assistance from OCTA.

Eighteen communications relating to toll policy and toll violations were documented from April 1 through 30. OCTA is working closely with the Customer Service Manager and the Operations Manager at Cofiroute USA to resolve these issues.

Transactions at the OCTA Store continue to increase as customers become aware of an Orange County 91 Express Lanes facility. The OCTA Store provides 91 Express Lanes customers with all the services that are offered at the Corona Customer Service Center plus additional services that include the sale of bus passes and merchandise. The goal is to provide a convenient alternative for existing and new 91 Express Lanes and other OCTA customers.

For the month of April 2005, 102 91 Express Lanes transactions occurred at the Orange County sales office. Of these transactions, 82 new transponders were issued, 7 transponders were replaced, and 13 customers picked up their transponders at the Orange County sales office.



OCTA Customer Relations staff and 91 Express Lanes Customer Center implemented a Customer Comment System in June 2004. This system enables staff to record any comment or complaint from an account holder. Most importantly, we can now track requests for congestion related refunds in the system. In April, 214 requests were documented by staff. Of those requests, 150 credits were issued in the amount of \$822.49.

Corona Customer Service Center Activities

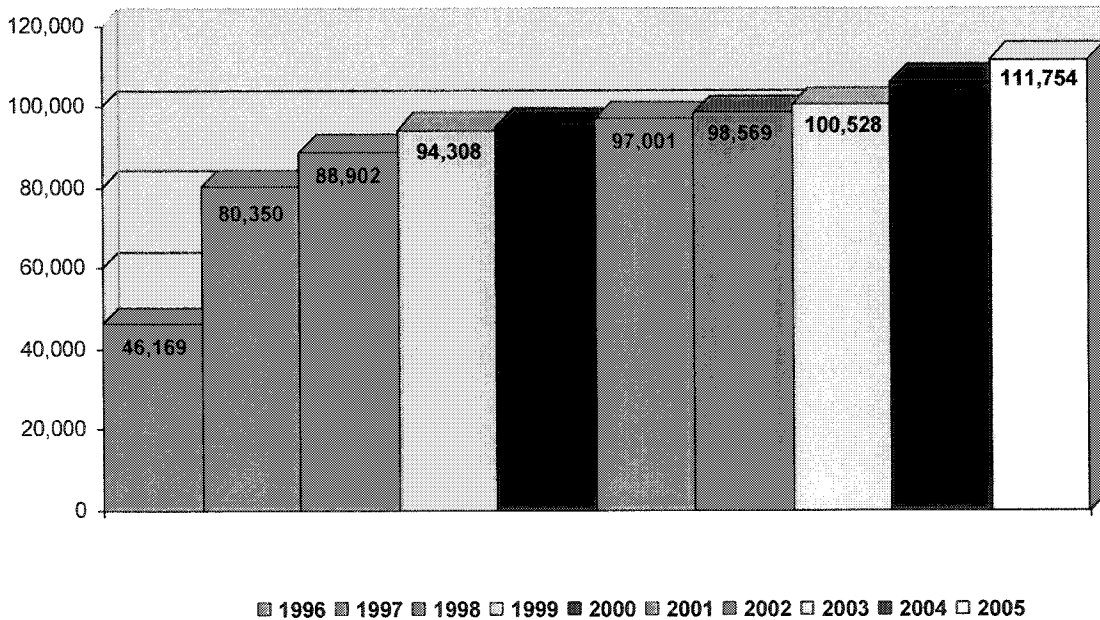
Call Volume

Customer service activities at OCTA's operating contractor, Cofiroute USA, continued at a very busy and productive rate. During the month of April, the Customer Service Center received 36,299 calls. All customer service performance levels, i.e. call-wait time, call duration, etc., were well within established standards.

Transponder Account Status

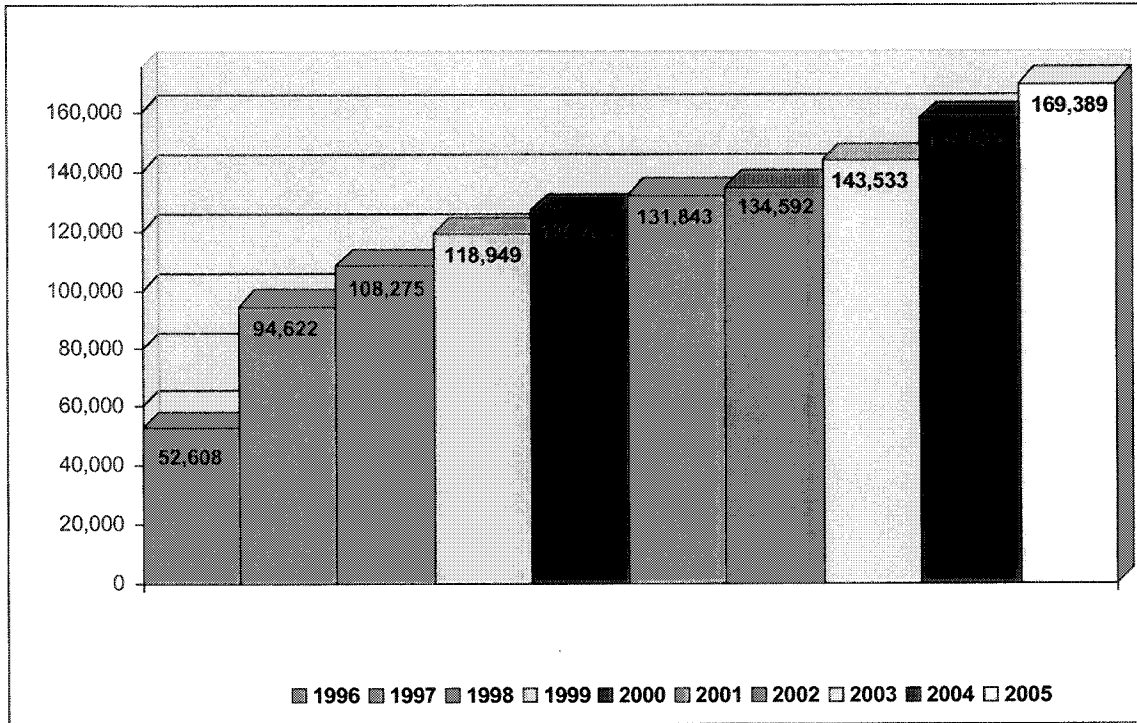
The 91 Express Lanes has experienced continued growth in the number of drivers using the facility since its inception. The steady growth can be measured by the number of transponders in circulation each year. The following chart shows the pattern of transponder growth the operation has experienced.

History of Growing Number of Accounts by Fiscal Year



As of April 30, 2005

History of Growing Number of Transponders in Circulation by Fiscal Year



As of April 30, 2005

At the end of April, the 91 Express Lanes had 111,754 transponder accounts, with 169,389 transponders in circulation.

Financial Highlights

Summary of Revenues, Expenses, Capital Asset Activity, Debt Service, and Operating Statement

Revenues

1. Collected toll revenue for the ten months ending April 30, 2005, was \$24,787,786. This was an increase of 22 percent over the same period last year.
2. Non-toll revenues include account fees, pay-by-plate fees, and violation processing fees. Non-toll revenue for the ten months ending April 30, 2005, was \$4,894,915.

Expenses

1. Total operating expenses before depreciation and amortization expense for the ten months ending April 30, 2005, were \$10,222,602.
2. Depreciation of capital assets and amortization of the toll road franchise cost totaled \$7,573,601 for the ten months ending April 30, 2005. Depreciation and amortization expense are not budgeted items; however, these expenses are included in calculating net income.
3. Interest income for the ten months ending April 30, 2005 was \$1,125,199.
4. Interest expense related to subordinated debt for the ten months ending April 30, 2005 was \$1,047,111.
5. Interest expense related to the Tax Exempt Refunding Bonds was \$7,556,824 for the period ending April 30, 2005.

Capital Asset Activity

During the ten months ending April 30, 2005, capital asset activities included approximately \$676,584 related to the purchase of transponders and \$248,702 related to tenant improvement projects.

Debt Service

The next debt service payment for the 91 Express Lanes Refunding Bonds (Bonds) is scheduled for August 2005, in the amount of \$8.15 million, and will be comprised of \$4.00 million in principal and \$4.15 million in interest expense. Currently, there remains \$191.63 million outstanding on the Bonds. In addition to the amounts due on the Bonds, the Authority has subordinated debt outstanding related to the acquisition of the 91 Express Lanes. The remaining outstanding principal balance (which will be repaid on an annual basis with 91 Express Lanes net revenues) totals approximately \$56.4 million.

Although no cash debt service payment was made during the month of April 2005 for the Bonds, the 91 Express lanes Operating Statement reflects five-sixths (July through April) of the total interest portion budgeted for the entire fiscal year. This amount is being expensed in the actual and budgeted columns of the Operating Statement. The principal payment will decrease the liabilities in the Statement of Assets, which is in accordance with generally accepted accounting practices.

Operating Statement

Description	YTD As of April 30, 2005 ¹		YTD Variance	
	Actual	Budget	Dollar \$	Percent (%)
Operating Revenues				
Toll Revenue	\$24,787,786	\$21,816,280	\$2,971,506	13.6
Non-Toll and Other Revenue ²	4,894,915	3,434,377	1,460,538	42.5
Total Operating Revenues	29,682,701	25,250,657	4,432,044	17.6
Operating Expenses				
Contracted Services	4,387,011	4,514,834	127,823	2.8
Other Professional Services/Refinancing Costs	838,132	3,674,491	2,836,359	77.2
Credit Card Processing	795,269	708,050	(87,219)	(12.3)
Toll Road Account Servicing	514,680	262,372	(252,308)	(96.2)
Toll Road Maintenance and Materials	409,954	2,884,411	2,474,457	85.8
Patrol Services	341,409	286,112	(55,297)	(19.3)
System Maintenance	271,401	289,045	17,644	6.1
Miscellaneous ³	161,758	321,684	159,926	49.7
Advertising/Customer Communication	87,086	218,290	131,204	60.1
Utilities	186,158	229,420	43,262	18.9
Office Supplies	426,805	766,628	339,823	44.3
Leases	220,514	332,574	112,060	33.7
Property Insurance ⁴	310,268	375,000	64,732	17.3
Administrative Services	1,272,158	763,296	(508,862)	(66.7)
Depreciation and Amortization ⁵	7,573,601	0	(7,573,601)	N/A
Total Operating Expenses	17,796,204	15,626,207	(2,169,997)	N/A
Operating Income	11,886,497	9,624,450	2,262,047	N/A
Non-Operating Revenues (Expenses):				
Interest Income	1,125,199	604,823	520,376	86.0
Interest Expense	(8,603,935)	(9,184,229)	580,294	6.3
Total Non-Operating Revenues (Expenses)	(7,478,736)	(8,579,406)	1,100,670	N/A
Net Income (Loss)	\$4,407,761	\$1,045,044	\$3,362,717	N/A

¹ Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

² The collectability of backlogged violations attributed to realizing more non-toll revenue than was budgeted.

³ Miscellaneous expenses include: Statement Preparation Services, Bank Service Charge, Transponder Materials and Other Miscellaneous Fees and Services.

⁴ Property insurance is paid on an annual basis. Actual amount includes the amortization of annual charges.

⁵ Depreciation and amortization are not budgeted items.

External Communications

Advisory Committee, OCTA Board Actions and Marketing Highlights

Advisory Committee

The State Route 91 Advisory Committee did not convene in the month of April.

OCTA Board Actions

On April 25, 2005, the OCTA Board of Directors:

- Received and filed the 91 Express Lanes Status Report for the period ending February 28, 2005.
- Received an overview of the 91 Express Lanes toll violations judgment process. The report summarizes the actions taken for nonpayment of toll and penalties.
- Received and file an updated 91 Express Lanes Cash Flow Analysis. Guiding principles for the use of excess toll revenues was adopted by the Board of Directors in October 2004. The principles emphasize compliance with existing agreements, prudent financial planning, and options to retire debt, lower tolls, and/or make corridor improvements when excess funds are available.

Marketing

In an effort to increase awareness of the 91 Express Lanes, an advertising campaign was launched in late April to promote the time saving benefits of the 91 Express Lanes. The campaign include 30 bus tail advertisements that are scheduled to run through the end of 2005.

The "More You Time" campaign is comprised of five separate designs which feature key benefits of time saved by using the toll road. The five design headlines are "More Kid Time," "More Mom Time," "More Game Time," "More Play Time," and "More Show Time."

Next Steps

Upcoming Events and Activities

July 2005

- SR-91 Advisory Committee Meeting

September 2005

- SR-91 Advisory Committee Meeting

BOARD COMMITTEE TRANSMITTAL



June 27, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Early Rapid Transit Actions

This item will be considered by the Transit Planning and Operations Committee on June 23, 2005. Following Committee consideration of this matter, staff will provide you with a summary of the discussion and action taken by the Committee.

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



June 23, 2005

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Early Rapid Transit Actions

Overview

Refinement of rapid transit projects has occurred during the months of April and May 2005 by incorporating into the analysis input from the Transit Planning and Operations Committee and the Board of Directors. Potential phasing scenarios for the bus rapid transit projects, along with potential funding sources, have been identified. There are early actions and next steps that will assist meeting air emission reductions by the year 2010. As staff prepares to proceed with the next steps and an eventual development of rapid transit projects, it proposes the use of project management consultant services to supplement existing staff resources.

Recommendations

- A. Authorize the release of a Request for Proposal for project management consultant services for rapid transit projects.
- B. Amend the fiscal year 2005-06 revenue and expense budget by \$750,000 to cover the anticipated costs that will be associated with this contract.

Background

The analysis of the rapid transit options began with a preliminary list of 34 potential projects with corresponding evaluation issues and considerations. This list has evolved into a set of projects for consideration by the Transit Planning and Operations Committee (Committee) for further development. The projects for consideration are summarized in Attachment A. Focused study has continued on developing preliminary potential phasing scenarios for implementation of these projects, determination of capital cost exclusive of vehicles, and the net cost per rider. The phasing of projects is important to

assure that funding sources are available when required and that the year 2010 air emission reductions are met by the selected projects. During the ongoing refinement of rapid transit options, staff also began investigating the required early actions and next steps to develop the projects.

Discussion

Recent work on the rapid transit projects has focused on responding to comments and suggestions from the Committee and the Board of Directors (Board). A key component of the current work effort has been the analysis of potential phasing scenarios for the bus rapid transit (BRT) projects. Preliminary phasing scenarios were developed that took into account the anticipated year for start of revenue operation, identification of potential funding sources, net cost per rider, and associated emission benefits. The goal of each scenario is a 100 percent emission benefit potential substitution for the current project, the 9.3-mile light rail transit (LRT) starter system by the year 2010. A summary of the preliminary phasing scenarios is presented in Attachment B.

For a phased implementation, staff had identified early rapid transit actions and corresponding next steps with the objective of further development of these projects. The following early rapid transit actions are recommended:

- Consider implementation of Metrolink service expansion under a separate plan to be presented to the Committee shortly.
- Dedicate work effort to the confirmation of the emission benefits determined during this rapid transit options analysis.
- Review existing BRT systems and field analysis.
- Initiate dialogue with city staff and agreement preparation activities with the goal of obtaining concurrence and securing cooperation from the participating cities for transit signal priority, intelligent transportation systems, and customized shelters.
- Initiate preparation of partnership agreements with the California High Speed Rail Authority and the California-Nevada Superspeed Train Commission.
- Initiate a marketing plan that includes the branding of BRT for the eventual roll out of this new mode of transportation for Orange County.
- Coordinate with the current vehicle manufacturing procurement for new buses.

- Initiate the Citizens Oversight Committee (COC) request for approval for investments in Gateways to Regional Rail projects.

The next steps for further development of rapid transit other than Metrolink expansion are summarized as follows:

- Initial Procurement
 1. Project Management Consultant (PMC) services
- Future Procurements
 1. BRT design consultant
 2. Contractor for BRT installation and construction
 3. Central County transit linkages study consultant
 4. Costa Mesa Freeway (State Route 55) and Orange Freeway (State Route 57) transitway/high occupancy vehicle (HOV) drop ramp study consultant
- Design Phase
- Installation and Construction Phase
- Study Phase
 1. Central County transit linkages study
 2. Transitway/HOV drop ramp study on State Route 55 and State Route 57

Agreement C-2-0611 between the Orange County Transportation Authority (Authority) and Carter & Burgess, Inc., for the current PMC services on the 9.3-mile LRT starter system that expires on June 30, 2005, provides support with project management, technical, contract management, and administrative resources. The further development of rapid transit will have similar resource needs, hence staff is requesting Board approval for release of a Request for Proposal (RFP) for PMC services to supplement the two full-time positions in developing a rapid transit program. The Scope of Work for PMC services will be developed to include the transit projects being considered excluding Metrolink expansion. Starting in December 2005, PMC services are expected to focus the extension of staff efforts on the remaining modes included in the rapid transit program development. The procurement will be handled in accordance with the Authority's procedures for architectural and engineering services and awarded on a competitive basis.

A six-month time frame is anticipated for the procurement of rapid transit PMC services, and it is projected to be completed by December 2005. Attachment C

From the list of projects considered in Attachment A, the Metrolink commuter rail service expansion is anticipated to be of a magnitude to warrant its own dedicated PMC services. The resource needs for the development of the Metrolink service expansion will be discussed when the Metrolink Implementation Plan is brought before the Board this summer.

Fiscal Impact

The fiscal year 2005-06 revenue and expenditure budget will be increased by an amount not to exceed of \$750,000 to provide sufficient funds to cover costs for this PMC services contract. This effort will be funded by Congestion Mitigation and Air Quality resources.

Summary

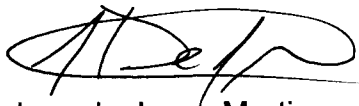
Staff has developed potential phasing scenarios that include opening dates, potential funding sources, net cost per rider, and emission benefits for the BRT projects being considered. The early rapid transit actions and next steps identified in this report will enable the further development of rapid transit projects and assist in meeting air emission reductions by the year 2010. PMC services are necessary to support Authority staff in advancing the development of rapid transit projects.

Staff requests the Board to approve the release of a RFP to procure PMC services to support further development of rapid transit projects. Staff will bring before Committee at its next meeting a request for selection of the rapid transit projects for implementation and an associated phasing scenario.

Attachments

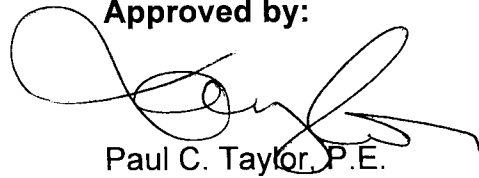
- A. Rapid Transit, Projects for Consideration, June 23, 2005.
- B. Bus Rapid Transit, Preliminary Phasing Scenarios, June 23, 2005.
- C. Preliminary Schedule to Accomplish Early Actions and Next Steps, June 23, 2005.

Prepared by:



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Senior Civil Engineer
(714) 560-5755

Approved by:



Paul C. Taylor, P.E.
Executive Director, Planning,
Development and Commuter Services
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Rapid Transit Projects for Consideration

June 23, 2005

OPTIONS		OPEN BY 2010?	EFFICIENT USE OF RESOURCES				TRANSPORTATION BENEFITS	
Number	Description		Capital Cost (to 2015, Millions)	Capital Cost Exclusive of Vehicles (to 2015, Millions)	O&M Cost (to 2015, Millions)	Net Cost Per Rider	Potential to Get People Out of Their Cars (Net New Daily Riders)	Emission Benefits
CURRENT PROJECT								
CP	9.3-Mile LRT Starter System (Required \$240 M for Bristol Widening)	Yes	\$1,016	\$908	\$112	\$2.50	15,800	100%
BUS RAPID TRANSIT (BRT)								
B1	Harbor Blvd. Non-Dedicated (Mixed-Flow) BRT - 22 Miles (Fullerton to Costa Mesa)	Yes	\$27.8	\$17.4	\$83	\$1.80	12,200	Already Counted
B2	Westminster/17th Non-Dedicated (Mixed-Flow) BRT - 19 Miles (Santa Ana to Long Beach)	Yes	\$24.3	\$15.1	\$65	\$1.90	8,900	Already Counted
B3	Katella Non-Dedicated (Mixed-Flow) BRT - 21 Miles (Orange to Los Alamitos)	Yes	\$22.2	\$15.6	\$38	\$2.60	4,800	30%
B4	La Palma Non-Dedicated (Mixed-Flow) BRT - 11 Miles (Buena Park to Anaheim)	Yes	\$12.5	\$8.4	\$22	\$3.20	2,400	15%
B5	Beach Non-Dedicated (Mixed-Flow) BRT - 20 Miles (Buena Park to Huntington Beach)	Yes	\$21.6	\$15.0	\$46	\$2.30	6,400	41%
B6	Edinger Non-Dedicated (Mixed-Flow) BRT - 11 Miles (Huntington Beach to Tustin)	Yes	\$12.5	\$8.4	\$24	\$2.70	3,000	19%
B7	Countywide Express Dedicated BRT on HOV/Freeway(s) (HOV I-405, I-5, SR-57, SR-55, SR-22, SR-91) (TCA Toll Roads SR-241, SR-261, SR-133)	Yes	\$34.3	\$7.9	\$38	\$3.60	2,000	13%
B11	28-Mile Non-Dedicated (Mixed-Flow) BRT (Brea Mall to Irvine Transportation Center)	Yes	\$34.8	\$22.0	\$59	\$1.90	12,300	78%
	Extend B1 and/or B5 to La Habra	TBD	TBD	TBD	TBD	TBD	TBD	TBD
COMMUTER RAIL								
R1	Metrolink Service Expansion - Phase 2 (Peak North to South Commute)	Yes	\$82	\$33	\$32	\$2.75 to \$5.55	4,000	Already Counted
R3	Metrolink Service Expansion - Phase 3.1 (Intra County Service - 30 min Service Fullerton to Laguna Niguel & enhanced Inland Empire-Orange County and 91 Lines Service)	Yes	\$115	\$62	\$25	\$2.75 to \$5.55	10,200	6%



Rapid Transit Projects for Consideration

June 23, 2005

OPTIONS		OPEN BY 2010?	EFFICIENT USE OF RESOURCES				TRANSPORTATION BENEFITS	
Number	Description		Capital Cost (to 2015, Millions)	Capital Cost Exclusive of Vehicles (to 2015, Millions)	O&M Cost (to 2015, Millions)	Net Cost Per Rider	Potential to Get People Out of Their Cars (Net New Daily Riders)	Emission Benefits
OTHER TRANSIT PROJECTS								
T1	West and Central County HOV Lane Connectors (SR-22 to I-405 & I-605 to I-405)	No	\$225	N/A	N/A	N/A	7,200	27%
T2A	Transitway (HOV) Drop Ramps to Activity Centers (Bear St./I-405, Von Karman/I-405)	Yes	\$160	N/A	N/A	N/A	N/A	N/A
T2B	Transitway (HOV) Drop Ramps (Two on SR-55 and two on SR-57 (T2B))	No	\$320	TBD	TBD	N/A	TBD	Post 2010
T4	State Route 91 - Express Lanes, 3+Free	Completed	N/A	N/A	N/A	N/A	2000	23%
INVESTMENTS IN GATEWAYS TO REGIONAL RAIL								
G1	California High Speed Rail Authority, CHSRA (Anaheim or Irvine to Los Angeles)	No	\$20 Anaheim to LA (Env. & PE) \$32 Irvine to LA (Env. & PE)	N/A	N/A	N/A	6,900 (Anaheim) 3,100 (Irvine)	Post 2010
G3	California-Nevada Maglev (Anaheim to Ontario Segment)	No	\$22 (Env. & PE)	N/A	N/A	N/A	TBD	Post 2010
CENTRAL COUNTY LINKAGES STUDY								
L1	LRT on Pacific Electric Right-of-Way (Cypress to Santa Ana Depot - 13 Miles)	No	\$60 (Env. & PE)	N/A	TBD	N/A	4,500	Post 2010
L2	Santa Ana Depot/Orange/ARTIC LRT (7 Miles)	No	\$60 (Env. & PE)	N/A	TBD	N/A	2,400	Post 2010
G2	OrangeLine Maglev (LA Union Station to Orange County via Pacific Electric Right-of-Way)	No	\$18 (Env. & PE)	N/A	N/A	N/A	TBD	Post 2010
ROAD PROJECTS								
P4	Bristol Widening - Reserved Future Transit Median (3.0 miles) (17th Street to Warner Avenue)	Yes	\$315	N/A	N/A	N/A	N/A	N/A



Bus Rapid Transit

Preliminary Phasing Scenarios

June 23, 2005

OPTIONS		OPENING YEAR	POTENTIAL FUNDING SOURCES		EMISSION BENEFITS
Number	Description		Capital Costs	O&M Cost	
PHASING SCENARIO 1					
B7	Countywide Express Dedicated BRT on HOV/Freeway(s) (HOV I-405, I-5, SR-57, SR-55, SR-22, SR-91) (TCA Toll Roads SR-241, SR-261, SR-133)	2007	FTA 5309c Bus FTA 5307 CMAQ Local Funds	CMAQ Local Funds Fare Revenue	13%
B5	Beach Non-Dedicated (Mixed-Flow) BRT - 20 Miles (Buena Park or La Habra to Huntington Beach)	2008			41%
B3	Katella Non-Dedicated (Mixed-Flow) BRT - 21 Miles (Orange to Los Alamitos)	2009			30%
B6	Edinger Non-Dedicated (Mixed-Flow) BRT - 11 Miles (Huntington Beach to Tustin)	2009			19%
B1	Harbor Blvd. Non-Dedicated (Mixed-Flow) BRT - 22 Miles (Fullerton or La Habra to Costa Mesa)	2010			Already Counted
B2	Westminster/17th Non-Dedicated (Mixed-Flow) BRT - 19 Miles (Santa Ana to Long Beach)	2010			Already Counted
B4	La Palma Non-Dedicated (Mixed-Flow) BRT - 11 Miles (Buena Park to Anaheim)	2010			15%
Phasing Scenario 1 Emission Benefits by 2010					118%
B11	28-Mile Non-Dedicated (Mixed-Flow) BRT (Brea Mall to Irvine Transportation Center)	2012	FTA 5309c Bus FTA 5307 CMAQ Local Funds	CMAQ Local Funds Fare Revenue	78%
PHASING SCENARIO 2					
B7	Countywide Express Dedicated BRT on HOV/Freeway(s) (HOV I-405, I-5, SR-57, SR-55, SR-22, SR-91) (TCA Toll Roads SR-241, SR-261, SR-133)	2007	FTA 5309c Bus FTA 5307 CMAQ Local Funds	CMAQ Local Funds Fare Revenue	13%
B1	Harbor Blvd. Non-Dedicated (Mixed-Flow) BRT - 22 Miles (Fullerton or La Habra to Costa Mesa)	2008			Already Counted
B2	Westminster/17th Non-Dedicated (Mixed-Flow) BRT - 19 Miles (Santa Ana to Long Beach)	2009			Already Counted
B3	Katella Non-Dedicated (Mixed-Flow) BRT - 21 Miles (Orange to Los Alamitos)	2010			30%
B11	28-Mile Non-Dedicated (Mixed-Flow) BRT (Brea Mall to Irvine Transportation Center)	2010			78%
Phasing Scenario 2 Emission Benefits by 2010					121%
B5	Beach Non-Dedicated (Mixed-Flow) BRT - 20 Miles (Buena Park or La Habra to Huntington Beach)	2011	FTA 5309c Bus FTA 5307 CMAQ Local Funds	CMAQ Local Funds Fare Revenue	41%
B4	La Palma Non-Dedicated (Mixed-Flow) BRT - 11 Miles (Buena Park to Anaheim)	2012			15%
B6	Edinger Non-Dedicated (Mixed-Flow) BRT - 11 Miles (Huntington Beach to Tustin)	2012			19%

Preliminary Schedule to Accomplish Early Actions and Next Steps

June 23, 2005

	2005				2006				2007				2008				2009				2010			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
EARLY ACTIONS																								
Confirm Emission Benefits																								
Existing System Field Analysis																								
City Dialogue/Agreements																								
Marketing Plan & Branding																								
Vehicle Procurement/Manufacturing																								
Request COC Approval for Gateway to Regional Rail Investments																								
CHSRA Partnership Dialogue/Agreement																								
Cal-Nevada Maglev Partnership Dialogue/Agreement																								
NEXT STEPS																								
Procurements																								
Project Management Consultant																								
BRT Design Consultant																								
Contractor for Installation and Construction																								
Central County Transit Linkages Study Consultant																								
SR-55 and SR-57 HOV Drop Ramp Study Consultant																								
BRT Design Phase																								
Installation and Construction Phase																								
Drop Ramp Construction																								
Study Phase																								
Central County transit linkages study																								
Transitway/HOV drop ramp study on SR-55 and SR-57																								



BOARD COMMITTEE TRANSMITTAL

June 27, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Selection of Consultant for the South Orange County Long-Range Transportation Study

Regional Planning and Highways Committee

June 20, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Authorize staff to request a cost proposal from URS Corporation and negotiate an agreement for their services.
- B. Authorize the Chief Executive Officer to execute the final agreement.



June 20, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Selection of Consultant for the South Orange County Long-Range Transportation Study

Overview

The Board has directed staff to develop conceptual solutions for south Orange County's current and future transportation problems. Staff is submitting for Board of Director's review the technical consultant selection recommendation for the South Orange County Long-Range Transportation Study. Proposals and statements of qualifications were solicited in accordance with the Orange County Transportation Authority's procurement procedures for the retention of consultants to perform architectural and engineering work.

Recommendations

- A. Authorize staff to request a cost proposal from URS Corporation and negotiate an agreement for their services.
- B. Authorize the Chief Executive Officer to execute the final agreement.

Background

Southern Orange County's arterial, freeway, and transit systems are undergoing rapid change due to increasing population and interregional traffic growth. The Board of Directors (Board) has requested staff to start work on a southern Orange County transportation study to address current and future mobility issues. The South Orange County Long-Range Transportation Study will develop multimodal transportation solutions for southern Orange County residents and workers. A consultant selection recommendation for the study technical process is provided below. A separate procurement will follow for supporting public outreach services.

Discussion

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

On March 30, 2005, an electronic notice was sent to 516 firms registered on CAMMnet. A pre-proposal meeting was held on April 13, 2005, and was attended by approximately 20 firms.

On April 25, 2005, three proposals were received. An evaluation committee consisting of staff from the OCTA Strategic Planning Division, the City of Laguna Hills, and the California Department of Transportation met to review the proposed work plans and firm qualifications.

The evaluation committee reviewed all proposals and found all three firms qualified for the work. The evaluation committee interviewed each of the qualified firms at the OCTA offices in Orange, California. The three qualified firms are:

Firm and Location

URS Corporation
Santa Ana, California

Sequeira Infrastructure Associates
Irvine, California

Parsons Brinckerhoff Quade & Douglas
Orange, California

The evaluation committee recommends the selection of URS Corporation as the most qualified firm to complete the study. Staff seeks Board approval to request a cost proposal from URS Corporation and negotiate an agreement within the approved budget for this project.

Fiscal Impact

This project is included in the proposed OCTA's Fiscal Year 2005-06 Strategic Planning/Planning and Programming Budget, Account No. 1536-7519-A1210-81A, and is funded through State Transportation Improvement Program funds.

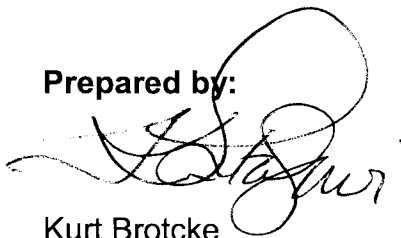
Summary

The evaluation committee recommends the selection of URS Corporation as the most qualified firm to complete the project. Staff seeks Board approval to request a cost proposal from URS Corporation and negotiate an agreement within the approved budget for this project.

Attachment

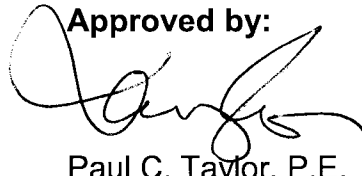
None.

Prepared by:



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(714) 560-5742

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

June 27, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: San Diego Freeway (Interstate 5) at Oso Parkway Chokepoint Improvement Project

Regional Planning and Highways Committee

June 20, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to execute a cooperative agreement between the California Department of Transportation and the Orange County Transportation Authority that addresses the reimbursement of funds, and outlines the roles and responsibilities of each party in the preparation of the Plans, Specifications, and Estimates, and the right-of-way work for the chokepoint improvement project on the San Diego Freeway at Oso Parkway.
- B. Authorize staff to release a Request for Proposal for the preparation of Plans, Specifications, and Estimates and right-of-way work for the Oso Parkway Chokepoint improvement project on the San Diego Freeway.
- C. Amend the fiscal year 2005-06 budget to accommodate an additional \$1,632,600 in revenues account 0051-6061 and expenses account 0051-7519.



June 20, 2005

To: Regional Highways and Planning Committee

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

Subject: San Diego Freeway (Interstate 5) at Oso Parkway Chokepoint Improvement Project

Overview

On March 11, 2002, the Orange County Transportation Authority Board of Directors approved the programming of \$17,068,000 from the State Transportation Improvement Program to Oso Parkway Chokepoint project. The project report and environmental document phase is nearing completion, which allows for the start of the Plans, Specifications, and Estimates phase.

Recommendations

- A. Authorize the Chief Executive Officer to execute a cooperative agreement between the California Department of Transportation and the Orange County Transportation Authority that addresses the reimbursement of funds, and outlines the roles and responsibilities of each party in the preparation of the Plans, Specifications, and Estimates, and the right-of-way work for the chokepoint improvement project on the San Diego Freeway at Oso Parkway.
- B. Authorize staff to release a Request for Proposal for the preparation of Plans, Specifications, and Estimates and right-of-way work for the Oso Parkway Chokepoint improvement project on the San Diego Freeway.
- C. Amend the fiscal year 2005-06 budget to accommodate an additional \$1,632,600 in revenues account 0051-6061 and expenses account 0051-7519.

Background

For the past five years, the Orange County Transportation Authority (OCTA) has worked with the California Department of Transportation (Caltrans) to identify and improve chokepoint areas. Chokepoints are freeway areas with localized and chronic congestion where bottlenecks occur. Remedies include the addition of auxiliary lanes between interchanges, interchange or ramp modifications, re-striping and/or signing, and connection of auxiliary lanes when warranted by traffic volume. Caltrans based the initial list of chokepoint areas and proposed projects on operational studies in conjunction with regional transportation studies.

Recognizing the benefits of this program, in September 2001, the freeway chokepoint program was made part of OCTA's Ten Initiatives for the Next Ten Years. On March 11, 2002, the Board of Directors approved the programming of \$8.3 million in the State Transportation Improvement Program (STIP) to initiate project reports incorporating preliminary engineering, environmental assessments, and design for the five-chokepoint projects listed below:

- San Diego Freeway (Interstate 5) Southbound (SB) at Culver Drive– ramp widening
- Interstate (I-5) SB at Oso Parkway – storage lane north of Oso Parkway off-ramp
- I-5 SB at Avenida Pico – ramp widening
- I-5 SB at Camino Capistrano – ramp widening
- San Diego Freeway (Interstate 405) Northbound (NB) and SB – Magnolia Avenue to Beach Boulevard – auxiliary lane

Discussion

The STIP funding was originally programmed in fiscal year 2003-04. Due to the ongoing state budget crisis the funding has been moved to fiscal year 2005-06. The California Transportation Commission (CTC) has announced that they plan to start making allocations to STIP projects beginning at the July 2005 meeting.

\$2,490,000 is programmed in the STIP for Plans, Specifications, and Estimates (PS&E) and right-of-way in fiscal year 2005-06. OCTA is requesting the allocation of \$1,814,000 in STIP funds for the PS&E phase at the CTC meeting on July 13, 2005. Right-of-way funds will be requested at a subsequent CTC meeting.

The preparation of the PS&E and the right-of-way work will be a joint undertaking between Caltrans and OCTA. OCTA will serve as the lead agency for the delivery of the PS&E and right-of-way phases of this project.

The cooperative agreement between Caltrans and OCTA for the reimbursement of funds and outline of the roles and responsibilities of each agency will be prepared for execution prior to the CTC vote for allocation of funds.

Once the project is funded, the OCTA will issue a Request for Proposals for consultants to prepare the PS&E and perform the right-of-way work.

Fiscal Impact

This project is not in the OCTA's Fiscal Year 2005-06 Budget. A budget amendment to revenues account 0051-6061 and expenses account 0051-7519 is requested. This project is funded through STIP Fund.

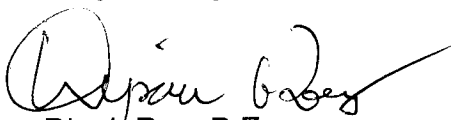
Summary

OCTA will be the lead for the preparation of the PS&E and the right-of-way work for the Oso Parkway at I-5 chokepoint improvement project. A cooperative agreement between Caltrans and OCTA for the reimbursement of funds and outlining the roles and responsibilities of each agency will also need to be prepared and executed prior to the CTC vote for allocation of funds. Staff is also requesting an amendment to the OCTA's Fiscal Year 2005-06 (revenue and expense) Budget to add \$1,632,600 in STIP funds for this project.


Attachment

None.

Prepared by:


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Approved by:


Stanley G. Phernambucq
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BOARD COMMITTEE TRANSMITTAL

June 27, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Design and Installation of Full Landscaping in Conjunction with San Diego Freeway (Interstate 405)/Costa Mesa Freeway (State Route 55) Interchange Project

Regional Planning and Highways Committee

June 20, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Authorize staff to negotiate a cooperative agreement with the Cities of Costa Mesa and Santa Ana to design and install full landscaping at the interchanges of San Diego Freeway (Interstate 405)/Bristol Street and Costa Mesa Freeway (State Route 55)/MacArthur Boulevard.
- B. Allocate \$1,343,000 in Measure M funds to the Cities of Costa Mesa and Santa Ana for the design, installation, and all other applicable work.



June 20, 2005

To: Regional Planning and Highways Committee Members

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

Subject: Design and Installation of Full Landscaping in Conjunction with San Diego Freeway (Interstate 405)/Costa Mesa Freeway (State Route 55) Interchange Project

Overview

The project to reconstruct the San Diego Freeway (Interstate 405)/Costa Mesa Freeway (State Route 55) is nearly complete. The Cities of Costa Mesa, Santa Ana, and the majority of businesses in the area have requested full landscaping at key interchanges to repair the conditions which deteriorated significantly during the four-year construction period. A cooperative agreement and additional funding are necessary to design and install full landscaping in conjunction with the Minimum Operating Segments (MOS) 2 and 3 of the San Diego Freeway (Interstate 405)/Costa Mesa Freeway (State Route 55) Interchange Project.

Recommendations

- A. Authorize staff to negotiate a cooperative agreement with the Cities of Costa Mesa and Santa Ana to design and install full landscaping at the interchanges of San Diego Freeway (Interstate 405)/Bristol Street and Costa Mesa Freeway (State Route 55)/MacArthur Boulevard.
- B. Allocate \$1,343,000 in Measure M funds to the Cities of Costa Mesa and Santa Ana for the design, installation, and all other applicable work.

Background

Measure M includes the Interstate 405 (I-405)/State Route 55 (SR-55) Transitway Project in the transit portion of the Expenditure Plan. Construction of the I-405/SR-55 Interchange Improvement Project began on February 5, 2001, and is approximately 94 percent complete. The scheduled substantial completion date is June 2005.

**Design and Installation of Full Landscaping in
Conjunction with the San Diego Freeway
(Interstate 405)/Costa Mesa Freeway (State Route 55)
Interchange Project**

Page 2

The project originally provided for interim stage landscaping which is installation of minimal landscaping at the I-405/Bristol Street interchange and protection of sparse landscaping at the SR-55/MacArthur Boulevard interchange. Heavy use of the area for construction staging made it difficult to maintain the existing landscaping during the four-year construction period. Consequently, the conditions at these two interchanges deteriorated to a point not originally anticipated. The Cities of Costa Mesa, Santa Ana, and the majority of businesses in the area, including the South Coast Metro Alliance, have requested that full landscaping be provided.

Discussion

The Orange County Transportation Authority (Authority) has committed to working with the impacted communities to restore the landscaping in the area damaged by the construction project. The full landscaping work being requested has already been conceptually designed. The cost estimate for any and all elements of the project including but not limited to final design, construction, and installation is estimated to be \$1,343,000.

The Cities of Costa Mesa, Santa Ana, and the Authority staff have reviewed the conceptual plans and cost estimate prepared by the California Department of Transportation (Caltrans) and are satisfied with the full landscaping plans. A cooperative agreement with the Cities of Costa Mesa and Santa Ana, in a not to exceed amount of \$1,343,000, is proposed to implement the landscaping project. The cities shall manage the landscaping project and have agreed to fund any additional costs over the \$1,343,000 allocated for the project or they may choose to reduce scope to remain within the budget as part of the cooperative agreement presently being developed. The Authority shall be financially responsible for the actual costs of the full landscaping project elements including but not limited to full design, construction, construction management, and administration in the not to exceed amount of \$1,343,000.

Allocation of the above \$1,343,000 funding to the cities shall be based on the conceptual design cost estimate provided by Caltrans at 40 percent for Costa Mesa and 60 percent for Santa Ana. This amounts to funding allocations of \$537,200 for Costa Mesa and \$805,800 for Santa Ana. Fund transfers shall be through the cooperative agreement between the Authority and the Cities of Costa Mesa and Santa Ana. Cities shall be held accountable for project costs and are to provide the Authority with detailed monthly expenditure reports pertaining to the full landscaping project for the entire project duration.

**Design and Installation of Full Landscaping in
Conjunction with the San Diego Freeway
(Interstate 405)/Costa Mesa Freeway (State Route 55)
Interchange Project**

Page 3

Fiscal Impact

Measure M funds in the amount of \$240,000 for the full landscaping project are proposed in the Authority's Fiscal Year 2005-06 Budget, Construction and Engineering, Account 0010-7519/T7160. The remaining funds will be requested as part of the following year's budget cycle or sooner if needed. There are adequate funds for this full landscaping project in the Measure M Transit category.

Summary

Staff requests authorization to negotiate a cooperative agreement with the Cities of Costa Mesa and Santa Ana to design and install full landscaping for the I-405/SR-55 Interchange Improvement Project, and to allocate Measure M funding in a not to exceed amount of \$1,343,000.

Attachment

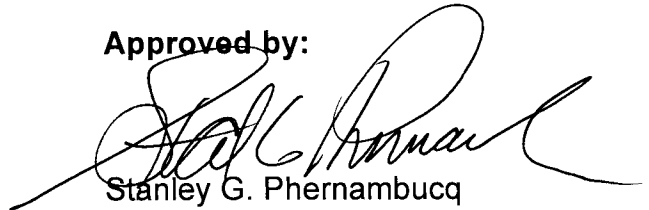
None.

Prepared by:



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Approved by:



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Executive Director,
Construction & Engineering
(714) 560-5440



BOARD COMMITTEE TRANSMITTAL

June 27, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Orange County Transportation Authority's Fiscal Year 2005-06
Personnel and Salary Resolution

Special Finance and Administration Committee

June 16, 2005

Present: Directors Wilson, Duvall, Campbell, Correa, Ritschel, Silva and
Cavecche
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations (Reflects change from staff recommendation)

- A. Future Members of the OCTA Board of Directors shall pay the cost of their medical health benefits, at the same rate as do OCTA Administrative employees.
- B. Approve changes to the Personnel and Salary Resolution with the exception of:

Upon paid retirement or death, an employee or the estate shall be paid the employee's unused or unpaid sick leave to a maximum of 240 hours.



BOARD COMMITTEE TRANSMITTAL

June 16, 2005

To: Finance and Administration Committee Members
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject Orange County Transportation Authority's Fiscal Year 2005-06
Personnel and Salary Resolution

Finance and Administration Committee

June 8, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Finalize discussion regarding Personnel and Salary Resolution, as related to discussion which took place at the June 8, 2005, Finance and Administration Committee meeting.



June 8, 2005

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Orange County Transportation Authority's Fiscal Year 2005-06 Personnel and Salary Resolution

Overview

The Orange County Transportation Authority's Fiscal Year 2005-06 Personnel and Salary Resolution presents a summary of the policies affecting administrative employees' salaries and benefits. It is a resolution approved by the Board of Directors that summarizes the policies necessary to provide for an effective and efficient organization and identifies the approved payroll titles and salary ranges associated with each title.

Recommendation

Approve changes to the Personnel and Salary Resolution.

Background

The Orange County Transportation Authority (OCTA) staff has prepared a Personnel and Salary Resolution (P&S) for fiscal year (FY) 2005-06 consistent with the financial resources being requested in the FY 2005-06 budget. The new P&S incorporates changes identified by executive staff as necessary for the effective administration of human resources policies and procedures. The P&S was last approved by the Board of Directors on June 14, 2004, in conjunction with the FY 2004-05 budget.

In order to establish an equitable and uniform plan for dealing with Human Resources matters, to attract and retain the best and most competent employees available, to ensure selection, promotion, and compensation of employees based on merit, ability, and fitness, and to support human resources policies for administrative employees, the P&S is reviewed annually by staff and, when appropriate, changes are submitted to the Board of Directors for approval.

Discussion

The P&S for FY 2005-06 includes a 4 percent merit pool for administrative employees. This performance based merit is not guaranteed and administrative employees do not receive step increases, general increases, or cost of living adjustments. The P&S for FY 2005-06 also includes a 3 percent special award pool for administrative employees. Special awards are one time lump sum non-base building payments to recognize employees who have demonstrated outstanding performance and are designed to further encourage outstanding performance.

The OCTA has established a salary structure which includes 15 salary grade ranges. Each classification is assigned to a salary grade range based upon the scope and level of responsibility of work performed in comparison to other work performed within the OCTA and in comparison to the external market. A salary structure adjustment of 4 percent is recommended for FY 2005-06. This will not result in any automatic salary increases for administrative employees. The last salary structure adjustment occurred in FY 2003-04. Generally accepted practices are to adjust salary ranges at levels equal to or slightly less than the merit pool.

The P&S for FY 2005-06 also includes a new cost-sharing arrangement with respect to the provision of employee health care benefits for administrative and Transportation Communications International Union employees. Single employees with no dependent coverage will be responsible for paying 10 percent of the total monthly premium of the plan they select. Employees who elect dependent coverage will be responsible for paying 15 percent of the total monthly premium of the plan they select. For those employees with a tenure at OCTA of at least seven years, the OCTA will continue to pay the employee share of the monthly premium.

The P&S for FY 2005-06 has been updated to include minor revisions necessary for day-to-day operations. The P&S for FY 2005-06 clarifies the use of extra-help personnel as differentiated from temporary agency personnel, discontinues the use of on-call pay for computer operators, extends the maximum allowable vacation accrual for employees, and re-establishes performance reviews for executive employees and department managers at the completion of an introductory period of service following hire or promotion.

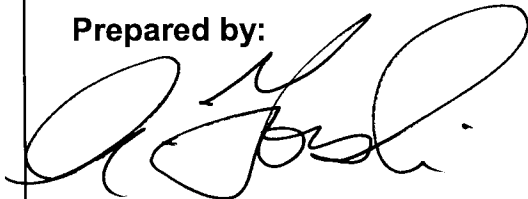
Summary

The Orange County Transportation Authority Fiscal Year 2005-06 Personnel and Salary Resolution has been revised consistent with the FY 2005-06 Budget and incorporates changes necessary for the effective administration of human resources policies and procedures.

Attachment


- A. Orange County Transportation Authority Personnel and Salary Resolution Fiscal Year 2005-06.

Prepared by:



Al Gorski
Interim Department Manager,
Human Resources
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Approved by:



James S. Kenan
Executive Director, Finance,
Administration and Human Resources
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**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

PERSONNEL RESOLUTION

Section 1. Purpose

In order to establish an equitable and uniform plan for dealing with Human Resources matters, to attract and retain the best and most competent employees available, and to ensure selection, promotion, and compensation of employees based on merit, ability, and fitness, the following Human Resources policies are hereby adopted for administrative employees.

Section 2. Human Resources

The Chief Executive Officer is charged with ensuring that Orange County Transportation Authority Human Resources policies and procedures provide for an effective and efficient organizational structure, staffed with qualified employees receiving fair and impartial treatment and career advancement opportunities. The Executive Director of Finance, Administration and Human Resources is responsible for managing the Human Resources functions and shall be responsible for developing and administering Human Resources policies and procedures that are in the best interests of the Authority and its employees.

Section 3. Definitions

- a) **ADMINISTRATIVE EMPLOYEE** shall mean any employee of the Authority not covered by a collective bargaining agreement.
- b) **ADVANTAGE WORKER** shall mean an extra-help employee re-entering the workforce.
- c) **APPOINTING AUTHORITY** shall mean the Chief Executive Officer; he/she may delegate this responsibility.
- d) **BOARD** shall mean Board of Directors of the Orange County Transportation Authority.
- e) **CLASSIFICATION** or **CLASSIFICATION TITLE** shall refer to the title that identifies the type of work being performed by one or more incumbents in a position.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

Employees fill positions. Positions are given classification titles. Classification titles are assigned grades on the salary structure.

- f) **COLLEGE INTERN** shall mean an extra-help employee who fills an intern position. The intern must be in college and be engaged in course work leading to an undergraduate or graduate degree in a field of study applicable to the hiring department's specialty.
- g) **EXECUTIVE EMPLOYEE** shall mean an employee classified as Chief Executive Officer, Deputy Chief Executive Officer, Executive Director, Division Director, ~~Deputy Division Director~~, Director of Special Projects, or General Manager.
- h) **EXEMPT EMPLOYEE** shall mean an employee in a position that is not covered under the provisions of the Fair Labor Standards Act regarding minimum wage, overtime, maximum hours, and record keeping.
- i) **EXTRA-HELP EMPLOYEE** shall mean an employee hired on a temporary basis not to serve as part-time augmentation of staffing in which the duty or task defined requires less than 20 hours of work per week and no more than exceed 1,000 work hours within a continuous 12-month period unless approved by the Appointing Authority Executive Director, Finance, Administration, and Human Resources. An extra-help employee does not serve an introductory period and is not eligible for employee benefits.
- j) **EXTRA-HELP POSITION** shall mean a position which is intended to be occupied on less than a year-round basis for reasons including, but not limited to, the following: to cover seasonal peak workloads, emergency extra workloads of limited duration, necessary vacation relief, paid sick leave, and other situations involving a fluctuating staff.
- k) **FULL-TIME EMPLOYEE** shall mean an administrative employee in a position with a normal workweek that totals at least 40 hours.
- l) **INTERN POSITION** shall mean an extra-help position that is occupied by a college intern or a student intern and will provide assistance to departments by performing a variety of duties.
- m) **INTRODUCTORY PERIOD** shall mean a trial period of time in which a newly hired, promoted, or transferred full-time or part-time employee serves to demonstrate his/her ability to perform satisfactorily in the position.
- n) **NON-EXEMPT EMPLOYEE** shall mean an employee in a position that is covered under the provisions of the Fair Labor Standards Act regarding minimum wage, overtime, maximum hours, and record keeping.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

- o) **PART-TIME EMPLOYEE** shall mean an administrative employee in a position with a normal workweek that totals at least 20 hours but not more than 36 hours.
- p) **POSITION** shall refer to full-time and part-time positions in the Board-approved fiscal year budget.
- q) **PROMOTION** shall mean movement of an employee from one position to a different position in a higher salary grade.
- r) **STUDENT INTERN** shall mean an extra-help employee who fills an intern position. The intern must be a high school student, engaged in a work-study program sponsored by the high school.
- s) **RECLASSIFICATION** shall mean that the salary grade of a particular classification or position is adjusted, either higher or lower as a result of an evaluation process.
- t) **REHIRE** shall mean to employ someone who previously terminated his/her employment with the Authority (often following a voluntary resignation) without restoring prior service.
- u) **REINSTATE** shall mean to return a previously terminated employee to active employment with the Authority and to restore prior service and benefit eligibility, with no formal break in service. Vacation, sick, and holiday hours for which the employee was paid at the time of termination are not restored. (This action is unrelated to retirement service credit.)
- v) **SALARY RANGE** refers to the minimum and maximum of the salary grade for a particular classification or group of classifications. It is based upon the scope and responsibility of work performed in comparison with other work performed within the Authority and in comparison with the competitive labor market.
- w) **TEMPORARY CONTRACT EMPLOYEE** shall mean an extra-help employee hired on a temporary basis for a period up to one year who does not fill a position. The terms and conditions of employment are agreed to in writing by both parties. The agreement may be renewed upon expiration.
- x) **TRAINEE EMPLOYEE** shall mean a regular employee hired in a position for which he/she must complete a training period to meet the minimum requirements of the position.
- y) **TRANSFER** shall mean movement of an employee from one position to a different position in the same salary grade.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

Section 4. Human Resources Rules and Procedures

The Chief Executive Officer shall make the final determination on the interpretation of Authority Human Resources policies as established by the Board and shall be authorized to establish and maintain Human Resources rules and procedures that are consistent with those policies.

Exceptions to the Personnel and Salary Resolution may be authorized in writing by the Chief Executive Officer. This exception authority may not be delegated.

Section 5. Applicability of Human Resources Policies, Rules, and Procedures

The provisions of the Human Resources Policies, Rules, and Procedures shall apply to all administrative employees except when they are modified by the provisions of a contract of employment.

Any employee of the Authority is authorized to perform work for the Orange County Transit District, the Orange County Service Authority for Freeway Emergencies, the Consolidated Transportation Service Agency, the Orange County Local Transportation Authority, and/or any other entity governed by the Orange County Transportation Authority Board of Directors as directed by the Appointing Authority.

The provisions of this Personnel and Salary Resolution shall apply equally to all administrative employees of the Orange County Transit District, the Orange County Service Authority for Freeway Emergencies, the Consolidated Transportation Service Agency, the Orange County Local Transportation Authority, and/or any other entity governed by the Orange County Transportation Authority Board of Directors, as directed by the Appointing Authority except when they are modified by the provisions of a contract of employment.

Section 6. Selection of Employees

The Chief Executive Officer is the Appointing Authority for all positions except those reporting directly to the Board and shall be responsible for the selection and termination of all employees in all positions except those reporting directly to the Board. The Chief Executive Officer is authorized to approve revisions in classification titles and grades, provided that in no event shall upgrades be effective without Board approval and provided that any such changes are in accordance with the established Authority Policies, Rules, and Procedures, and the Board-adopted fiscal year budget.

Section 7. Introductory Period

All regular appointments shall have an introductory period of 26 weeks~~13 bi-weekly pay periods~~. An employee who is promoted or transferred may be required to complete an introductory period for the new position. The introductory period shall be computed from the beginning of the pay period in which the employee was hired or promoted.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

Introductory status, because of promotion or transfer, does not break an employee's continuous service. The introductory period may be extended at the discretion of the Appointing Authority. ~~for not less than two or more than six bi-weekly pay periods.~~

During the introductory period, the employee may be terminated, suspended, or demoted at any time for any reason without right of appeal or hearing.

Section 8. Training Period

Any regular employee hired for, promoted to, or transferred to a position for which training is necessary to reach the minimum required skill level of the classification will serve a training period for a length of time dependent on the scope and complexity of the work being performed, but not to exceed one year. The length of the training period will be set by the Appointing Authority.

A trainee will be paid below, but not less than 80% of, the minimum of the salary range for the assigned classification. A trainee's salary will be established based on individual qualifications for the classification. A trainee who satisfactorily completes the training period will receive a salary adjustment to the minimum of the salary range for the classification. At the completion of the training period, the employee will subsequently serve an introductory period.

Section 9. Intern Employees

A person employed in a student intern position or other intern position shall be considered an employee in a special training classification and will be compensated at hourly rates to be determined by the Appointing Authority. An intern is not eligible for employee benefits paid by the Orange County Transportation Authority (OCTA), except as required by law.

Section 10. Performance Planning and Performance Evaluation Program

The Appointing Authority shall be responsible for developing and administering a formal performance planning and performance evaluation program for all administrative employees.

Section 11. Outside Employment/Activity

An administrative employee shall not engage in outside employment or other outside activity incompatible with the full and proper discharge of the duties and responsibilities of his/her Authority employment. Before accepting any outside employment, an employee shall obtain written permission from the Appointing Authority.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

Section 12. Reassignment, Dismissal, Reduction in Pay, Suspension

The employment of each Authority employee whose employment is governed by the provisions of this Personnel and Salary Resolution is at will. The Appointing Authority shall have the right to reassign, dismiss, reduce in pay, or suspend without pay any employee at any time for any reason when the Appointing Authority determines that the conduct of the employee under his/her direction warrants such action. Notice of such action must be in writing to the employee.

Section 13. Layoff

The Appointing Authority shall have the authority to lay off employees for lack of funds or lack of work. An employee recalled within six months shall be reinstated to the same position if the position is available.

An employee reinstated to the same or a different position within six months following the date of layoff shall retain all of his/her most recently held continuous service for the purpose of earning benefits.

An employee placed on layoff may be granted paid health insurance in accordance with the following schedule:

<u>Years of Service</u>	<u>Number of Months</u>
Less than 3	1 month
3 but less than 5	2 months
5 but less than 10	3 months
10 or more	4 months

Section 14. Elimination of Positions

Whenever it becomes necessary in the judgment of the Board of Directors, usually upon recommendation of the Appointing Authority, the Board may eliminate any position. An employee who is transferred, reassigned, or laid off because of the elimination of a position shall not have the right of appeal in such a case; however, an employee who is laid off may be placed in another position for which he/she is qualified, provided an opening exists.

Section 15. Severance Pay

The Chief Executive Officer may authorize the payment of severance pay in accordance with the following schedule:

<u>Years of Service</u>	<u>Amount of Pay</u>
Less than 3	2 weeks
3 but less than 5	3 weeks
5 but less than 10	4 weeks
10 or more	5 weeks

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

The provisions of this section shall not apply to an employee terminated for gross misconduct.

All severance pay received by an employee must be remitted by the employee to the Authority if the employee returns to work for the Authority, in any capacity, within three months of the date of layoff.

Section 16. Grievance and Hearing Procedures

The Appointing Authority shall establish and be responsible for the maintenance of grievance and hearing procedures for use by administrative employees.

Section 17. Workweek and Overtime

Except as otherwise provided by the Appointing Authority, the regular work period for a full-time Authority employee shall normally be 40 hours per week. Authorized work performed in excess of 8 hours per day or in excess of 40 hours per workweek by a non-exempt employee shall be considered overtime. This definition shall not apply to a non-exempt employee who regularly works a 4/10 work schedule (4-day workweek and a 10-hour day), or who regularly works any other work schedule totaling 40 hours per workweek. For a non-exempt employee on such an alternative work schedule, authorized work performed in excess of the regularly scheduled hours per day or in excess of 40 hours per week shall be considered overtime. For purposes of calculating overtime compensation, paid holidays not worked, and pre-approved vacation not worked shall be treated as authorized work performed. Overtime must be authorized prior to performance of such work.

A non-exempt employee shall be paid 1-1/2 times his/her regular rate for authorized overtime work performed.

In no case may a non-exempt employee's work schedule be changed when the purpose of such change is to avoid compensating the employee at 1-1/2 times his/her regular rate for work performed in excess of his/her regular work schedule.

If, in the judgment of the Appointing Authority, work beyond the normal workday, workweek, or work period is required, such work may be ordered.

An exempt employee of the Authority is not eligible for overtime payment or any additional compensation for time worked in excess of 8 hours per day or 40 hours per workweek.

A non-exempt employee who is required to work on holidays shall be paid 1-1/2 times his/her regular rate for authorized work performed on Authority-designated holidays, in addition to regular holiday pay.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

Section 18. Alternative Workweek Schedules

The Appointing Authority shall have the authority to designate flexible starting, ending, and core times for the performance of work during the standard work day consistent with the Authority policy regarding "Workweek and Overtime". The Appointing Authority shall also have the authority to designate alternative workweek schedules, such as 4/10's or 9/80's, provided the administration of such schedules is consistent with any applicable state and federal laws.

The Appointing Authority may establish necessary guidelines to administer alternative workweek schedules at the department and work unit level.

~~Section 19. On-Call Pay~~

~~Because of the nature of the 24-hour, 7-day per week functions within computer operations of the Information Systems Department, a non-exempt employee with the classification title of Computer Operator or Senior Computer Operator who is required to be on-call, will receive on-call pay of \$17.86 per day for each day of on-call service.~~

Section 1920. Life, Accident, and Health Insurance Benefits

The Appointing Authority shall establish and be responsible for a life, accident, and health insurance program for the Board and all full-time and part-time employees at a cost not to exceed the amount established by the Board in the annual budget. Such insurance may include short-term disability, long-term disability, dental, and vision benefits.

The Authority shall pay 90% of the entire premium cost for of the Board and full-time employees' health and dental insurance after the first month of employment, and shall pay ~~75%~~ 85% of the premium cost of a full-time employee's dependent coverage. Board members and their dependents shall have the entire cost of dependent ~~their~~ coverage paid by the Authority. Employees hired prior to June 27, 2004, shall have the entire cost of employee and dependent coverage paid beginning the pay period following the completion of seven years of service.

After the first month of employment, the Authority shall contribute 50% of the premium cost for life, accident, and health insurance for those employees hired into a part-time position on or after July 6, 1986, and their dependents, provided such part-time employees apply for such insurance coverage.

All full-time or part-time employees terminating employment may have continuing medical, dental, and vision insurance pursuant to the governing provisions of the program in which they are enrolled. The employee will be required to pay the premium for the coverage selected in accordance with the provisions of COBRA, except as provided in Section 13.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

Life insurance will be provided by the Authority to full-time and part-time employees according to the following schedule:

- a) Two times the annual salary for each full-time and part-time employee.
- b) \$50,000 coverage for each Board member.

Supplemental life insurance and elder care options may be provided by the Authority for employees and/or their dependents to be paid for by the employee through payroll deduction.

| Section 204. Retirement

All full-time and part-time employees of the Authority shall participate in the Orange County Employees Retirement System (OCERS) and shall be governed by its rules and regulations.

An employee who retires from the Authority after January 1, 1995, and who (1) receives retirement benefits under OCERS, and (2) meets the eligibility criteria may be eligible for a supplemental retirement benefit. The Appointing Authority shall be responsible for developing, administering, and maintaining the program. This program may be discontinued or modified at the discretion of the Chief Executive Officer.

The Authority shall pay all of the employee contribution for regular administrative employees.

Exceptions to the above policy resulting from the consolidation of the Orange County Transit District and the Orange County Transportation Commission are addressed in Section 440 of this Personnel and Salary Resolution.

| Section 212. Holidays

The Authority shall observe 11 paid holidays consisting of designated holidays and personal paid holidays as determined by the Chief Executive Officer. Personal paid holidays are taken at an employee's discretion following supervisory approval. When a holiday falls on a Saturday, the previous day shall be observed as the holiday, and when a holiday falls on a Sunday, the next day shall be observed as the holiday, unless otherwise designated by the Chief Executive Officer.

When a holiday falls on an employee's scheduled day off, either the previous working day or the next scheduled working day shall be observed by the employee as the holiday.

A full-time, exempt employee shall receive holiday pay for each of the above holidays and will be paid based on his/her normally scheduled workday.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

A full-time, non-exempt employee shall receive 88 hours of holiday pay at his/her regular rate during the calendar year.

A part-time, non-exempt employee shall receive holiday pay for each holiday at his/her regular rate on a pro-rated basis.

A full-time or part-time non-exempt employee who is required to work on a holiday will be paid at 1-1/2 times his/her regular hourly rate for all hours worked in addition to pay for his/her regularly-scheduled workday. An exempt employee will receive no premium pay for work on a scheduled Authority holiday.

An employee will be paid for any unused Personal Paid Holidays for the current calendar year in the event of termination or retirement. The maximum number of Personal Paid Holidays that an employee may accrue will be two days over the current calendar year's entitlement.

| Section 223. Vacation

The Authority shall provide vacation leave with pay for full-time and part-time employees.

Vacation leave earned shall be applied to the employee's vacation accumulation account only upon completion of each pay period except when an employee terminates. Upon termination, all unused vacation hours earned and accrued through the employee's termination date will be paid.

An employee shall earn .0385 hours of vacation for each regular hour of pay in a regularly scheduled workweek (subject to a maximum of 80 hours per year until the completion of 3 years of service).

At the completion of 3 years of service, an additional 40 hours of vacation shall be credited to the employee. The employee shall then earn .0577 hours of vacation for each regular hour of pay in a regularly scheduled workweek (subject to a maximum of 120 hours per year until the completion of 10 years of service).

At the completion of 10 years of service, an additional 40 hours of vacation shall be credited to the employee. The employee shall then earn .077 hours of vacation for each regular hour of pay in a regularly scheduled workweek (subject to a maximum of 160 hours per year).

At the completion of 15 years of service, an additional 8 hours of vacation shall be credited to the employee.

At the completion of 16 years of service, an additional 16 hours of vacation shall be credited to the employee.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

At the completion of 17 years of service, an additional 24 hours of vacation shall be credited to the employee.

At the completion of 18 years of service, an additional 32 hours of vacation shall be credited to the employee.

At the completion of 19 years of service, an additional 40 hours of vacation shall be credited to the employee. The employee shall then earn .0962 hours of vacation for each regular hour of pay in a regularly scheduled workweek (subject to a maximum of 200 hours per year).

The maximum allowable vacation credit at any one time for a full-time or part-time employee with less than 2 years of service shall be ~~120~~ 160 hours.

The maximum allowable vacation credit at any one time for a full-time or part-time employee with 2 years but less than 3 years of service shall be ~~200~~ 240 hours.

The maximum allowable vacation credit at any one time for a full-time or part-time employee with 3 years but less than 10 years of service shall be ~~260~~ 300 hours.

The maximum allowable vacation credit at any one time for a full-time or part-time employee with 10 but less than 19 years of service shall be ~~350~~ 390 hours.

The maximum allowable vacation credit at any one time for a full-time or part-time employee with 19 or more years of service shall be ~~400~~ 440 hours.

Employees will not accrue vacation hours in excess of these maximum amounts unless authorized by the Chief Executive Officer. The Chief Executive Officer is exempt from a maximum accrual.

Employee preference and length of service should govern in the scheduling of vacation time, and vacations will be scheduled consistent with efficient Authority operations.

Vacation Sell-Back

An employee shall have the option of receiving up to 120 hours of vacation pay each calendar year for accrued but unused vacation. An employee must use at least 40 hours of vacation during the previous 12 months before exercising the "sell-back" option. The "sell-back" option may be exercised twice in any given calendar year, but the total hours "sold-back" may not exceed 120 hours.

Under unusual circumstances involving verifiable emergencies, the Appointing Authority may authorize a cash value payment to an employee for an amount up to the total amount of accrued vacation.

An employee separating from the Authority shall be paid, in a lump sum payment, for all unused vacation earned and accrued through his/her termination date at his/her current rate of pay.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

| Section 234. Sick Leave

The Authority will provide a plan for full-time and part-time employees to earn paid sick leave.

During the first 3 years of employment, an employee shall earn .0347 hours of sick leave with pay for each paid hour in a regularly scheduled workweek (approximately 9 days per year). After a full-time or part-time employee has completed 3 years of service, ~~been paid for 6,240 regularly scheduled hours (approximately 3 years)~~, sick leave shall be earned at the rate of .0462 hours of sick leave with pay for each paid hour in a regularly-scheduled workweek (approximately 12 days per year).

Sick leave will be paid consistent with an employee's regularly scheduled workday. Sick leave earned shall be added to the employee's sick leave accumulation account upon the completion of the pay period, with no credit to be applied during the progress of the pay period or for a fraction of the pay period during which an employee's service is terminated.

An employee who has accumulated sick leave in excess of 120 hours, as of the close of the first pay period ending in November, may choose to retain all unused accumulated sick leave and continue to accrue sick leave or to receive a single payment at his/her current rate of pay for the amount in excess of 120 hours. If the employee elects to receive payment, it shall be paid prior to December 31 of that year.

An employee who separates from the Authority with 10 years or more of continuous service who is in good standing with the Authority shall receive payment of any earned but unused sick leave up to a maximum of 160 hours.

Upon termination from the Authority due to layoff, all unused or unpaid sick leave will be paid to the affected employee.

| Upon paid retirement or death, an employee or the estate shall be paid for all of the employee's unused or unpaid sick leave ~~to a maximum of 240 hours~~. This benefit does not apply to deferred retirement except as provided above.

An employee who is injured on the job, resulting in loss of time, shall be paid for the balance of the assignment on the day of injury at the regular rate of pay. The employee shall also be paid for the time lost during the waiting period (first 3 days following date of injury, for which no Workers' Compensation benefits are provided). This payment shall be at benefit rates provided under the Workers' Compensation Act. Payments under this section shall not be charged against the employee's accumulated sick leave. Vacation and sick leave accruals shall continue during this 3-day period and the employee shall be credited as if he/she had worked his/her regularly scheduled hours each day.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

For group insurance purposes only, time lost due to an on-the-job injury will not be considered an unpaid leave of absence.

Catastrophic Leave Donations

An employee may transfer accrued sick leave, provided the balance of his/her sick leave following the transfer is 120 hours or more, as follows: transferred hours will be made available to an employee, as designated by the transferor, who has exhausted all paid sick and vacation time and has been on unpaid medical leave of absence.

| Section 245. Leaves of Absence

Leaves of absence may be granted by the Appointing Authority to employees with or without pay. Employees may not engage in other employment while on a leave of absence without prior written approval of the Authority.

- a) PERSONAL LEAVE OF ABSENCE: When requested, the Appointing Authority may grant a personal leave of absence without pay for an initial period of 30-calendar days and extensions may be granted to a maximum of 6 months from the date of the leave. A personal leave of absence may be effective, if granted, only after all vacation benefits are exhausted.

If the personal leave of absence extends for 30-calendar days or less, the employee will be returned to the original classification. If the personal leave of absence exists for more than 30-calendar days, the Authority will not guarantee the employee's classification or employment with the Authority, but will attempt to reinstate the employee to a like or similar classification. The employee will have continuing life insurance, medical, dental, and vision benefits for 30-calendar days following the date on which the leave of absence begins. During this period, the Authority shall continue to provide the cost of the employee coverage and the same contribution for applicable dependent premiums at the then current rate.

After this period, the employee will be required to remit in advance each month the monthly cost of the group insurance premiums incurred during the remainder of the leave of absence if wishing to continue group insurance. Non-receipt of premium reimbursements will result in the termination of the employee's insurance.

- b) FAMILY MEDICAL LEAVE OF ABSENCE: An employee with 1 or more years of continuous service with the Authority who has worked 1,250 hours in the preceding year is eligible for up to 12 weeks of leave in a 1-year period under the Family/Medical Leave Act for the purposes of: (1) the birth of a child of the employee; (2) the placement of a child with the employee in connection with adoption or foster care by the employee; (3) to care for the employee's spouse, child, or parent with a serious health condition; or (4) the employee's own serious

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

health condition that makes the employee unable to perform his/her job duties (excluding leave taken for pregnancy-related disabilities). Medical certification from the attending physician will be required for a leave. For leaves other than the employee's own serious illness, the employee will be required to use accrued vacation, and leave in excess of accrued vacation will be unpaid unless the employee desires to use accrued sick leave. Sick leave must be used for the employee's own medical leave, and leave in excess of accrued sick leave will be unpaid unless the employee desires to use accrued vacation. Upon return to work, the employee will be entitled to his/her same position or a comparable position. If applicable, Workers' Compensation will run concurrent with family medical leave.

The Authority will continue to maintain and pay for the employee's group health coverage for the twelve-week period. If a leave exceeds the allowed 12 weeks, the Authority does not guarantee the employee's classification or employment.

In addition to Family/Medical Leave Act absences, an employee who is absent due to Pregnancy Disability Leave as described in section e) below may be entitled to a leave of absence under the California Family Rights Act.

- c) **MILITARY LEAVE**: An employee on mandatory leave of absence for training or service with US military forces will receive differential pay. In instances where training or service with US military forces is not mandatory and is not covered by state or federal law, the leave of absence will be unpaid.
- d) **BEREAVEMENT LEAVE**: A full-time or part-time employee shall be granted paid bereavement leave for time actually lost, up to 3 regularly-scheduled work days, to arrange for and/or attend the funeral of an immediate family member. Immediate family member shall include spouse, parent, child, brother, sister, father- or mother-in-law, son- or daughter-in-law, stepchild, stepparent, stepbrother, stepsister, grandparent, or grandchild. Bereavement leave shall be granted for each occurrence.

This paid bereavement leave shall not be chargeable to sick leave or vacation. The Appointing Authority shall authorize such absence from work.

An eligible employee who attends the funeral of an immediate family member outside a 350-mile radius from administrative offices of the Authority shall be granted up to 5 days paid bereavement leave.

Additional leave, if required, to make arrangements and/or attend the funeral of an immediate family member may be approved by the Appointing Authority and will be charged against earned sick leave or accrued vacation hours.

- e) **PREGNANCY DISABILITY LEAVE**: A pregnant employee is entitled to a leave only for the period of actual medical disability attributable to pregnancy,

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

childbirth, or related medical conditions up to a maximum of 4 months. The employee may use accrued vacation or other accrued paid leave. Any leave in excess of accrued hours will be unpaid. An employee may integrate State Disability Insurance (SDI) benefits.

- f) GENERAL: All paid time-off benefits will accrue during a leave of absence for only the period during which the employee is paid. An employee on unpaid leave of absence shall not earn any service credits. An employee who returns to work from a leave of absence shall retain all accumulated service credits. Service credit for retirement benefits will be based on the specifications of the retirement system.

Unauthorized absence in excess of 3 working days may result in disciplinary action including termination of the employee without the right of appeal or hearing.

| Section 256. Jury Duty

A full-time or part-time employee who is called for jury duty or for examination for jury duty will receive compensation at his/her regular rate of pay for those days that coincide with the employee's regularly-scheduled work days.

| Section 267. Education Expense Reimbursement

The Authority shall provide an Educational Expense Reimbursement Program to reimburse a non-introductory full-time employee for reasonable educational expenses for work-related courses. The Appointing Authority shall be responsible for developing, administering, and maintaining the program.

A full-time employee will be reimbursed for eligible expenses associated with work-related courses in pre-approved certificate programs, system specific computer software training, English as a Second Language (ESL) classes, Spanish, and other specific work-related languages, as approved.

A full-time employee who satisfactorily completes a work-related course at an accredited high school, trade school, junior college, college, or university will be reimbursed in full for eligible expenses up to a maximum of \$2,000 per fiscal year. If an employee terminates employment, or gives notice of termination prior to completion of the course, no reimbursement will be made.

| Section 278. Automobile Allowance and Assignment of Automobiles

The Authority may elect either to provide an automobile and all related expenses on a permanently assigned basis or to provide a monthly automobile allowance to the following: executive employees, Department Manager, Toll Road and Motorist Services, and Chief Engineer. The monthly allowance shall be in lieu of any other compensation

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

or reimbursement for expenses incurred in the use of his/her personal automobile in the performance of his/her duties. The automobile allowance shall be in the same amount as is provided to the County of Orange managers at the department head or agency head level as determined by the Orange County Board of Supervisors.

The Authority may provide an automobile and all of the related expenses on a permanently assigned basis for each employee in the following positions: Base Manager, Bus Operations; Base Manager, Maintenance; Department Manager, Bus Operations; and—Department Manager, Maintenance; and Department Manager, Security Assessment. The automobile assigned to an employee may be used by other employees during regular working hours.

When needed, the Appointing Authority shall be authorized to assign an automobile on a 24-hour (overnight) basis to an employee as required to conduct the business of the Authority.

| Section 289. Mileage Reimbursement

An employee shall be reimbursed for use of his/her private automobile for official business of the Authority at the rate established by the Internal Revenue Service.

The Authority shall also reimburse each member of committees approved by the Board for use of his/her private automobile for official business of the Authority at the rate established by the Internal Revenue Service.

The Appointing Authority shall determine what constitutes official Authority business, which would require use of an employee's private automobile. Local travel for mileage reimbursement purposes shall include travel in Los Angeles, Orange, San Bernardino, Riverside, and San Diego counties.

| Section 2930. Medical Examinations

The Authority shall require employer-paid annual medical examinations for executive employees, department managers, and may provide the examinations for members of the Board of Directors.

| Section 304. Employee Use of Transportation System

The Appointing Authority has established rules and procedures regarding an active or retired employee and his/her dependents' free transportation on the Authority's transportation services. The spouse of a deceased employee is also to be provided with free transportation on the Authority's Fixed Route bus services.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

| Section 312. Employee Recreation Program

The Appointing Authority will be responsible for monitoring the employee recreation program, which is administered by the Finance, Administration and Human Resources Division.

| Section 323. Uniforms and Safety Shoes

The Authority shall provide uniforms or reimbursement for the purchase of uniforms for an employee who is required to wear a uniform on the job. Uniform purchases must comply with the guidelines established by the Operations Division. Reimbursement will be made upon presentation of proof of purchase and will be made to cover the initial cost of purchase and annually in August thereafter.

An employee with the classification title of Operations Administrator or Instructor shall receive reimbursement of up to \$300 for the initial purchase of the Authority-required uniforms. Thereafter, in August, an employee in either of these classification titles shall receive reimbursement for an annual amount of up to \$200 to provide for the replacement of worn uniform items. Uniform items damaged while on-duty, which are beyond reasonable repair, will be replaced at Authority expense. An employee commencing employment in one of these classifications after May 1 of any year is not eligible for the \$200 annual amount until the following year.

The Section Supervisors of Inventory Control, Vehicle Maintenance, and Facility Maintenance, and employees working in Right-of-Way will be eligible for reimbursement of the cost of a pair of approved, steel-toed safety shoes. Upon presentation of proof of purchase, an employee shall be reimbursed for the cost of the safety shoes up to a maximum of \$100 per year.

| Section 334. Computer Purchase Reimbursement Program

The Authority may reimburse a non-introductory employee or member of the Board of Directors for 50% of actual expenditures for the cost of a Personal Computer, compatible software, maintenance contracts, repairs, and related equipment or supplies. Such expenditures must meet OCTA compatibility standards in order to be eligible for the 50% reimbursement. An employee may not receive more than \$500 during any 12-month period.

Non-IBM equipment and/or software that does not meet OCTA compatibility standards may be approved on an exception basis only, and the decision will be based on the actual equipment being utilized in the office.

The first reimbursement payment will be made upon submission and approval of appropriate documentation. Subsequent payments will be made upon request on the anniversary date of the original payment to the employee.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

To be eligible for this benefit, the employee must utilize a personal computer in his/her current position with the Authority. Computer purchase reimbursement shall be limited to an employee who is authorized to telecommute on a regular or periodic basis, or who is expected to perform work at home. The Appointing Authority shall have final decision-making authority on job-relatedness.

If an individual terminates employment with the Authority or gives notice of termination from the Authority for any reason, no reimbursement or further reimbursement will be made.

| **Section 345. Professional Licenses/Certificates**

The Authority shall pay for any work-related professional licenses, certificates, or renewal fees as approved by the Appointing Authority.

| **Section 356. Compensation**

The Authority shall maintain a compensation plan as stated in the Salary Resolution and Salary Structure.

Salary ranges, rates, and employee benefits are to be reviewed and considered for adjustment, at least annually. This permits the Authority to assess periodically the competitiveness of the compensation plan and make necessary adjustments to reflect changes in internal equity and labor market conditions.

| **Section 367. Deferred Compensation**

The Authority may provide all members of the Board of Directors, and all full-time, part-time, and extra-help employees, including those covered by a collective bargaining agreement, with a deferred compensation program. The Appointing Authority shall be responsible for the establishment and administration of this program, utilizing the services of an outside administrator. This service shall be provided at no cost to the Authority.

Enrollment in this program will be offered to employees on a voluntary basis, unless mandated by state or federal law. Employee contributions to the program will be made by payroll deduction. The Chief Executive Officer may authorize the Authority to pay all or part of the employee contributions for designated employees.

| **Section 378. Recognition and Award Program**

The Appointing Authority may establish and maintain an employee service award, a "Rodeo", and employee appreciation programs to provide recognition to employees for continuous service, safety, and commitment to public transportation.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

| Section 389. Out-of-Pocket Expenses

The Authority shall reimburse its employees, the Board of Directors, and members of committees approved by the Board, for out-of-pocket expenses as provided in the policy regarding travel and conference expenses, incurred while in the conduct of official business for the Authority.

| Section 3940. Childcare of Ill Children

The Authority will reimburse an eligible employee the cost to care for an ill child or children up to \$50 per day, but not to exceed \$250 total per calendar year per employee. Childcare must be provided by a state-licensed childcare facility or a state-licensed nurse.

| Section 404. Grandfathered Benefits

The following exceptions to policy as otherwise outlined in this Personnel and Salary Resolution result from the consolidation of the Orange County Transit District and the Orange County Transportation Commission.

The following benefits apply only to those employees who were employees of the Orange County Transportation Commission, on the payroll of the Orange County Transportation Commission, as of June 19, 1991.

- a) RETIREMENT: An employee covered under this section may continue to participate in the Public Employee's Retirement System and shall be governed by its rules and regulations.

The Authority shall pay all of the normal contributions for such employees in addition to the employer's contribution.

- b) ADMINISTRATIVE LEAVE: Each non-exempt employee covered under this section shall be entitled to 16 hours of paid Administrative Leave per fiscal year. Each exempt employee covered under this section shall be entitled to 32 hours of paid Administrative Leave per fiscal year. Approval shall be by the Appointing Authority. Any unused Administrative Leave for the current fiscal year will be paid to the employee in the event of termination of retirement. The maximum accrual amount for non-exempt employees will be 24 hours. The maximum accrual amount for exempt employees will be 48 hours.
- c) STATE DISABILITY INSURANCE: The Authority shall pay the State Disability Insurance premium for an employee covered under this section.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

| Section 412. Reimbursement of Relocation Expenses

The Authority may provide relocation assistance under the following circumstances:

- a) When a new employee's permanent residence is outside a radius of 100 miles from the administrative offices of the Authority and outside the counties of Orange, Riverside, Los Angeles, and San Bernardino, and
- b) When the position is one of the following: (i) executive management, (ii) department manager, or (iii) requires an individual with a set of skills, experiences, and training which are in limited supply and high demand.

Approval of the Chief Executive Officer and the Executive Director of Finance, Administration and Human Resources is required. The maximum reimbursement is \$35,000. The Chief Executive Officer will inform the Finance and Administration Committee if the reimbursement for the relocation expenses exceeds \$20,000.



PERSONNEL AND SALARY RESOLUTION FOR ALL ADMINISTRATIVE EMPLOYEES

SALARY RESOLUTION

PHILOSOPHY AND PURPOSE

Recognizing that people are the Authority's most important resource, it is the intention of the Authority to develop and maintain compensation programs whereby its people are paid a total wage (salary and benefits combined) commensurate with their qualifications, performance, and responsibilities.

Section 1. Purpose

a) The purpose of the Salary Resolution is to:

- 1) Attract and retain a work force dedicated to excellence, thereby ensuring the Authority's ability to meet the present and future business objectives of the organization.
- 2) Maintain a salary program, which will give maximum incentive to real accomplishments and compensate individuals on the basis of merit without discrimination, while providing necessary administrative control of salary costs.
- 3) Provide salary structures, which are internally equitable and externally competitive.

b) The Salary Structure is designed to provide:

- 1) Salary grade ranges for classifications based upon the scope and level of responsibility of work performed in comparison to other work performed within the Authority and in comparison to the external market.
- 2) Salaries paid to employees that reflect the level of responsibilities of the classification and the performance of the individual.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

Section 2. Administration

- a) The Appointing Authority is responsible for the establishment of definitive guidelines for adjusting individual salaries and salary ranges. The development and administration of these guidelines may be delegated to appropriate staff.
- b) Within guidelines established by the Appointing Authority, compensation adjustments may be given (1) as an increase to base pay, (2) in a lump sum payment, and/or (3) as deferred compensation. The salary of each Executive Employee shall be determined by the Chief Executive Officer.

c) All Employees

- 1) An employee may be hired or promoted into a position at any salary within the range for the classification; such salary is to be determined based on individual qualifications. Approval by the Appointing Authority is required for starting salaries at or above the midpoint of the range for external hires.
- 2) The Appointing Authority shall be authorized to adjust an incumbent's salary.
- 3) A new employee shall complete an introductory period. At the end of the introductory period, the employee's performance will be evaluated and the employee will be eligible for a merit increase based on the employee's performance level during the introductory period, ~~except that employees in Salary Grade V and Executive Employees will be eligible for a non-financial review at the completion of their introductory period.~~
- 4) Following the completion of the introductory period, subsequent performance reviews shall be conducted annually and salary increases may be authorized; ~~except that employees in Salary Grade V and Executive Employees shall receive a review annually from date of hire or promotion and shall be eligible for salary increases at that time.~~

d) Salary Increases

- 1) An employee is eligible for a salary increase based on his/her performance evaluation rating.

An employee whose overall performance is evaluated as unsatisfactory "~~Does Not Meet Expectations~~" shall not be eligible for a merit increase until such time as the individual's performance level is evaluated as meeting the expected level of performance.

- 2) For fiscal year ~~2005~~2006, the total dollar amount of all salary increases granted pursuant to the provisions above shall not exceed ~~4.03~~4.0% of the total budgeted salaries for Administrative positions authorized by the Board of Directors.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

Individual salary increases may vary in size depending on performance. Dollars unspent in this budget may be used to supplement the special performance award budget for the same fiscal year.

Authorized positions, which are unfilled on the last Sunday of the previous fiscal year, shall be considered at 90% of the midpoint of the appropriate salary range for the purpose of calculating the total dollar amount of all salary increases.

- 3) If an employee's salary is below the midpoint of the salary grade range for his/her classification, the employee may be considered for an interim review and merit increase of up to 3.0% or to the midpoint of the range, whichever is less. This shall apply to employees in salary grades A through U only.
- 4) An employee's performance may be reviewed at any time during the year as appropriate, but his/her salary may not be adjusted other than as provided in this Personnel and Salary Resolution.
- 5) An employee who has taken approved time off without pay during the review period may have his/her review date extended by a period of time up to the amount of time that the employee was on approved leave.

e) Special Performance Awards

- 1) The Appointing Authority may authorize special awards for regular employees based on individual employee performance. Each award shall be a single lump sum payment and will not increase an individual's base salary.
- 2) For the fiscal year ~~2005~~2006, the total dollar amount of all special awards granted pursuant to the provisions above shall not exceed 3.0% of the total budgeted salaries for positions authorized by the Board of Directors.

Authorized positions, which are unfilled on the last Sunday of the previous fiscal year, shall be considered at 90% of the midpoint of the appropriate salary range for the purpose of calculating the total dollar amount of all special performance awards.

f) Reclassifications

- 1) When an employee is assigned to a classification with a lower salary range, or when the employee's position is reclassified to a lower salary range, (a) the employee's salary may be reduced effective with the assignment to a level not to exceed the maximum of the new range, or (b) with the approval of the Appointing Authority, the employee may retain his or her salary paid prior to the new assignment.

**PERSONNEL AND SALARY RESOLUTION
FOR ALL OCTA ADMINISTRATIVE EMPLOYEES**

- 2) Any employee promoted from one defined position and to a different position at a higher salary grade shall be brought at least to the minimum of the salary range for the different position, unless such employee has been placed into a "trainee" status. The promoted employee may serve an introductory period of 13 bi-weekly pay periods. At the end of the introductory period, the employee's performance will be evaluated and a salary increase may be authorized.

g) Temporary Assignments

When an employee is assigned duties of a different classification with the same or higher salary grade, the employee's salary may be increased by an amount not to exceed 5.0%. Such increase may be made only in those instances where the assignment will last at least 30 days and shall not, in any event, be paid for a period in excess of 180 days, without written authorization by the Chief Executive Officer.

h) Trainee Rates

A trainee employee's rate shall be no less than 80% of the minimum of the new salary grade. Actual trainee salary will depend on individual qualifications. At the completion of the training period, the employee's salary shall be adjusted to the minimum of the grade. Any salary increase granted at the end of the introductory period will be in addition to the adjustment to minimum granted at the end of the training period.

i) Salary Structure

The salary structure on the following pages shall be effective ~~June 27, 2004~~ June 26, 2005.

- 1) If any employee is earning less than the entry, or minimum of the new salary grade established for his or her classification, then that employee's salary shall be raised to the new entry or minimum salary of the new salary grade effective ~~June 27, 2004~~ June 26, 2005.
- 2) In the event that a position has been re-evaluated and reclassified into a higher salary grade, the incumbent employee(s) shall not automatically receive a salary increase unless his/her salary falls below the new range minimum, nor shall such employee be placed into a new introductory period status.
- 3) If any employee's salary is at or exceeds the maximum of the salary range for his/her classification, no additional salary increases to base pay may be granted without the approval of the Appointing Authority.



BOARD COMMITTEE TRANSMITTAL

June 27, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limitation for Fiscal Year 2005-06

Finance and Administration Committee

June 8, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Adopt Orange County Transportation Authority Resolution No. 2005-91 to establish the Orange County Transportation Authority General Fund appropriations limit at \$7,061,585, for fiscal year 2005-06.



June 8, 2005

To: Finance and Administration Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limitation for Fiscal Year 2005-06

Overview

The California State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIII B, at a regularly scheduled meeting.

Recommendation

Adopt Orange County Transportation Authority Resolution No. 2005-91 to establish the Orange County Transportation Authority General Fund appropriations limit at \$7,061,585, for fiscal year 2005-06.

Background

Proposition 4, commonly known as the Gann Initiative, was approved in 1979 by the voters of the State of California, and added Article XIII B to the California Constitution. As modified by Proposition 111 in 1990, the law specifies that the appropriations made by state and local governments may increase annually by a factor comprised of the change in population combined with the change in California per capita personal income. Article XIII B of the California State Constitution is popularly known as the Gann appropriations limitation.

Discussion

In accordance with the requirements of Article XIII B implementing legislation, a resolution has been prepared and is attached for review (Attachment A). The resolution establishes the Orange County Transportation Authority General Fund appropriations limit for fiscal year (FY) 2005-06 at \$7,061,585, excluding federal grant funds and other funds to be received from sources not subject to the appropriations limitation.

Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limitation for Fiscal Year 2005-06

Page 2

Based on the FY 2005-06 proposed budget for the General Fund, appropriations subject to limitation equal \$4,347,378, which is lower than the Gann appropriations limitation specified by Article XIII B of the California State Constitution. Proceeds of taxes subject to the appropriations limitation consist of a transfer of \$4,022,095, in ¼ cent sales tax revenues from the Orange County Local Transportation Fund (OCLTF) to the General Fund for administration and planning and programming of the Local Transportation Fund plus \$223,080, in interest earned on the proceeds of these taxes. Attachment B shows the calculation of the FY 2005-06 Orange County Transportation Authority General Fund appropriations limit. The change in population and change in California per capita personal income rates were obtained from the State of California, Department of Finance.

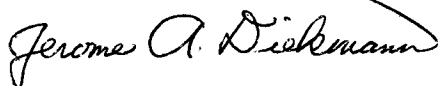
Summary

Staff recommends adoption of the Orange County Transportation Authority General Fund Resolution No. 2005-91, which will establish the fiscal year 2005-06 appropriation limit at \$7,061,585.

Attachments

- A. Resolution of the Orange County Transportation Authority General Fund No. 2005-91.
- B. Orange County Transportation Authority General Fund Fiscal Year 2005-06 Gann Appropriations Limitation.

Prepared by:



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

Approved by:



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

**RESOLUTION OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY GENERAL FUND
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2005-06**

WHEREAS, Article XIII B of the California Constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

WHEREAS, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Orange County Transportation Authority/General Fund hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Transportation Authority/General Fund for Fiscal Year 2005-06 is \$7,061,585.
2. The total amount authorized to be expended by the Orange County Transportation Authority General Fund during Fiscal Year 2005-06 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$4,347,378.
3. The appropriations limit for Fiscal Year 2005-06 exceeds proceeds of taxes for Fiscal Year 2005-06 by \$2,714,207.

ADOPTED, SIGNED, AND APPROVED this 27th day of June 2005.

AYES:

NOES:

ABSENT:

ATTEST:

Wendy Knowles
Clerk of the Board

Bill Campbell, Chairman
Orange County Local Transportation Authority

ORANGE COUNTY TRANSPORTATION AUTHORITY GENERAL FUND
FISCAL YEAR 2005-06
GANN APPROPRIATIONS LIMITATION

A. PER CAPITA CHANGE

California per capita
personal income change 5.26%

B. POPULATION CHANGE

County of Orange 1.13%

C: GANN CALCULATION

Per capita change:	5.26%	Converted to ratio:	1.0526
Population change:	1.13%	Converted to ratio:	1.0113
Gann factor for FY 2005-06		$1.0526 \times 1.0113 =$	1.0645

FY 2004-05 APPROPRIATIONS LIMIT \$6,633,746

Ratio of change 1.0645

FY 2005-06 APPROPRIATIONS LIMIT \$7,061,585



BOARD COMMITTEE TRANSMITTAL

June 27, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Amendment No. 1 to Agreement C-3-0473 for Disadvantaged Business Enterprise Services in Support of the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project

Regional Planning and Highways Committee

June 20, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 1 to Agreement C-3-0473 between the Orange County Transportation Authority and Padilla & Associates, Inc., in an additional amount not to exceed \$150,000, for continued support of the Disadvantaged Business Enterprise program for the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project and to provide additional services for the Equal Employment Opportunity Contract Compliance Review.



June 20, 2005

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Amendment No. 1 to Agreement C-3-0473 for Disadvantaged Business Enterprise Services in Support of the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project

Overview

On June 4, 2003, an agreement was approved with Padilla & Associates, Inc., in the amount of \$100,000, to provide Disadvantaged Business Enterprise consultant services for the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project. Padilla & Associates, Inc. was retained in accordance with the Orange County Transportation Authority's procurement policies and procedures for professional services.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No.1 to Agreement C-3-0473 between the Orange County Transportation Authority and Padilla & Associates, Inc., in an additional amount not to exceed \$150,000, for continued support of the Disadvantaged Business Enterprise program for the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project and to provide additional services for the Equal Employment Opportunity Contract Compliance Review.

Background

On June 4, 2003, staff awarded a contract to Padilla & Associates, in the amount of \$100,000, for consultant services to assist the Orange County Transportation Authority (Authority) in establishing a Disadvantaged Business Enterprise (DBE) goal for the Garden Grove Freeway (State Route 22) High Occupancy Vehicle (HOV) Lane Design-Build Project. The consultant was also tasked with updating the Authority's DBE program to include language specific to the design-build project delivery method, reviewing proposals and Best and Final Offers for compliance with the DBE goal, and providing technical assistance on DBE issues.

As a condition of receiving federal assistance, the Authority was required to submit to the Federal Highway Administration (FHWA), a project specific goal pursuant to Section 1101 of the Transportation Equity Act for the 21st Century; 49 Code of Federal Regulations (CFR) Part 26; and the Federal Transportation Master Agreement. On September 22, 2003, the Board approved a DBE project goal of 12 percent. On August 23, 2004, the Board awarded the design-build contract to Granite-Myers-Rados, a joint venture for \$390 million.

The FHWA has approved the DBE project goal and is monitoring compliance to the 12 percent DBE goal. The FHWA, through the California Department of Transportation (Caltrans) local assistance, has advised the Authority that in addition to monitoring the project for DBE compliance, an Equal Employment Opportunity (EEO) Contract Compliance Review will be conducted for this project. Due to their knowledge of the project, staff is requesting that Padilla & Associates, Inc. Scope of Work be expanded to include additional EEO Contract Compliance Review services. Due to the complexities of the design-build project relating to DBE compliance, monitoring and enforcement and the need to expand the scope of services to include the EEO Contract Compliance Review, the Authority requires additional funding for this agreement.

Discussion

This procurement was originally handled in accordance with the Authority's procurement policies and procedures for professional services. The original agreement was awarded on a competitive basis. It has become necessary to amend the agreement to provide additional funds to this agreement for continued compliance and monitoring service for the State Route 22 (SR-22) HOV Lane Design-Build Project as well as to fund the additional EEO compliance services.

The FHWA's Equal Opportunity Contract Compliance Review Program is designed to ensure non-discrimination in subcontracting and employment practices and to ensure actions are affirmatively being taken by the contractors of recipients of federal funds. Caltrans local assistance has advised the Authority that the SR-22 HOV Lane Design-Build Project has been selected for an EEO compliance review. The EEO Contract Compliance Review requires a review of the personnel policies, EEO practices and work force composition of the Authority's design-build contractor. This review must be conducted in accordance with the EEO Contract Compliance Review model based on 23 CFR Part 230, Subparts A and D. The Authority is further required to prepare a Report of Compliance Review Determination immediately following the formal EEO Contract Compliance Review. This requires a comprehensive evaluation of the contractor's employment practices to ensure an adequate representation and

Amendment No. 1 to Agreement C-3-0473 for Disadvantaged Business Enterprise Services in Support of the Garden Grove Freeway (State Route 22) High Occupancy Vehicle Lane Design-Build Project

Page 3

utilization of minorities and women by craft and trade in the workplace and identification of any discriminatory employment practices. Under 23 CFR 230.407C, the definition of a contractor includes subcontractors. Consequently all subcontractors for the SR-22 HOV Lane Design-Build Project will be included as part of this EEO Contract Compliance Review. The guidelines for the EEO Contract Compliance Review state that the review should be conducted at the contractor's peak employment period for the project, which is anticipated to begin in July 2005. Consultant services are necessary to assist the Authority in meeting the requirements of the EEO Contract Compliance Review for the SR-22 HOV Lane Design-Build Project.

The current contract with Padilla & Associates, Inc. does not include consulting services for the EEO Contract Compliance Review of the contractor's employment practices. Based on the timing of this EEO Contract Compliance Review, the familiarity of Padilla & Associates, Inc. with the project, and the experience of the firm, it is recommended that the contract be amended to include consulting services for this review.

The original agreement was awarded on June 4, 2003, for \$100,000. Amendment No. 1, in the amount of \$150,000, will increase the total agreement amount to \$250,000 (Attachment A).

Fiscal Impact

The work described in Amendment No. 1 to Agreement C-3-0473 related to the Garden Grove Freeway (State Route 22) HOV Design-Build Project is included in the Authority's Fiscal Year 2005-06 Budget in Account 0010-7519-F7100-5DK.

Summary

Based on the material provided, staff recommends approval of Amendment No. 1, in the amount of \$150,000, to Agreement C-3-0473 with Padilla & Associates, Inc.

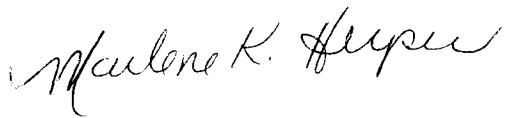
**Amendment No. 1 to Agreement C-3-0473 for
Disadvantaged Business Enterprise Services in
Support of the Garden Grove Freeway (State Route 22)
High Occupancy Vehicle Lane Design-Build Project**

Page 4

Attachment

- A. Padilla & Associates, Inc. Agreement C-3-0473 Fact Sheet

Prepared and Approved by:



Marlene K. Heyser
Executive Director
Labor Relations & Civil Rights
(714) 560-5824

ATTACHMENT A

PADILLA & ASSOCIATES, INC. Agreement C-3-0473 Fact Sheet

1. On June 4, 2003, Agreement C-3-0473, \$100,000, approved by staff.
 - Services provided are for DBE compliance, enforcement and monitoring services for the Garden Grove Freeway (State Route 22) High Occupancy Vehicle (HOV) Lane Design-Build Project.
2. June 27, 2005, Amendment No. 1, in the amount of \$150,000, to Agreement C-3-0473, pending approval of Board of Directors.
 - Services to include continuation of DBE compliance monitoring as well as EEO compliance services.

The total committed amount including Amendment No. 1 is \$250,000.



BOARD COMMITTEE TRANSMITTAL

June 27, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Resolution to Establish the Orange County Local Transportation Authority Measure M Appropriations Limitation for Fiscal Year 2005-06

Finance and Administration Committee

June 8, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Adopt Orange County Local Transportation Authority Measure M Resolution No. 2005-01 to establish the Orange County Local Transportation Authority Measure M appropriations limit at \$1,071,231,874, for fiscal year 2005-06.



June 8, 2005

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Resolution to Establish the Orange County Local Transportation Authority Measure M Appropriations Limitation for Fiscal Year 2005-06

Overview

The California State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIII B of the California State Constitution, at a regularly scheduled meeting.

Recommendation

Adopt Orange County Local Transportation Authority Measure M Resolution No. 2005-01 to establish the Orange County Local Transportation Authority Measure M appropriations limit at \$1,071,231,874, for fiscal year 2005-06.

Background

In November 1979, the voters of the State of California approved Proposition 4, commonly known as the Gann Initiative. The proposition created Article XIII B of the California State Constitution. Article XIII B of the California State Constitution is popularly known as the Gann appropriations limitation.

Both the Article XIII B appropriations limit and its implementing legislation were modified by Proposition 111, approved by voters in 1990. As modified, the law specifies that the appropriations of revenues which are the, "proceeds of taxes" by state and local governments may only increase annually by a limit, based on a factor comprised of the change in population combined with the change in California per capita personal income. The appropriation limit includes any interest earned from the investment of the proceeds of taxes. The appropriations limit must be reviewed during the annual financial audit.

Resolution to Establish the Orange County Local Transportation Authority Measure M Appropriations Limitation for Fiscal Year 2005-06 Page 2

Discussion

In accordance with the requirements of Article XIII B implementing legislation, a resolution has been prepared and is attached for review (Attachment A). The resolution establishes the Orange County Local Transportation Authority Measure M appropriations limit for fiscal year (FY) 2005-06 at \$1,071,231,874, excluding federal grant funds and other funds to be received from sources not subject to the appropriations limitation. Appropriations subject to limitation do not include appropriations for debt service, costs of complying with the mandates of the courts or the federal government, or capital outlay projects.

Based on the FY 2005-06 proposed budget for the Local Transportation Authority Measure M fund, appropriations subject to limitation equal \$274,121,559, well within the Gann appropriations limitation specified by Article XIII B of the California State Constitution. This amount consists of \$261,721,179, in Measure M 1/2 cent sales taxes and \$12,400,380, in interest estimated to be received in FY 2005-06. Attachment B shows the calculation of the FY 2005-06 Orange County Local Transportation Authority Measure M appropriations limit. The change in population and change in California per capita personal income rates were obtained from the State of California, Department of Finance.

Summary

Staff recommends adoption of the Orange County Local Transportation Authority Measure M Resolution No. 2005-01, which will establish the Fiscal Year 2005-06 appropriation limit at \$1,071,231,874.

Attachments

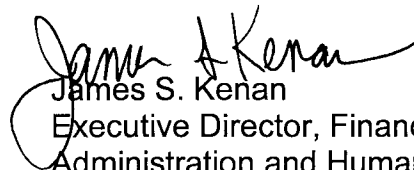
- A. Resolution of the Orange County Local Transportation Authority Measure M No. 2005-01.
- B. Orange County Local Transportation Authority Measure M Gann Appropriations Limitation calculation.

Prepared by:



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

Approved by:



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

**RESOLUTION OF THE
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY MEASURE M
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2005-06**

WHEREAS, Article XIII B of the California constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

WHEREAS, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Orange County Local Transportation Authority/Measure M hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Local Transportation Authority/Measure M for Fiscal Year 2005-06 is \$1,071,231,874.
2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M during the Fiscal Year 2005-06 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$274,121,559.
3. The appropriations limit for Fiscal Year 2005-06 exceeds proceeds of taxes for Fiscal Year 2005-06 by \$797,110,315.

ADOPTED SIGNED AND APPROVED this 27th day of June 2005.

AYES:

NOES:

ABSENT:

ATTEST:

Wendy Knowles
Clerk of the Board

Bill Campbell, Chairman
Orange County Local Transportation Authority

**ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY MEASURE M
FISCAL YEAR 2005-06
GANN APPROPRIATIONS LIMITATION**

A. PER CAPITA CHANGE

California per capita
personal income change 5.26%

B. POPULATION CHANGE

County of Orange 1.13%

C: GANN CALCULATION

Per capita change: 5.26% Converted to ratio: 1.0526
Population change: 1.13% Converted to ratio: 1.0113

Gann factor for FY 2005-06 $1.0526 \times 1.0113 =$ 1.0645

FY 2004-05 APPROPRIATIONS LIMIT \$1,006,329,290

Ratio of change 1.0645

FY 2005-06 APPROPRIATIONS LIMIT \$1,071,231,874



BOARD COMMITTEE TRANSMITTAL

June 27, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: 2004 Combined Transportation Funding Programs Funding Allocations

Regional Planning and Highways Committee

June 20, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Approve the recommended project priority lists nominated for the 2004 Combined Transportation Funding Program in the categories of Regional Interchange Program, Intersection Improvement Program, Signal Improvement Program, Transportation Demand Management, Master Plan of Arterial Highways, Growth Management Area, and Arterial Highway Rehabilitation programs. Attached are itemized details regarding scope and costs of proposed projects.
- B. Amend the Regional Transportation Improvement Plan to include relevant projects.
- C. Authorize Chief Executive Officer to execute amendments to local agency master funding agreements as necessary with each of the 34 cities and the County of Orange.



June 20, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: 2004 Combined Transportation Funding Programs
Funding Allocations

Overview

On November 8, 2004, the Orange County Transportation Authority issued a call for projects to fund approximately \$218 million in Measure M and federal Regional Surface Transportation Program funds for local streets and roads improvements. This competitive process has identified 509 projects for funding over the next five years. These projects are funded through a variety of Measure M programs and cover the entire County.

Recommendations

- A. Approve the recommended project priority lists nominated for the 2004 Combined Transportation Funding Program in the categories of Regional Interchange Program, Intersection Improvement Program, Signal Improvement Program, Transportation Demand Management, Master Plan of Arterial Highways, Growth Management Area, and Arterial Highway Rehabilitation programs. Attached are itemized details regarding scope and costs of proposed projects.
- B. Amend the Regional Transportation Improvement Plan to include relevant projects.
- C. Authorize Chief Executive Officer to execute amendments to local agency master funding agreements as necessary with each of the 34 cities and the County of Orange.

Background

In 1992, the Orange County Transportation Authority (OCTA) and the cities' Technical Advisory Committee (TAC) created the Combined Transportation Funding Programs (CTFP). This tool provides local agencies with guidelines and procedures for funding transportation network improvements. The CTFP

includes both federal Regional Surface Transportation Program (RSTP) and Measure M funding sources.

To date, OCTA has allocated over \$600 million to local agencies. The success of the CTFP process depends on clear, objective criteria for competition among the 34 local agencies. On November 8, 2004, the Board approved the most recent project evaluation criteria known as the 2004 CTFP Guidelines as recommended by the TAC.

On January 24, 2004, local agencies submitted 642 project applications requesting almost \$318 million. Applications were reviewed for eligibility, consistency, and adherence to guidelines and program objectives. Projects were ranked by staff and reviewed by the Technical Steering Committee and the TAC. Each agency that applied was successful in the competitive process and received funding for selected projects.

Discussion

Below is a brief discussion of the CTFP programs and a summary table of funding recommendations. The details of projects recommended for funding for all programs are shown in Attachments A through G which have been approved by the Technical Steering Committee and the TAC during an extensive review period over the last two months.

Regional Interchange Program

The Regional Interchange Program (RIP) funds projects that improve street-to-freeway interchanges. The purpose of the program is to reduce or eliminate traffic conflicts, to improve safety, and increase traffic capacity and traffic flow between the arterial and the freeway. In the past, emphasis was placed on coordinating these improvements with freeway projects. As such, funding has been accelerated to coincide with freeway improvements currently underway. Programming recommendations are shown in Attachment A. This call for projects made \$44.5 million (\$25 million of RSTP, \$19.5 million of Measure M) available for fiscal years 2005-06 through 2009-10. From ten applications received, nine are recommended for funding in an amount of \$21,191,422 as shown in Attachment A. The remainder of the RSTP funds (\$23,308,578) are recommended to be redirected to the Master Plan of Arterial Highways and Arterial Highway Rehabilitation Programs and shown later in this report.

Intersection Improvement Program

The Intersection Improvement Program (IIP) will provide funds for improvements to congested intersections in the County. Projects funded

through this program include intersection approach widening for additional left-turn or right-turn lanes to projects that involve full intersection improvements in all four directions. Funding allocation recommendations are included in Attachment B.

Signal Improvement Program

The Signal Improvement Program (SIP) provides funding for improvements to signal systems, including signal coordination, signal timing, and traffic detection. The program promotes improvements that lead to better operation and management of signal systems and traffic congestion relief. Funding recommendations are included in Attachment C.

Transportation Demand Management

The Transportation Demand Management (TDM) program provides funding for projects that encourage the use of alternative modes of transportation and result in a reduction of vehicle miles traveled and reduced air pollution. Funding recommendations are included in Attachment D.

Master Plan of Arterial Highways

The Master Plan of Arterial Highways (MPAH) program provides funding for capacity improvements and build-out of the MPAH, Orange County's blueprint for regional roads. The MPAH represents the countywide arterial network required to meet present and future traffic demand. Funding recommendations are included as Attachment E. Types of funded projects include roadway widenings to improve traffic flow and provide congestion relief, gap closures to connect areas more efficiently, and new roadway facilities. In addition, two Smart Street projects, currently in various phases of implementation, are recommended to receive additional funds needed to address right-of-way and construction cost escalations.

Growth Management Area

The Growth Management Area (GMA) program is a locally discretionary program intended to fund multi-jurisdictional projects. Each GMA was also given the opportunity to reprogram savings on previously completed projects. Groups of elected officials determine projects within their GMA.

Several GMAs elected to re-prioritize their project list and move projects from one fiscal year to another. Emphasis was placed on ensuring adherence to a five-year funding target. Programming recommendations are included in Attachment F. Many of the GMA allocations are used as a match for projects funded through other programs.

Arterial Highway Rehabilitation Program

Arterial Highway Rehabilitation Program (AHRP) provides regional aid to local agencies for street rehabilitation and maintenance. The precursor to the program was the Arterial Highway Financing Program that was terminated when the County of Orange withdrew their gas tax funding in the mid-1990s. The need for the AHRP was reinforced based on the OCTA's March 1998 Countywide Pavement Condition Assessment Study which identified a significant shortfall between maintenance needs and local investment.

This call for projects was for \$75 million of RSTP funds for fiscal years 2005-06 and 2006-07. After the review of the applications, staff, with input from the TAC, is recommending an additional allocation of \$11,747,868 from unsubscribed federal RIP funds to this program to fund all projects that have merits (projects with the worst conditions, having Pavement Condition Index [PCI] of 74 or less). Funding allocation recommendations are included as Attachment G and provide funding for 331 projects, totaling over \$80 million. OCTA is also recommending to allocate the remainder of funds (\$6,747,868) to projects with PCI of 75 or higher once local jurisdiction have been able to verify their maintenance needs based on supported materials reports. Staff will return to the Board with those funding allocations later in September.

The table below provides an overall summary of the funding recommendations:

2004 CTFP Call Award Summary

	AHRP	GMA	IIP	MPAH	SIP	TDM	RIP	Grand Total
Original Funds Available	\$75	\$13.4	\$21.5	\$51	\$10	\$2.7	\$44.5	\$218.1
Revised Funds Recommended	\$86.7	\$13.4	\$21.7	\$62.6	\$10	\$2.7	\$44.5	\$241.6
Number of Applications Received	377	81	41	35	93	14	9	642
Number of Applications Approved	331	81	12	19	49	8	9	509
Amount Requested after Inflation	\$95	\$11	\$62	\$140	\$19	\$3	\$21.2	\$351.1
Amount Approved	\$80.3	\$11.1	\$21.7	\$62.6	\$10.2	\$1.3	\$21.2	\$208.4

Next Steps

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

OCTA staff will continue to monitor project status and project delivery through the semi-annual review process. Reports on project adjustments are brought to the Board for review twice each year.

Summary

Proposed funding allocations for projects in the Combined Transportation Funding Programs have been developed by staff and the TAC. Funding for approximately 509 projects totaling over \$208 million in Measure M and federal RSTP funds is proposed.

Attachments

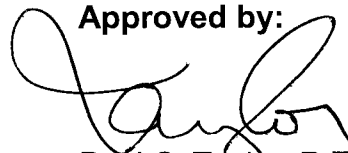
- A. Regional Interchange Program (RIP) Recommended Funding Allocations Approved by Technical Advisory Committee on April 20, 2005.
- B. Intersection Improvement Program (IIP) Recommended Funding Allocations Approved by Technical Advisory Committee on May 4, 2005.
- C. Signal Improvement Program (SIP) Recommended Funding Allocations Approved by Technical Advisory Committee on May 25, 2005.
- D. Transportation Demand Management (TDM) Recommended Funding Allocations Approved by Technical Advisory Committee on April 20, 2005.
- E. Master Plan of Arterial Highways (MPAH) Recommended Funding Allocations Approved by Technical Advisory Committee on May 25, 2005.
- F. Growth Management Area (GMA) Recommended Funding Allocations Approved by Technical Advisory Committee on April 20, 2005.
- G. Arterial Highway Rehabilitation Program (AHRP) Recommended Funding Allocations Approved by Technical Advisory Committee on May 25, 2005.

Prepared by:



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**Regional Interchange Program (RIP) Recommended Funding Allocations
Approved by the Technical Advisory Committee on April 20, 2005**

Agency	Application Title	Phase	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	Total
Buena Park	Beach Blvd/SR-91 Eastbound Ramps Widening	C		\$530,613				\$530,613
Costa Mesa	Fairview/I-405 Interchange Improvement Project	C		\$2,373,750				\$2,373,750
Fullerton	Brookhurst/SR-91	C	\$781,250					\$781,250
Irvine	Jamboree/I-5	E					\$699,507	\$699,507
Irvine	Jamboree/I-5	C (Meas M)					\$3,642,336	\$3,642,336
Irvine	Jamboree/I-5	C (RSTP)					\$1,691,422	\$1,691,422
Laguna Niguel	Crown Valley Parkway Widening (Forbes to I-5)	E			\$300,000			\$300,000
Laguna Niguel	Crown Valley Parkway Widening (Forbes to I-5)	R				\$308,725		\$308,725
Laguna Niguel	Crown Valley Parkway Widening (Forbes to I-5)	C					\$4,495,700	\$4,495,700
Santa Ana	MacArthur Widening @ SR-55 Northbound On-Ramp	E			\$168,046			\$168,046
Santa Ana	MacArthur Widening @ SR-55 Northbound On-Ramp	C					\$1,239,463	\$1,239,463
Santa Ana	MacArthur Widening @ SR-55 Southbound On-Ramp	E			\$142,056			\$142,056
Santa Ana	MacArthur Widening @ SR-55 Southbound On-Ramp	C				\$730,554		\$730,554
Tustin	Newport / SR 55 NB Ramp Configuration (7130)	R	\$3,000,000					\$3,000,000
Westminster	Beach/Edinger Ramp; I-405 Improvements	E		\$200,000				\$200,000
Westminster	Beach/Edinger Ramp; I-405 Improvements	C			\$888,000			\$888,000
Total			\$3,781,250	\$3,104,363	\$1,498,102	\$1,039,279	\$11,768,428	\$21,191,422

**Intersection Improvement Program (IIP) Recommended Funding Allocations
Approved by the Technical Advisory Committee on May 4, 2005**

Agency	Application Title	Phase	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	Total
Costa Mesa	Newport/17th Street Intersection Improvement	C		\$1,477,000				\$1,477,000
Costa Mesa	Newport/19th Street Intersection Improvement	C		\$2,500,000				\$2,500,000
Fountain Valley	Slater/Newhope Intersection Improvement	R	\$235,470					\$235,470
Fountain Valley	Slater/Newhope Intersection Improvement	C			\$281,494			\$281,494
Garden Grove	Euclid/Trask Intersection Improvement Project	R		\$999,887				\$999,887
Garden Grove	Euclid/Trask Intersection Improvement Project	C				\$410,360		\$410,360
Garden Grove	Harbor Boulevard/Trask Avenue Intersection Imprmt	R	\$1,859,959					\$1,859,959
Garden Grove	Harbor Boulevard/Trask Avenue Intersection Imprmt	C				\$640,041		\$640,041
Garden Grove	Magnolia/Trask Intersection Improvement	R			\$1,942,434			\$1,942,434
Garden Grove	Magnolia/Trask Intersection Improvement	C					\$557,566	\$557,566
Irvine	Barranca at Redhill	C			\$2,500,000			\$2,500,000
La Habra	Harbor Blvd at Lambert Rd Intersection Improvement	R			\$2,022,906			\$2,022,906
La Habra	Harbor Blvd at Lambert Rd Intersection Improvement	C					\$477,094	\$477,094
La Habra	Whittier Blvd/Beach Blvd Intersection Improvements	E			\$78,873			\$78,873
La Habra	Whittier Blvd/Beach Blvd Intersection Improvements	C				\$765,731		\$765,731
La Habra	Whittier Blvd/Beach Blvd Intersection Improvements	R			\$295,954			\$295,954
La Habra	Whittier Blvd/Idaho St. Intersection Improvements	E			\$33,899			\$33,899
La Habra	Whittier Blvd/Idaho St. Intersection Improvements	R				\$32,212		\$32,212
La Habra	Whittier Blvd/Idaho St. Intersection Improvements	C				\$329,110		\$329,110
Laguna Woods	Moulton Parkway and El Toro Road	C		\$1,839,775				\$1,839,775
Mission Viejo	Oso /Marguerite Intersection Widening	R	\$457,275					\$457,275
Mission Viejo	Oso /Marguerite Intersection Widening	C		\$1,944,075				\$1,944,075
Total			\$2,552,704	\$8,760,737	\$7,155,560	\$2,177,454	\$1,034,660	\$21,681,115

Signal Improvement Program (SIP) Recommended Funding Allocations
Approved by the Technical Advisory Committee on May 25, 2005

Agency	Application Title	Phase	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	Total
Anaheim	Broadway East ITS - Loara to East	E				30,000		\$30,000
Anaheim	Broadway East ITS - Loara to East	C				220,000		\$220,000
Anaheim	Brookhurst Street ITS - Falmouth to Ball	E				42,300		\$42,300
Anaheim	Brookhurst Street ITS - Falmouth to Ball	C				207,700		\$207,700
Anaheim	Knott Street ITS - Ball to Crescent	E				30,000		\$30,000
Anaheim	Knott Street ITS - Ball to Crescent	C				220,000		\$220,000
Anaheim	Santa Ana Cyn ITS - Ave Margarita to Mohler	E	30,000					\$30,000
Anaheim	Santa Ana Cyn ITS - Ave Margarita to Mohler	C	220,000					\$220,000
Buena Park	Lincoln Ave (Valley View to Knott) Interconnect	C	65,000					\$65,000
Costa Mesa	Costa Mesa/Santa Ana Coordination Project	E	120,000					\$120,000
Cypress	Install CCTV at Various Intersections	C	246,908					\$246,908
Cypress	Update Signal Timing of Arterial Grid Network	C		124,068				\$124,068
Fountain Valley	ITS PHASE 3	E		30,000				\$30,000
Fountain Valley	ITS PHASE 3	C			220,000			\$220,000
Fullerton	Bastanchury Road Signal Improvement Project	C		139,628				\$139,628
Fullerton	Chapman Avenue Signal Improvement	C					161,147	\$161,147
Fullerton	Euclid Street Signal Improvement	C				113,797		\$113,797
Fullerton	Malvern Avenue Signal Improvement	C					204,538	\$204,538
Fullerton	State College Signal Improvement	C					174,653	\$174,653
Fullerton	Yorba Linda Signal Improvement	C			250,000			\$250,000
Garden Grove	Lampson Avenue Interconnect	C	248,300					\$248,300
Garden Grove	System Detectors for Aries	E	6,000					\$6,000
Garden Grove	System Detectors for Aries	C	241,000					\$241,000
Irvine	Culver Drive (Scottsdale to Portola Pkwy)	C					163,340	\$163,340
Irvine	Culver Drive (Walnut to I-405 Fwy)	E				33,776		\$33,776
Irvine	Culver Drive (Walnut to I-405 Fwy)	C					216,224	\$216,224
Irvine	Jamboree Rd (MacArthur Blvd to I-405 Fwy)	E				22,214		\$22,214
Irvine	Jamboree Rd (MacArthur Blvd to I-405 Fwy)	C					169,385	\$169,385
Irvine	Jamboree Road (Barranca Pkwy to I-405 Fwy)	E				22,655		\$22,655
Irvine	Jamboree Road (Barranca Pkwy to I-405 Fwy)	C					172,746	\$172,746
La Habra	Harbor Blvd Fiberoptic Signal Interconnect	E					26,349	\$26,349
La Habra	Harbor Blvd Fiberoptic Signal Interconnect	C					223,651	\$223,651
Laguna Beach	Broadway (SR-133) Traffic Signal Improvements	C					219,600	\$219,600
Laguna Hills	El Toro / Carlota traffic signal imp / coord	C		98,115				\$98,115
Laguna Niguel	Moulton Parkway Signal Coordination Project	C	20,000					\$20,000
Newport Beach	Traffic Signal System Upgrade - Project 1	E	22,697					\$22,697
Newport Beach	Traffic Signal System Upgrade - Project 1	C		227,303				\$227,303
Newport Beach	Traffic Signal System Upgrade - Project 2	C	250,000					\$250,000
Orange	East Chapman Avenue Signal Coordination	E				61,949		\$61,949
Orange	East Chapman Avenue Signal Coordination	C					188,051	\$188,051
Orange	Wireless Signal Interconnect - Central City	C	63,360					\$63,360
Placentia	Bastanchury/Valencia Signal Extension	C			250,000			\$250,000
Santa Ana	Adaptive Downtown Traffic Signal System, Phase IV	E	80,000					\$80,000
Santa Ana	Adaptive Downtown Traffic Signal System, Phase IV	C	170,000					\$170,000
Santa Ana	Fairview/Harbor IC and Intertie w/Fountain Valley	E				16,000		\$16,000
Santa Ana	Fairview/Harbor IC and Intertie w/Fountain Valley	C				234,000		\$234,000
Santa Ana	System Detection and Transportation Info System	E				60,000		\$60,000
Santa Ana	System Detection and Transportation Info System	C				190,000		\$190,000

Signal Improvement Program (SIP) Recommended Funding Allocations
Approved by the Technical Advisory Committee on May 25, 2005

Agency	ApplicationTitle	Phase	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	Total
Santa Ana	Traffic Signal System Upgrade, Phase I	E					12,000	\$12,000
Santa Ana	Traffic Signal System Upgrade, Phase I	C					238,000	\$238,000
Santa Ana	Traffic Signal System Upgrade, Phase II	E					12,000	\$12,000
Santa Ana	Traffic Signal System Upgrade, Phase II	C					238,000	\$238,000
Santa Ana	Traffic Signal System Upgrade, Phase III	E					12,000	\$12,000
Santa Ana	Traffic Signal System Upgrade, Phase III	C					238,000	\$238,000
Santa Ana	Traffic Signal System Upgrade, Phase IV	E					12,000	\$12,000
Santa Ana	Traffic Signal System Upgrade, Phase IV	C					238,000	\$238,000
Santa Ana	Traffic Signal System Upgrade, Phase V	E					12,000	\$12,000
Santa Ana	Traffic Signal System Upgrade, Phase V	C					238,000	\$238,000
Santa Ana	Traffic Signal System Upgrade, Phase VI	E					12,000	\$12,000
Santa Ana	Traffic Signal System Upgrade, Phase VI	C					238,000	\$238,000
Santa Ana	Traffic Signal System Upgrade, Phase VII	E					12,000	\$12,000
Santa Ana	Traffic Signal System Upgrade, Phase VII	C					238,000	\$238,000
Santa Ana	Traffic Signal System Upgrade, Phase VIII	E					12,000	\$12,000
Santa Ana	Traffic Signal System Upgrade, Phase VIII	C					238,000	\$238,000
Seal Beach	Seal Beach Blvd Signal Interconnect	C		197,813				\$197,813
Westminster	Westminster Traffic Signal Improvements Phase I	E	6,000					\$6,000
Westminster	Westminster Traffic Signal Improvements Phase I	C		244,000				\$244,000
Westminster	Westminster Traffic Signal Improvements Phase II	C	6,000	244,000				\$250,000
Westminster	Westminster Traffic Signal Improvements Phase III	E			6,000			\$6,000
Westminster	Westminster Traffic Signal Improvements Phase III	C				244,000		\$244,000
Westminster	Westminster Traffic Signal Improvements Phase IV	E			6,000			\$6,000
Westminster	Westminster Traffic Signal Improvements Phase IV	C				244,000		\$244,000
Westminster	Westminster Traffic Signal Improvements Phase V	E			12,000			\$12,000
Westminster	Westminster Traffic Signal Improvements Phase V	C				238,000		\$238,000
Yorba Linda	Yorba Linda Blvd. Signal Interconnect 1	C	55,500					\$55,500
Yorba Linda	Yorba Linda Blvd. Signal Interconnect 2	C	135,000					\$135,000
Total			1,985,765	1,304,927	744,000	2,230,391	3,919,683	10,184,766

Transportation Demand Management (TDM) Recommended Funding Allocations
Approved by the Technical Advisory Committee on April 20, 2005

Agency	Application Title	Phase	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	Total
Aliso Viejo	Bike Trail in SCE ROW	C			\$196,914			\$196,914
Irvine	IBC Residential Rideshare Program Development	E			\$200,000			\$200,000
Irvine	Walnut Trail Extension	E				\$200,000		\$200,000
Irvine	Spectrum Park and Ride Facility	E				\$177,600		\$177,600
Irvine	Spectrum Park and Ride Facility	C				\$22,400		\$22,400
Laguna Beach	Broadway (SR-133) Bus Depot Turnout	C	\$144,000					\$144,000
Los Alamitos	Cerritos Ave Bicycle Lanes	E	\$8,109					\$8,109
Los Alamitos	Cerritos Ave Bicycle Lanes	C	\$32,437					\$32,437
Los Alamitos	Farquhar Bicycle Lanes	E		\$27,956				\$27,956
Los Alamitos	Farquhar Bicycle Lanes	C		\$117,975				\$117,975
Santa Ana	Flower Street Bike Trail Gap Closure	E	\$63,800					\$63,800
Santa Ana	Flower Street Bike Trail Gap Closure	R	\$42,000					\$42,000
Santa Ana	Flower Street Bike Trail Gap Closure	C	\$94,200					\$94,200
Total			\$384,546	\$145,931	\$396,914	\$400,000	\$0	\$1,327,391

**Master Plan of Arterial Highways (MPAH) Recommended Funding Allocations
Approved by the Technical Advisory Committee on May 25, 2005**

Agency	Application Title	Phase	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	Measure M	RSTP	Total
Buena Park	Valley View Widening (Orangethorpe to Lincoln)	C	\$490,000					\$490,000		\$490,000
County of Orange	Alton Parkway - Irvine Blvd. to Commercenter Drive	C					\$3,573,814		\$3,573,814	\$3,573,814
County of Orange	Ortega Highway	C				\$5,825,000			\$5,825,000	\$5,825,000
County of Orange	La Pata Avenue	C					\$6,100,000		\$6,100,000	\$6,100,000
Fountain Valley	Euclid Street Improvement Project	C					\$597,800		\$597,800	\$597,800
Fullerton	Gilbert Street Widening	C					\$989,725		\$989,725	\$989,725
Fullerton	State College Boulevard Widening	C					\$338,611		\$338,611	\$338,611
Huntington Beach	Atlanta Avenue Widening	E			\$68,950				\$68,950	\$68,950
Huntington Beach	Atlanta Avenue Widening	R			\$1,436,895				\$1,436,895	\$1,436,895
Huntington Beach	Atlanta Avenue Widening	C				\$215,525			\$215,525	\$215,525
Irvine	MacArthur Boulevard at Red Hill Avenue	C		\$10,512,426				\$10,512,426		\$10,512,426
La Habra	SMART STREET: Imperial Hwy. Smart Street from LA County to Rose	R	\$391,112					\$391,112		\$391,112
La Habra	SMART STREET: Imperial Hwy. Smart Street from LA County to Rose	C		\$1,769,037				\$1,769,037		\$1,769,037
La Habra	Lambert Rd. Widen west of Harbor	E	\$24,000					\$24,000		\$24,000
La Habra	Lambert Rd. Widen west of Harbor	R		\$4,913,663				\$4,913,663		\$4,913,663
La Habra	Lambert Rd. Widen west of Harbor	C			\$327,103			\$327,103		\$327,103
Orange	Main Street: Culver to 260' n/o Palmyra	R			\$1,665,000				\$1,665,000	\$1,665,000
Orange	Main Street: Culver to 260' n/o Palmyra	C					\$488,000		\$488,000	\$488,000
Placentia	Orangethorpe Ave. Widening	R				\$463,204			\$463,204	\$463,204
Placentia	Orangethorpe Ave. Widening	C					\$179,906		\$179,906	\$179,906
Placentia	Richfield Rd. Widening	C			\$171,023				\$171,023	\$171,023
San Juan Capistrano	Del Obispo Street Widening	R			\$16,650				\$16,650	\$16,650
San Juan Capistrano	Del Obispo Street Widening	C				\$2,722,955			\$2,722,955	\$2,722,955
San Juan Capistrano	La Novia Bridge	C		\$3,279,826				\$3,279,826		\$3,279,826
Santa Ana	First Street Widening: Susan to Fairview	E	\$712,100					\$712,100		\$712,100
Santa Ana	First Street Widening: Susan to Fairview	R		\$142,742				\$142,742		\$142,742
Santa Ana	First Street Widening: Susan to Fairview	C			\$4,496,166			\$4,496,166		\$4,496,166
Santa Ana	Grand Avenue Widening	E			\$113,285				\$113,285	\$113,285
Santa Ana	Grand Avenue Widening	R				\$5,442,640			\$5,442,640	\$5,442,640
Santa Ana	Grand Avenue Widening	C					\$1,151,726		\$1,151,726	\$1,151,726
Santa Ana	SMART STREET: Moulton (Edinger) - Ritchey to Redhill	R	\$2,281,386					\$2,281,386		\$2,281,386
Santa Ana	SMART STREET: Moulton (Edinger) - Ritchey to Redhill	C	\$1,660,440					\$1,660,440		\$1,660,440
Total MPAH			\$5,559,038	\$20,617,693	\$8,295,072	\$14,669,324	\$13,419,583	\$31,000,000	\$31,560,710	\$62,560,709

Growth Management Area (GMA) Recommended Funding Allocations
Approved by the Technical Advisory Committee April 20, 2005

GMA Number	Agency	Application Title	Phase	FY04/05	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	Total		
1	Anaheim	Kraemer Blvd. / La Palma Ave. Intersection	R			\$660,000				\$660,000		
	Brea	Birch Street Signal Coordination	E		\$20,000					\$20,000		
			C		\$310,000					\$310,000		
	Buena Park	Beach Blvd/Malvern Ave/La Mirada Improvements	R		\$25,000						\$25,000	
			C		\$95,000						\$95,000	
			C				\$58,000				\$58,000	
			C			\$80,000						\$80,000
	Fullerton	Brookhurst/SR-91 (GMA)	C			\$105,000					\$105,000	
			E			\$9,930					\$9,930	
			C			\$157,070					\$157,070	
	La Habra	Harbor Blvd at Lambert Rd Intersection Improvement	C						\$284,000		\$284,000	
			C						\$50,000		\$50,000	
	Placentia	Kraemer/Madison Left-Turn Phases	E		\$5,000						\$5,000	
			C		\$55,000						\$55,000	
			C					\$80,000				\$80,000
			C			\$60,000						\$60,000
			E			\$20,000						\$20,000
			C				\$32,000					\$32,000
	Yorba Linda	Esperanza Road Bike Lanes	C			\$35,000				\$35,000		
1 Total				\$0	\$670,000	\$1,057,000	\$80,000	\$284,000	\$50,000	\$2,141,000		
2	Anaheim	Broadway East ITS - Loara to East	C					\$60,000		\$60,000		
			C				\$40,000		\$40,000			
			C				\$100,000		\$100,000			
			C				\$100,000		\$100,000			
	Buena Park	Bus Bays on Beach Blvd (I-5 to South City Limits)	C						\$80,000	\$80,000		
			C					\$65,000	\$65,000			
			C					\$250,000	\$250,000			
	County of Orange	Warner Avenue Bridge	C					\$250,000	\$250,000			
	Cypress	Upgrade of Traffic Signal Cabinets	C					\$40,000	\$40,000			
	Fountain Valley	ITS PHASE 1	C					\$75,000	\$75,000			
	Garden Grove	Administration of GMA #2	E					\$7,000	\$7,000			
	Santa Ana	First Street Bridge Widening	C					\$200,000	\$200,000			
	Seal Beach	Lampson Avenue Controller Upgrade	E		\$18,000					\$18,000		
			C		\$15,500					\$15,500		
			E			\$50,000				\$50,000		
			E			\$45,000				\$45,000		
			E			\$280,000				\$280,000		
		C			\$70,000			\$70,000				
Stanton	Dale Avenue/Katella Avenue Improvements	C					\$40,000		\$40,000			
2 Total				\$0	\$383,500	\$95,000	\$0	\$1,162,000	\$352,000	\$1,992,500		
3	County of Orange	Lincoln Avenue Bridge	E					\$200,000		\$200,000		
	Orange	Orange Rail Safety Improvements	C						\$248,000	\$248,000		
	Santa Ana	17th/Broadway Intersection Widening	R					\$200,000		\$200,000		
			C						\$200,000	\$200,000		
3 Total				\$0	\$0	\$0	\$0	\$400,000	\$448,000	\$848,000		
4	Anaheim	Savi Ranch / Weir Canyon Traffic Signal	C					\$125,000		\$125,000		
	Irvine	Culver Drive (Portola to Scottsdale)	E						\$50,000	\$50,000		
			E				\$50,000		\$50,000			
	Orange	East Orange Signal Coordination	C						\$156,000	\$156,000		
			E					\$1,500	\$1,500	\$3,000		
4 Total				\$0	\$0	\$0	\$0	\$176,500	\$207,500	\$384,000		

Growth Management Area (GMA) Recommended Funding Allocations
Approved by the Technical Advisory Committee April 20, 2005

GMANumber	Agency	ApplicationTitle	Phase	FY04/05	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	Total	
6	Fountain Valley	Slater/Newhope Intersection Improvement	R					\$100,000		\$100,000	
	Westminster	Westminster Traffic Signal Improvements Phase I	C					\$50,000		\$50,000	
		Westminster Traffic Signal Improvements Phase II	C					\$50,000		\$50,000	
		Westminster Traffic Signal Improvements Phase III	C					\$50,000		\$50,000	
		Westminster Traffic Signal Improvements Phase IV	C					\$50,000		\$50,000	
		Westminster Traffic Signal Improvements Phase V	C						\$50,000	\$50,000	
	Huntington Beach	Left turn modifications at PCH/Brookhurst	E					\$100,000		\$100,000	
			C						\$50,000	\$50,000	
Bolsa Chica Capacity Augmentation Study		E					\$140,000		\$140,000		
	PCH/Warner Improvement Study	E					\$100,000		\$100,000		
6 Total				\$0	\$0	\$0	\$0	\$640,000	\$100,000	\$740,000	
7	County of Orange	Red Hill Avenue	R					\$50,000		\$50,000	
			C					\$140,000		\$140,000	
	Irvine	Alton Pkwy / SR-55	E					\$200,000		\$200,000	
			E					\$200,000		\$200,000	
	Orange	East Orange Signal Coordination	C						\$80,000	\$80,000	
	Santa Ana	Alton/SR55 Overcrossing and HOV Ramps	E							\$125,000	\$125,000
			E					\$7,000	\$7,000	\$14,000	
Tustin	Tustin Commuter Rail Station Parking Lot Study	E					\$150,000		\$150,000		
7 Total				\$0	\$0	\$0	\$0	\$747,000	\$212,000	\$959,000	
8	Costa Mesa	17th Street/Irvine Avenue Intersection Improvement	E					\$60,000		\$60,000	
			C						\$60,000	\$60,000	
			17th Street/Tustin Avenue	E					\$60,000		\$60,000
			Fairview Road/Adams Avenue GMA	E					\$60,000		\$60,000
			Newport Boulevard Alternatives Analysis	E				\$50,000			\$50,000
			Santa Ana River Crossings Study	E	\$100,000						\$100,000
	County of Orange	Warner Avenue Bridge	E						\$210,000	\$210,000	
	Irvine	Jamboree Corridor	E						\$200,000	\$200,000	
			E					\$150,000		\$150,000	
	Santa Ana	Grand/Dyer Intersection Widening	E					\$150,000		\$150,000	
			C						\$150,000	\$150,000	
Newport Beach	Jamboree (Bristol to Fairchild)	E					\$250,000		\$250,000		
8 Total				\$100,000	\$0	\$0	\$50,000	\$730,000	\$620,000	\$1,500,000	
9	County of Orange	Alton Parkway	E		\$500,000					\$500,000	
			C						\$100,000	\$100,000	
	Irvine	Walnut Trail Extension	E					\$80,000		\$80,000	
	Mission Viejo	GMA 9 Administration	E		\$2,000	\$1,000	\$1,000	\$7,000	\$7,000	\$18,000	
			C		\$516,165					\$516,165	
	Rancho Santa Margarita	Citywide Traffic Signal Synchronization	E		\$30,000					\$30,000	
	Lake Forest	Trabuco Road Widening	E		\$160,000						\$160,000
E							\$100,000		\$100,000		
9 Total				\$0	\$1,208,165	\$1,000	\$1,000	\$187,000	\$107,000	\$1,504,165	
10	Aliso Viejo	Aliso Creek and Pacific Park Intersection	C					\$240,000		\$240,000	
	Laguna Beach	Broadway (SR-133) Traffic Signal Improvements	E					\$25,000		\$25,000	
			C						\$75,000	\$75,000	
	Laguna Hills	La Paz Road at Interstate 5	C					\$100,000		\$100,000	
	Laguna Niguel	GMA 10 Administration	E					\$7,500	\$7,500	\$15,000	
			C						\$50,000	\$50,000	
Laguna Woods	Shelter Installation Proj GMA Metrolink Station	C						\$100,000	\$100,000		
	El Toro Rd/Paseo de Valencia Intersection Imp	C							\$100,000		
10 Total				\$0	\$0	\$0	\$0	\$372,500	\$232,500	\$605,000	
11	County of Orange	La Pata Avenue/Del Rio	E				\$290,000			\$290,000	
	San Clemente	Traffic signal El Camino Real at Cm San Clemente	E		\$5,000					\$5,000	
			C		\$145,000					\$145,000	
11 Total				\$0	\$150,000	\$0	\$290,000	\$0	\$0	\$440,000	
TOTAL				\$100,000	\$2,411,665	\$1,153,000	\$421,000	\$4,699,000	\$2,329,000	\$11,113,665	

Arterial Highway Rehabilitation Program (AHRP) Recommended Funding Allocations
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Agency	Application Title	Phase	FY05/06	FY06/07	Total
Anaheim	Anaheim Boulevard - Lorraine Drive to Ball Road	C		83,521	83,521
Anaheim	Anaheim Hills Rd - Santa Ana Canyon to Via Montane	C		64,033	64,033
Anaheim	Anaheim Hills-Nohl Ranch to 2400' s/o Via Montane	C		23,210	23,210
Anaheim	Ball Road - 800 Ft w/o Lemon St to Anaheim Blvd	C		189,456	189,456
Anaheim	Ball Road - 800 Ft w/o UPRR to East Street	C	331,071		331,071
Anaheim	Broadway - Bond Street to State College Blvd	C		238,582	238,582
Anaheim	Broadway - Euclid Street to Loara Street	C		83,779	83,779
Anaheim	Broadway - Mabel Street to Hessel	C		67,504	67,504
Anaheim	Brookhurst St- Orange Ave to Niobe Ave	C		122,881	122,881
Anaheim	Brookhurst Street - NCL to Falmouth Avenue (S)	C	319,247		319,247
Anaheim	Crescent Ave - Alamo St to Brookhurst St	C		233,528	233,528
Anaheim	Dale Avenue - 1450' n/o Carnation to 800' n/o Carn	C		17,866	17,866
Anaheim	Dale Avenue - Ball Road to SCL	C		168,249	168,249
Anaheim	East Street - 800Ft s/o SR-91 to Belmont Avenue	C		130,773	130,773
Anaheim	East Street - Bell Avenue to Ball Road	C		37,537	37,537
Anaheim	Frontera St - 865' e/o Park Vista to Glassell	C		226,537	226,537
Anaheim	Frontera St - Rio Vista St to 250' e/o Park Vista	C		77,989	77,989
Anaheim	Gene Autry Way - End of Bridge to St College Blvd	C		372,185	372,185
Anaheim	Harbor Blvd - Orangewood Ave to Chapman Ave	C	317,830		317,830
Anaheim	Harbor Blvd-Convention Way to 800 Ft s/o Convetion	C		112,987	112,987
Anaheim	Harbor Boulevard - Lincoln Avenue to Broadway	C	203,364		203,364
Anaheim	Jefferson St - NCL to Miraloma Ave	C		169,695	169,695
Anaheim	Katella Avenue - Anaheim Way to Lewis Street	C	212,963		212,963
Anaheim	Katella Avenue - Douglass Way to ECL	C	145,698		145,698
Anaheim	Knott St - 800' s/o Ball Rd to 825' s/o Thornton	C	198,444		198,444
Anaheim	Knott Street - Danbrook Ave to Ariel Place	C		51,220	51,220
Anaheim	Knott Street - Orange Avenue to Ball Road	C		236,212	236,212
Anaheim	Kraemer Blvd - Coronado St to 800 Ft s/o La Palma	C		334,255	334,255
Anaheim	La Palma Ave - Clementine St to Anaheim Blvd	C		88,010	88,010
Anaheim	La Palma Ave - East St to Anaheim Blvd	C		400,000	400,000
Anaheim	La Palma Avenue - Blue Gum to White Star Avenue	C		213,439	213,439
Anaheim	Lincoln Ave - Delano St to Beach Blvd	C		53,710	53,710
Anaheim	Lincoln Avenue 800' w/o Rio Vista to Rio Vista	C	182,825		182,825
Anaheim	Magnolia Ave - 440 Ft s/o Woodland to La Palma Ave	C		86,183	86,183
Anaheim	Magnolia Ave - 800' s/o Orange to 1070' n/o Ball	C		96,911	96,911
Anaheim	Magnolia Avenue - Crescent Ave to Lincoln Ave	C		277,346	277,346
Anaheim	Miraloma - Red Gum St to Carbon Creek Channel	C		270,640	270,640
Anaheim	Miraloma Ave - Banyan Court to La Palma Ave	C		202,350	202,350

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Anaheim	Miraloma Ave - Dynamics St to 800' w/o Tustin Ave	C		132,321	132,321
Anaheim	Nohl Ranch Road -Serrano Avenue to Walnut Canyon	C	400,000		400,000
Anaheim	Orange Ave - 285 Ft w/o Thistle Rd to 120 Ft w/o G	C		70,268	70,268
Anaheim	Orange Ave - Dale Ave to Beach Blvd	C		400,000	400,000
Anaheim	Orange Ave - Magnolia Ave to Dale Ave	C		256,887	256,887
Anaheim	Orangethorpe - Lemon St to BNSF RR	C		145,115	145,115
Anaheim	Orangethorpe Ave. - Hollbrook St to 100' w/o Boiss	C		59,200	59,200
Anaheim	Orangewood Ave - 1329' w/o West St to Ninth St	C		191,224	191,224
Anaheim	Orangewood Ave - 150' w/o Mallul Dr to Harbor Blvd	C		105,919	105,919
Anaheim	Richfield Road - NCL to La Palma Avenue	C		48,479	48,479
Anaheim	Rio Vista St - Lincoln Avenue to Wagner Avenue	C		400,000	400,000
Anaheim	State College Blvd - 500' s/o Ball Rd to Cerritos	C		347,558	347,558
Anaheim	State College Blvd - Broadway to Santa Ana Street	C		119,622	119,622
Anaheim	State College Blvd - Katella to 800's/o Gene Autry	C		186,823	186,823
Anaheim	Sunkist St - 250' n/o Ames Ave to Tryon	C		232,578	232,578
Anaheim	Wagner Ave - End of SR-57 Bridge to Rio Vista St	C		162,827	162,827
Anaheim	Wagner Ave - Peregrine Pl to end of 57 Bridge	C		116,656	116,656
Anaheim	Wagner Ave. - State College Blvd to Nordica St	C		53,065	53,065
Anaheim	Weir Can Rd-s/s Riv Bridge to 1600' n/o Santa Ana	C		66,516	66,516
Anaheim	Weir Canyon Road - NCL to n/o Bridge	C	203,138		203,138
Brea	Associated Road Resurfacing	C	275,000		275,000
Brea	Berry Street Resurfacing	C	400,000		400,000
Brea	Brea Boulevard Resurfacing	C	350,000		350,000
Brea	Rose Dr Rehabilitation	C		195,175	195,175
Brea	State College Boulevard Resurfacing	C		253,200	253,200
Brea	Valencia Avenue Reconstruction	C		205,725	205,725
Buena Park	Knott Ave (Artesia to Orangethorpe) Rehab	C		400,000	400,000
Buena Park	Knott Ave (Orangethorpe to La Palma) Rehab	C	400,000		400,000
Buena Park	Orangethorpe Ave (Valley View to Knott) Rehab	C		400,000	400,000
Costa Mesa	17th St (E) from Santa Ana Ave to Tustin Ave	E	25,905		25,905
Costa Mesa	17th St (E) from Santa Ana Ave to Tustin Ave	C		327,960	327,960
Costa Mesa	17th St from Tustin Ave to Irvine Ave	E	28,406		28,406
Costa Mesa	17th St from Tustin Ave to Irvine Ave	C		359,623	359,623
Costa Mesa	17th St. (E) from Orange Ave to Santa Ana Ave	C	375,333		375,333
Costa Mesa	19th St from Santa Ana Ave to Tustin Ave	E	9,992		9,992
Costa Mesa	19th St from Santa Ana Ave to Tustin Ave	C		126,499	126,499
Costa Mesa	19th St from Tustin Ave to Irvine Ave	E	10,701		10,701
Costa Mesa	19th St from Tustin Ave to Irvine Ave	C		135,473	135,473

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Agency	Application Title	Phase	FY05/06	FY06/07	Total
Costa Mesa	19th Street from Monrovia to Parkcrest	E	13,566		13,566
Costa Mesa	19th Street from Monrovia to Parkcrest	C		171,746	171,746
Costa Mesa	19th Street from Placentia to Monrovia	E	11,022		11,022
Costa Mesa	19th Street from Placentia to Monrovia	C		139,541	139,541
Costa Mesa	Arlington Dr from Fairview to 900'e/o Fairview Rd	E	15,955		15,955
Costa Mesa	Arlington Dr from Fairview to 900'e/o Fairview Rd	C		202,000	202,000
Costa Mesa	Arlington from 700' w/oJunipero Dr to Newport Blvd	E	15,955		15,955
Costa Mesa	Arlington from 700' w/oJunipero Dr to Newport Blvd	C		202,000	202,000
Costa Mesa	Arlington from e/o Fairview to 900'w/o Junipero Dr	E	15,955		15,955
Costa Mesa	Arlington from e/o Fairview to 900'w/o Junipero Dr	R		202,000	202,000
Costa Mesa	Baker St from E/O Fairview Rd to Grace Ln	E	8,969		8,969
Costa Mesa	Baker St from E/O Fairview Rd to Grace Ln	C		113,557	113,557
Costa Mesa	Baker St from E/O Grace Ln to W/O Babb St (N)	E	8,969		8,969
Costa Mesa	Baker St from E/O Grace Ln to W/O Babb St (N)	C		113,557	113,557
Costa Mesa	Baker St from Milbro St to E/O Bear St	E	8,969		8,969
Costa Mesa	Baker St from Milbro St to E/O Bear St	C		113,557	113,557
Costa Mesa	Baker St from W/O Babb St (N) to Milbro St	E	8,969		8,969
Costa Mesa	Baker St from W/O Babb St (N) to Milbro St	C		113,557	113,557
Costa Mesa	Fair Dr from 100' w/o College D. to Bowdoin Place	E	9,405		9,405
Costa Mesa	Fair Dr from 100' w/o College D. to Bowdoin Place	C		119,069	119,069
Costa Mesa	Fair Dr from Bowdoin Pl. to Loyola Rd.	E	9,405		9,405
Costa Mesa	Fair Dr from Bowdoin Pl. to Loyola Rd.	R	112,862		112,862
Costa Mesa	Fair Dr from Harbor Blvd to 100' w/o College Dr.	E	9,405		9,405
Costa Mesa	Fair Dr from Harbor Blvd to 100' w/o College Dr.	C		119,069	119,069
Costa Mesa	Fair Dr from Loyola Rd. to Fairview Rd.	E	9,405		9,405
Costa Mesa	Fair Dr from Loyola Rd. to Fairview Rd.	C		119,069	119,069
Costa Mesa	GISLER AVE FROM E/O CALIFORNIA ST TO W/O MICHIGAN	E	14,135		14,135
Costa Mesa	GISLER AVE FROM E/O CALIFORNIA ST TO W/O MICHIGAN	C		178,950	178,950
Costa Mesa	GISLER AVE FROM HARBOR BLVD TO W/O IOWA ST	E	14,135		14,135
Costa Mesa	GISLER AVE FROM HARBOR BLVD TO W/O IOWA ST	C		178,950	178,950
Costa Mesa	GISLER AVE FROM W/O IOWA ST TO E/O CALIFORNIA ST	E	14,135		14,135
Costa Mesa	GISLER AVE FROM W/O IOWA ST TO E/O CALIFORNIA ST	C		178,950	178,950
Costa Mesa	GISLER AVE W/O MICHIGAN AVE TO W/O NEBRASKA PLACE	E	14,135		14,135
Costa Mesa	GISLER AVE W/O MICHIGAN AVE TO W/O NEBRASKA PLACE	C		178,950	178,950
Costa Mesa	Harbor Blvd from N/O 19th St to N/O Bernard St	E	10,892		10,892
Costa Mesa	Harbor Blvd from N/O 19th St to N/O Bernard St	C		137,893	137,893
Costa Mesa	Harbor Blvd from N/O Bernard St to S/O Hamilton St	E	10,892		10,892
Costa Mesa	Harbor Blvd from N/O Bernard St to S/O Hamilton St	C		137,893	137,893
Costa Mesa	Harbor Blvd from N/O Victoria St to Wilson St	E	10,892		10,892
Costa Mesa	Harbor Blvd from N/O Victoria St to Wilson St	C		137,893	137,893

Arterial Highway Rehabilitation Program (AHRP) Recommended Funding Allocations
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Costa Mesa	Harbor Blvd from Newport Blvd to N/O 19th St	E	10,892		10,892
Costa Mesa	Harbor Blvd from Newport Blvd to N/O 19th St	C		137,893	137,893
Costa Mesa	Harbor Blvd from S/O Hamilton St to N/O Victoria	E	10,892		10,892
Costa Mesa	Harbor Blvd from S/O Hamilton St to N/O Victoria	C		137,893	137,893
Costa Mesa	Hyland Ave from N/O Sunflower Ave to MacArthur Blv	E	13,714		13,714
Costa Mesa	Hyland Ave from N/O Sunflower Ave to MacArthur Blv	C		173,623	173,623
Costa Mesa	Hyland Ave from South Coast Dr to N/O Sunflower Av	E	13,714		13,714
Costa Mesa	Hyland Ave from South Coast Dr to N/O Sunflower Av	C		173,623	173,623
Costa Mesa	MacArthur Blvd w/o Harbor Blvd	E	20,183		20,183
Costa Mesa	MacArthur Blvd w/o Harbor Blvd	C		255,514	255,514
Costa Mesa	MacArthur Blvd w/o Hyland Ave to Santa Ana River	E	15,261		15,261
Costa Mesa	MacArthur Blvd w/o Hyland Ave to Santa Ana River	C		193,201	193,201
Costa Mesa	Red Hill Av from S/O Kalmus Dr to S/O Fischer Ave	E	16,692		16,692
Costa Mesa	Red Hill Av from S/O Kalmus Dr to S/O Fischer Ave	C		211,321	211,321
Costa Mesa	Red Hill Ave from Bristol St to S/O Clinton Ave	E	17,486		17,486
Costa Mesa	Red Hill Ave from Bristol St to S/O Clinton Ave	C		221,384	221,384
Costa Mesa	RED HILL AVE FROM N/O BAKER ST TO S/O PAULARINO A	E	14,618		14,618
Costa Mesa	RED HILL AVE FROM N/O BAKER ST TO S/O PAULARINO A	C		185,067	185,067
Costa Mesa	RED HILL AVE FROM N/O BRIGGS AVE TO N/O BAKER ST	E	17,486		17,486
Costa Mesa	RED HILL AVE FROM N/O BRIGGS AVE TO N/O BAKER ST	C		221,384	221,384
Costa Mesa	RED HILL AVE FROM N/O FISCHER AVE TO N/O BRIGGS AV	E	16,692		16,692
Costa Mesa	RED HILL AVE FROM N/O FISCHER AVE TO N/O BRIGGS AV	C		211,321	211,321
Costa Mesa	Red Hill Ave from S/O Clinton Ave to S/O Lear Ave	E	16,692		16,692
Costa Mesa	Red Hill Ave from S/O Clinton Ave to S/O Lear Ave	C		211,321	211,321
Costa Mesa	Red Hill Ave from S/O Fischer Ave to N/O Fischer	E	17,486		17,486
Costa Mesa	Red Hill Ave from S/O Fischer Ave to N/O Fischer	C		221,384	221,384
Costa Mesa	Red Hill Avenue from S/O Lear Ave to S/O Kalmus	E	15,102		15,102
Costa Mesa	Red Hill Avenue from S/O Lear Ave to S/O Kalmus	C		191,196	191,196
Costa Mesa	Sakioka Ave from Anton Blvd to 750' s/o Sunflower	E	12,515		12,515
Costa Mesa	Sakioka Ave from Anton Blvd to 750' s/o Sunflower	C		158,437	158,437
Costa Mesa	Sakioka Ave from Sunflower Ave to 750' S'ly	E		12,561	12,561
Costa Mesa	Sakioka Ave from Sunflower Ave to 750' S'ly	C		159,029	159,029
Costa Mesa	South Coast Dr from Carmel Dr to 900' E'ly	E	10,253		10,253
Costa Mesa	South Coast Dr from Carmel Dr to 900' E'ly	C		129,810	129,810
Costa Mesa	South Coast Dr from E/O Carmel Dr to San Leandro L	E	10,253		10,253
Costa Mesa	South Coast Dr from E/O Carmel Dr to San Leandro L	C		129,810	129,810
Costa Mesa	South Coast Dr from w/o Harbor Blvd to Hyland Ave	E	11,593		11,593
Costa Mesa	South Coast Dr from w/o Harbor Blvd to Hyland Ave	C	139,115		139,115

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Costa Mesa	Sunflower Ave From Harbor Blvd to 900' Westerly	E	10,001		10,001
Costa Mesa	Sunflower Ave From Harbor Blvd to 900' Westerly	C		126,613	126,613
Costa Mesa	Sunflower Ave. from W/O Harbor Blvd to Hyland Ave	E	10,015		10,015
Costa Mesa	Sunflower Ave. from W/O Harbor Blvd to Hyland Ave	C		126,794	126,794
Costa Mesa	Superior Ave from S'ly City Limits to Industrial W	E	9,819		9,819
Costa Mesa	Superior Ave from S'ly City Limits to Industrial W	C		124,323	124,323
Costa Mesa	Superior Ave. from 17th to Industrial Way	E	27,035		27,035
Costa Mesa	Superior Ave. from 17th to Industrial Way	C		342,273	342,273
Costa Mesa	Wilson St. from Harbor to Fountain Way East	E	12,189		12,189
Costa Mesa	Wilson St. from Harbor to Fountain Way East	C		154,337	154,337
County of Orange	Cerritos Avenue	C		106,555	106,555
County of Orange	Fairhaven Avenue	C	250,500		250,500
County of Orange	Hewes Street	C	74,000		74,000
County of Orange	Newland Street	C	141,000		141,000
County of Orange	Santiago Canyon Road	C		119,215	119,215
County of Orange	Santiago Canyon Road	C		148,755	148,755
Cypress	Rehabilitation of Katella Avenue	C	160,000		160,000
Cypress	Rehabilitation of Moody Street	C	140,000		140,000
Cypress	Rehabilitation of Moody Street	C	140,000		140,000
Dana Point	Del Prado Street Rehabilitation	C	400,000		400,000
Dana Point	Selva Road Rehab (Calle La Primavera to Stonehill)	E	22,110		22,110
Dana Point	Selva Road Rehab (Calle La Primavera to Stonehill)	C	184,250		184,250
Dana Point	Selva Road Rehabilitation (Gol Lant to PCH)	C		400,000	400,000
Fountain Valley	Brookhurst Street R and R - Ellis to Talbert	C		369,250	369,250
Fountain Valley	Brookhurst Street R and R - Garfield to Ellis	C		400,000	400,000
Fountain Valley	Brookhurst Street R and R - Warner to Heil	C		316,500	316,500
Fountain Valley	Ellis Avenue R and R - Brookhurst to Ward	C		253,200	253,200
Fountain Valley	Ellis Avenue R and R - Bushard to Brookhurst	C		253,200	253,200
Fountain Valley	Ellis Avenue R and R - Ward to I405	C		232,100	232,100
Fountain Valley	Talbert Avenue R and R - Bushard to Brookhurst	C		311,225	311,225
Fountain Valley	Talbert Avenue R and R - Newland to Magnolia	C		242,650	242,650
Fullerton	Bastanchury Road Reconstruction (n/o Valley View)	C	332,184		332,184
Fullerton	Bastanchury Road Reconstruction (s/o Valley View)	C	391,920		391,920
Fullerton	Harbor Boulevard Reconstruction (s/o Orangethorpe)	C	334,320		334,320
Fullerton	Lemon Street Reconstruction (n/o Chapman)	C		287,796	287,796
Fullerton	Lemon Street Reconstruction (n/o Orangethorpe)	C		366,001	366,001
Fullerton	Lemon Street Reconstruction (s/o Orangethorpe)	C		400,000	400,000
Fullerton	Orangethorpe Avenue Reconstruction (e/o SCB)	C		400,000	400,000
Fullerton	Orangethorpe Avenue Reconstruction (w/o Brook.)	C	400,000		400,000
Fullerton	Placentia Avenue Reconstruction (s/o Yorba Linda)	C		382,585	382,585
Garden Grove	Garden Grove Boulevard (Gilbert to Brookhurst)	C		316,500	316,500
Garden Grove	Garden Grove Boulevard (NUTWOOD to EUCLID)	C	400,000		400,000
Garden Grove	Knott Ave (Lampson to Chapman)	C		400,000	400,000

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Garden Grove	Magnolia Street (LAMPSON to CHAPMAN)	C	354,700		354,700
Garden Grove	Magnolia Street (WESTMINSTER to TRASK)	C	400,000		400,000
Garden Grove	Newhope Street (WESTMINSTER to TRASK)	C		334,910	334,910
Huntington Beach	Adams from E'ly City Limit to Sutton	C	399,937		399,937
Huntington Beach	Adams from Sutton to Magnolia	C	397,693		397,693
Huntington Beach	Bolsa Chica from McFadden to Oahu	C	399,534		399,534
Huntington Beach	Bolsa Chica from Oahu to Warner	C	387,045		387,045
Huntington Beach	Bolsa Chica from Rancho to McFadden	C	396,565		396,565
Huntington Beach	Goldenwest from Laurelhurst to Warner	C	397,946		397,946
Huntington Beach	Goldenwest from McFadden to Laurelhurst	C	399,995		399,995
Irvine	Bake Pk Pavement Rehab (Rockfield to City Limits)	C		400,000	400,000
Irvine	Barranca Pk Pavement Rehab (Lake to Lyon)	C	397,650		397,650
Irvine	Campus Dr Pavement Rehab (Culver to Turtle Rock)	C	290,877		290,877
Irvine	Jamboree Rd (Michelle to I-5 SB On-Ramp)	C	187,813		187,813
Irvine	Jeronimo Rd Pavement Rehab (Alton to Bake)	C	280,084		280,084
Irvine	MacArthur Blvd Pavement Rehab (Campus to Douglas)	C	259,371		259,371
Irvine	MacArthur Blvd Pavement Rehab (Main to Redhill)	C	400,000		400,000
Irvine	Main St Pavement Rehab (Paseo Westpark to Culver)	C	224,087		224,087
Irvine	Rockfield Ave Pavement Rehab (Bake to City Limits)	C	400,000		400,000
Irvine	Toledo Way Pavement Rehabilitation (Alton to Bake)	C	235,180		235,180
Irvine	Turtle Rock Dr Pavement Rehab (Campus to Southern)	C		400,000	400,000
Irvine	University Dr Pavement Rehab (Culver to Yale)	C		400,000	400,000
Irvine	University Dr Pavement Rehab (Harvard to Culver)	C		400,000	400,000
Irvine	University Dr Pavement Rehab (Ridgeline to I-405)	C		400,000	400,000
Irvine	University Dr Pavement Rehab (Yale to Ridgeline)	C		386,347	386,347
Irvine	Walnut Ave Pavement Rehab (Culver to Ravenwood)	C		314,859	314,859
Irvine	Walnut Ave Pavement Rehab (Kazan St to Jeffrey Rd)	C		264,320	264,320
Irvine	Walnut Ave Pavement Rehab (Ravenwood to Yale Ave)	C		400,000	400,000
La Habra	Harbor Bl Rehab-Lambert to La Habra/Stearns to Ker	C		400,000	400,000
La Habra	Harbor Bl. West Side Rehab. from Lambert to S.C.L.	C		263,750	263,750
La Habra	La Habra Bl. Rehab- W.C.L to Beach-Fonda to E.C.L	C	400,000		400,000
La Habra	Lambert Road North Side Rehab. - Harbor to Palm	C		142,739	142,739
La Habra	Lambert Road Rehabilitation - Beach Blvd. to Idaho	C		339,578	339,578
La Palma	La Palma Ave AHRP	C	139,366		139,366
La Palma	Orangethorpe AHRP	C		201,132	201,132

Arterial Highway Rehabilitation Program (AHRP) Recommended Funding Allocations
Approved by the Technical Advisory Committee May 25, 2005

Agency	Application Title	Phase	FY05/06	FY06/07	Total
Laguna Hills	Cabot Road Pavement Rehabilitation	C	343,437		343,437
Laguna Hills	Laguna Hills Drive Pavement Rehabilitation	C		382,372	382,372
Laguna Hills	Moulton Parkway Pavement Rehabilitation north	C		336,990	336,990
Laguna Hills	Moulton Parkway Pavement Rehabilitation south	C		336,990	336,990
Laguna Niguel	Overlay Camino del Avion-Crown Valley to Golden L	C	400,000		400,000
Laguna Niguel	Overlay on Crown Valley - Moulton to Greenfield	C	332,290		332,290
Laguna Niguel	Overlay on Golden Lantern Sardina to Camino del Av	C	394,891		394,891
Laguna Woods	El Toro Rd Rehab from Moulton Pkwy to Calle Sonora	E	23,163		23,163
Laguna Woods	El Toro Rd Rehab from Moulton Pkwy to Calle Sonora	C		203,643	203,643
Lake Forest	Muirlands Blvd Rehabilitation	C		400,000	400,000
Los Alamitos	BALL RD. REHABILITATION - ECL TO WCL	E		23,625	23,625
Los Alamitos	BALL RD. REHABILITATION - ECL TO WCL	C		182,779	182,779
Mission Viejo	Avery Parkway Rehabilitation	E		19,000	19,000
Mission Viejo	Avery Parkway Rehabilitation	C		289,570	289,570
Newport Beach	Birch Street Rehabilitation	C	252,600		252,600
Newport Beach	Bristol Street - North (Jamboree to Campus/Irvine)	C		172,239	172,239
Newport Beach	Hospital Road Rehabilitation	C	93,700		93,700
Newport Beach	Jamboree Road Improvements (San Joaquin - Ford)	C		400,000	400,000
Newport Beach	Jamboree Road Improvements (University-Bristol)	C	400,000		400,000
Newport Beach	Placentia Avenue	C	341,800		341,800
Orange	Batavia Street: Taft to SPRR	C	277,760		277,760
Orange	Bond Ave: Prospect to 400'e/o Little Ln	C	142,480		142,480
Orange	Cambridge St: SR 22 to La Veta	C	89,208		89,208
Orange	Cambridge St: Collins to Adams	C	69,800		69,800
Orange	Glassell St: Collins to Katella	C		351,104	351,104
Orange	Glassell St: Katella to Taft	C	349,800		349,800
Orange	Katella Ave: Santa Ana River to Struck	C	116,275		116,275
Orange	Lincoln Avenue: Berkeley to Glassell	C	176,875		176,875
Orange	Lincoln Avenue: Glassell to Orange Olive	C	240,200		240,200
Orange	Lincoln Avenue: Orange Olive to Palm	C	276,100		276,100
Orange	Lincoln Avenue: Palm to Tustin	C	309,600		309,600
Orange	Meats Ave: Orange Olive to Cambridge	C		171,205	171,205
Orange	Prospect St: Chapman to Spring	C		179,350	179,350
Orange	Prospect St: Spring to Bond	C		353,425	353,425
Orange	Taft Ave: Santa Ana River to Batavia	C	336,400		336,400
Orange	Yorba Street: La Veta to Palmyra	C		107,559	107,559
Placentia	Orangethorpe Avenue Rehabilitation	C		172,362	172,362
Placentia	Placentia Avenue Rehabilitation	C		309,378	309,378
Rancho Santa Margarita	Antonio Parkway Resurfacing	C		400,000	400,000

Arterial Highway Rehabilitation Program (AHRP) Recommended Funding Allocations
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Rancho Santa Margarita	Santa Margarita Parkway Resurfacing	C		400,000	400,000
Rancho Santa Margarita	Santa Margarita Parkway Resurfacing Eastbound Lane	C		368,084	368,084
Rancho Santa Margarita	Santa Margarita Parkway Resurfacing Westbound Lane	C		380,082	380,082
San Clemente	Av Vista Hermosa /Cm Vera Cruz	C	330,000		330,000
San Clemente	Avenida Pico from Interstate 5 to Calle Frontera	C	400,000		400,000
San Clemente	Camino Capistrano from El Camino Real to Del Gado	C		400,000	400,000
San Clemente	Camino De La Estrella / Mira Costa Rehabilitation	C	400,000		400,000
San Clemente	Camino De Los Mares Cm Vera Cruz to City Limits	C		284,850	284,850
San Clemente	Camino Vera Cruz Cm De Los Mares to Carreterra	C		400,000	400,000
San Clemente	El Camino Real from Ave. Del Mar to Pico phase I	C	400,000		400,000
San Clemente	El Camino Real from Valencia to Presidio Phase II	C		400,000	400,000
San Juan Capistrano	Del Obispo Street	C		296,030	296,030
San Juan Capistrano	Del Obispo Street	C		167,218	167,218
San Juan Capistrano	Del Obispo Street	C	261,338		261,338
San Juan Capistrano	Del Obispo Street	C	326,725		326,725
San Juan Capistrano	Junipero Serra Road	C		100,986	100,986
Santa Ana	17th Street - Colleege to Bristol	E	27,297		27,297
Santa Ana	17th Street - Colleege to Bristol	C		239,992	239,992
Santa Ana	1st Street - Clara to Daisy	E	42,798		42,798
Santa Ana	1st Street - Clara to Daisy	C		357,202	357,202
Santa Ana	1st Street - Daisy to Forest	E	42,793		42,793
Santa Ana	1st Street - Daisy to Forest	C		357,207	357,207
Santa Ana	1st Street - Forest to Bristol	E	42,762		42,762
Santa Ana	1st Street - Forest to Bristol	C		357,238	357,238
Santa Ana	1st Street - SA River to Clara	E	42,836		42,836
Santa Ana	1st Street - SA River to Clara	C		357,164	357,164
Santa Ana	4th Street - Golden Circle to Park Center	E	12,245		12,245
Santa Ana	4th Street - Golden Circle to Park Center	C		107,650	107,650
Santa Ana	4th Street - I-5 to Golden Circle	E	22,508		22,508
Santa Ana	4th Street - I-5 to Golden Circle	C		197,878	197,878
Santa Ana	4th Street - Park Center to SR-55	E	9,417		9,417
Santa Ana	4th Street - Park Center to SR-55	C		82,786	82,786
Santa Ana	Bristol Street - Memory to Riverglen	E	26,068		26,068
Santa Ana	Bristol Street - Memory to Riverglen	C		229,176	229,176
Santa Ana	Bristol Street - Riverglen to NCL	E	18,012		18,012
Santa Ana	Bristol Street - Riverglen to NCL	C		158,356	158,356
Santa Ana	Broadway - 1st to 2nd	C	60,428		60,428
Santa Ana	Broadway - 2nd to 3rd	C	90,677		90,677

**Arterial Highway Rehabilitation Program (AHRP) Recommended Funding Allocations
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Agency	Application Title	Phase	FY05/06	FY06/07	Total
Santa Ana	Broadway - 3rd to 4th	C	60,920		60,920
Santa Ana	Broadway - 4th to Santa Ana	C	108,354		108,354
Santa Ana	Broadway - Santa Ana to Civic Center	C	105,025		105,025
Santa Ana	Civic Center - 400' w/o Western to Louise	C	399,963		399,963
Santa Ana	Civic Center - Baker to Shelton	C	88,919		88,919
Santa Ana	Civic Center - English to 400' w/o Western	C	399,609		399,609
Santa Ana	Civic Center - Fairview to English	C	399,819		399,819
Santa Ana	Civic Center - Louise to Baker	C	90,247		90,247
Santa Ana	Edinger Avenue - Driftwood to Euclid	E	17,502		17,502
Santa Ana	Edinger Avenue - Driftwood to Euclid	C	145,857		145,857
Santa Ana	Edinger Avenue - Harmon to Driftwood	E	18,193		18,193
Santa Ana	Edinger Avenue - Harmon to Driftwood	C	151,612		151,612
Santa Ana	Edinger Avenue - Newhope to Harmon	E	18,263		18,263
Santa Ana	Edinger Avenue - Newhope to Harmon	C	121,750		121,750
Santa Ana	Flower Street - 17th to Civic Center	E	22,405		22,405
Santa Ana	Flower Street - 17th to Civic Center	C		196,981	196,981
Santa Ana	Flower Street - 1st to Chestnut	E	24,348		24,348
Santa Ana	Flower Street - 1st to Chestnut	C		214,066	214,066
Santa Ana	Flower Street - Chesnut to Richland	E	28,890		28,890
Santa Ana	Flower Street - Chesnut to Richland	C		253,991	253,991
Santa Ana	Flower Street - McFadden to Wilshire	E	26,040		26,040
Santa Ana	Flower Street - McFadden to Wilshire	C		228,935	228,935
Santa Ana	Flower Street - Richland to McFadden	E	26,040		26,040
Santa Ana	Flower Street - Richland to McFadden	C		228,935	228,935
Santa Ana	Flower Street - Wilshire to Edinger	E	24,663		24,663
Santa Ana	Flower Street - Wilshire to Edinger	C		216,835	216,835
Santa Ana	Main Street - Washington to 18th	E	21,840		21,840
Santa Ana	Main Street - Washington to 18th	C		192,017	192,017
Santa Ana	Main Street - 18th to Buffalo	E	16,920		16,920
Santa Ana	Main Street - 18th to Buffalo	C		148,762	148,762
Santa Ana	Main Street - 8th to Washington	E	19,221		19,221
Santa Ana	Main Street - 8th to Washington	C		168,990	168,990
Santa Ana	Main Street - Columbine to MacArthur	E	12,745		12,745
Santa Ana	Main Street - Columbine to MacArthur	C		112,054	112,054
Santa Ana	Main Street - MainPlace to Walkie	E	31,188		31,188
Santa Ana	Main Street - MainPlace to Walkie	C		274,198	274,198
Santa Ana	Main Street - NCL to MainPlace	E	26,576		26,576
Santa Ana	Main Street - NCL to MainPlace	C		233,649	233,649

Arterial Highway Rehabilitation Program (AHRP) Recommended Funding Allocations
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Agency	Application Title	Phase	FY05/06	FY06/07	Total
Santa Ana	McFadden Avenue - 400' w/o Hathaway to ECL	C	137,723		137,723
Santa Ana	McFadden Avenue - 600' e/o Raitt to Spruce	C	153,768		153,768
Santa Ana	McFadden Avenue - 660' w/o Bristol to Bristol	C	153,875		153,875
Santa Ana	McFadden Avenue - Raitt to 600' e/o Raitt	C	154,612		154,612
Santa Ana	McFadden Avenue - Spruce to 660' w/o Bristol	C	154,612		154,612
Santa Ana	Santa Clara Ave - 850' e/o Ridgewood to Tustin	E	13,555		13,555
Santa Ana	Santa Clara Ave - 850' e/o Ridgewood to Tustin	C	112,953		112,953
Santa Ana	Santa Clara Ave - Grand to Old Grand	E	5,754		5,754
Santa Ana	Santa Clara Ave - Grand to Old Grand	C	47,946		47,946
Santa Ana	Santa Clara Ave - Lyon to Mantle	E	6,571		6,571
Santa Ana	Santa Clara Ave - Lyon to Mantle	C	54,754		54,754
Santa Ana	Santa Clara Ave - Mantle to Ridgewood	E	4,843		4,843
Santa Ana	Santa Clara Ave - Mantle to Ridgewood	C	40,360		40,360
Santa Ana	Santa Clara Ave - Old Grand to Wright	E	9,649		9,649
Santa Ana	Santa Clara Ave - Old Grand to Wright	C	80,407		80,407
Santa Ana	Santa Clara Ave - Ridgewood to 850' e/o Ridgewood	E	11,042		11,042
Santa Ana	Santa Clara Ave - Ridgewood to 850' e/o Ridgewood	C	92,015		92,015
Santa Ana	Santa Clara Ave - Wright to Lyon	E	9,366		9,366
Santa Ana	Santa Clara Ave - Wright to Lyon	C	78,046		78,046
Santa Ana	Segerstrom Avenue - Flower to Lowell	E	26,269		26,269
Santa Ana	Segerstrom Avenue - Flower to Lowell	C		230,952	230,952
Santa Ana	Segerstrom Avenue - Lowell to Shelton	E	28,950		28,950
Santa Ana	Segerstrom Avenue - Lowell to Shelton	C		254,525	254,525
Santa Ana	Segerstrom Avenue - Rosewood to Bristol	E	26,309		26,309
Santa Ana	Segerstrom Avenue - Rosewood to Bristol	C		231,301	231,301
Santa Ana	Segerstrom Avenue - Shelton to Rosewood	E	18,905		18,905
Santa Ana	Segerstrom Avenue - Shelton to Rosewood	C		166,202	166,202
Santa Ana	Standard Avenue - Beverly to Grant	E	29,395		29,395
Santa Ana	Standard Avenue - Beverly to Grant	C		258,426	258,426
Santa Ana	Standard Avenue - Borchard to Wilshire	E	19,157		19,157
Santa Ana	Standard Avenue - Borchard to Wilshire	C		168,422	168,422
Santa Ana	Standard Avenue - Chestnut to 1st	R	17,696		17,696
Santa Ana	Standard Avenue - Chestnut to 1st	C		155,579	155,579
Santa Ana	Standard Avenue - Grant to Hunter	E	28,941		28,941
Santa Ana	Standard Avenue - Grant to Hunter	C		254,445	254,445
Santa Ana	Standard Avenue - Hunter to Warren	E	20,698		20,698
Santa Ana	Standard Avenue - Hunter to Warren	C		181,976	181,976
Santa Ana	Standard Avenue - McFadden to Beverly	E	26,759		26,759
Santa Ana	Standard Avenue - McFadden to Beverly	C		235,257	235,257

Arterial Highway Rehabilitation Program (AHRP) Recommended Funding Allocations
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Agency	Application Title	Phase	FY05/06	FY06/07	Total
Santa Ana	Standard Avenue - Pomona to Borchard	E	37,796		37,796
Santa Ana	Standard Avenue - Pomona to Borchard	C		332,295	332,295
Santa Ana	Standard Avenue - St. Andrew to Pomona	E	26,885		26,885
Santa Ana	Standard Avenue - St. Andrew to Pomona	C		236,366	236,366
Santa Ana	Standard Avenue - St. Gertrude to St. Andrew	E	22,718		22,718
Santa Ana	Standard Avenue - St. Gertrude to St. Andrew	C		199,737	199,737
Santa Ana	Standard Avenue - Warner to St. Gertrude	E	22,718		22,718
Santa Ana	Standard Avenue - Warner to St. Gertrude	C		199,733	199,733
Santa Ana	Standard Avenue - Warren to Chestnut	E	32,715		32,715
Santa Ana	Standard Avenue - Warren to Chestnut	C		287,621	287,621
Santa Ana	Standard Avenue - Wilshire to McFadden	E	33,392		33,392
Santa Ana	Standard Avenue - Wilshire to McFadden	C		293,576	293,576
Santa Ana	Tustin Avenue - Frazen to NCL	E	21,601		21,601
Santa Ana	Tustin Avenue - Frazen to NCL	C		189,905	189,905
Santa Ana	Tustin Avenue - Santa Clara to Frazen	E	4,534		4,534
Santa Ana	Tustin Avenue - Santa Clara to Frazen	C		189,321	189,321
Santa Ana	Warner Avenue - Diamond to Raitt	E	32,112		32,112
Santa Ana	Warner Avenue - Diamond to Raitt	C		282,319	282,319
Santa Ana	Warner Avenue - Fairview to Glenarbor	E	26,372		26,372
Santa Ana	Warner Avenue - Fairview to Glenarbor	C		231,856	231,856
Santa Ana	Warner Avenue - Glenarbor to Diamond	E	27,340		27,340
Santa Ana	Warner Avenue - Glenarbor to Diamond	C		240,362	240,362
Santa Ana	Warner Avenue - Otis to Susan	E	34,674		34,674
Santa Ana	Warner Avenue - Otis to Susan	C		304,842	304,842
Santa Ana	Warner Avenue - Susan to Fairview	E	27,311		27,311
Santa Ana	Warner Avenue - Susan to Fairview	C		240,112	240,112
Seal Beach	Seal Beach Blvd Rehab Segment 4	C		301,203	301,203
Stanton	Cerritos Avenue (Beach to Magnolia)	C		338,075	338,075
Stanton	Cerritos Avenue (Knott to Beach)	C	320,450		320,450
Stanton	Dale Avenue Rehabilitation (Katella to N.C.L.)	C	256,550		256,550
Stanton	Katella Avenue Rehab (Beach to Dale)	C		203,430	203,430
Stanton	Katella Avenue Rehabilitation (Knott to Beach)	C		390,051	390,051
Stanton	Lampson Avenue Rehab (W.C.L. to E.C.L.)	C		135,488	135,488
Stanton	Magnolia Avenue Rehab (Katella to N.C.L.)	C	160,225		160,225
Tustin	Irvine - Ranchwood to Jamboree	C		400,000	400,000
Tustin	Jamboree - Irvine to Peters Canyon Wash	C		379,800	379,800
Tustin	Jamboree - Peters Canyon Wash to Portola	C		400,000	400,000
Tustin	Jamboree - Portola to 1350' N Tustin Ranch	C		284,850	284,850
Tustin	Tustin Ranch - Bryan to I-5 (7179)	C	240,000		240,000

**Arterial Highway Rehabilitation Program (AHRP) Recommended Funding Allocations
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Agency	Application Title	Phase	FY05/06	FY06/07	Total
Tustin	Tustin Ranch - Walnut to I-5	C	270,000		270,000
Villa Park	Villa Park Road AHRP	C		192,026	192,026
Westminster	Bolsa Chica Road Improvement	C	270,000		270,000
Westminster	Goldenwest Street Improvement	C		168,800	168,800
Westminster	Hazard Avenue Improvement	C	400,000		400,000
Westminster	Hoover Street Improvement	C	400,000		400,000
Westminster	Hoover Street Improvement	C		105,500	105,500
Westminster	Magnolia Street Improvement	C		316,500	316,500
Westminster	Springdale Street Improvement	C		142,425	142,425
Westminster	Trask Avenue From Beach to Newland	C		158,250	158,250
Yorba Linda	Yorba Linda Blvd. Rehab. Segment 1	C	133,000		133,000
Yorba Linda	Yorba Linda Blvd. Rehab. Segment 2	C	137,200		137,200
Yorba Linda	Yorba Linda Blvd. Rehab. Segment 3	C	316,000		316,000
TOTAL			30,073,484	50,235,214	80,308,698



BOARD COMMITTEE TRANSMITTAL

June 27, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Annual Report of Transit Police Services

Transit Planning and Operations Committee

June 9, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file as an information item.



June 9, 2005

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Annual Report of Transit Police Services

Overview

The Orange County Transportation Authority contracts for transit law enforcement and security functions with the Orange County Sheriff's Department. Since the inception of this partnership in March 1993, the Orange County Transportation Authority's public transportation system continues to be one of the safest in the United States. This report is an overview of the Transit Police Services for calendar year 2004.

Recommendation

Receive and file as an information item.

Background

In 1992, the Orange County Transportation Authority (Authority) identified the need for increasing the safety measures for the Authority patrons, staff and facilities. In March 1993, the Orange County Sheriff's Department (OCSD) and the Authority entered into a partnership designed to meet the unique demands of those who use the public transportation system. The newly formed Transit Police Services (TPS) was charged with the responsibility for security and law enforcement for Authority patrons, employees, and properties.

The mission of TPS is to meet the diverse security and law enforcement needs of the Authority's public transportation system. The two main areas of TPS security and enforcement activity are Fixed Route Bus Operations and Authority owned rail right-of-way. Staffing for field deployment currently includes two sergeants, six patrol deputies charged with right-of-way and special enforcement, fourteen deputies charged with fixed route enforcement, and four sheriff's special officers (SSO) assigned to fixed post security duties. The TPS chief is a sheriff's lieutenant. Coverage is provided 24 hours per day, seven days per week, with special enforcement hours added as needed to

solve specifically targeted problem areas, such as threat assessment resolution, graffiti surveillance, and specialized investigations.

Deputies assigned to fixed route enforcement provide an armed, uniformed presence for Authority vehicles, routes, and properties. They provide field response to incidents involving Authority patrons, employees, and vehicles. They also provide security and regular patrol checks for all Authority properties. Fixed route deputies are dispatched by the Authority's Central Communications to calls for service affecting the fixed route system and also may utilize any necessary sheriff's logistical support via Control One and sheriff's dispatch.

In addition to maintaining security on the Authority buses, deputies patrol and protect transit terminals and other transportation facilities throughout the entire County. On-site security is provided at two of the Authority's most active transit facilities, the Santa Ana Transportation Terminal (SATT) and the Fullerton Park-and-Ride (FPR). A sheriff's special officer is assigned to SATT during bus operation hours and a patrol deputy is assigned specific responsibility for FPR during peak commuting hours Monday through Friday.

Patrolling the 47 miles of Authority-owned rail right-of-way properties is the primary function of the special enforcement deputies assigned to TPS. Assigned deputies enforce trespassing laws and search for criminal activities, which compromise rail safety along the rail right-of-way throughout Orange County. Although they are few in number, the deputies are very active in patrolling the railways to reduce the number of trespassers using the right-of-way as passage through the community. Special enforcement and safety programs are designed and implemented to address specific areas experiencing high incidence of right-of-way trespassing.

Special enforcement deputies also work both uniformed and plainclothes assignments, providing special enforcement for graffiti, vandalism, and other transit-related crimes. These deputies may also provide assistance to the fixed route deputies and liaison with federal, state, and local law enforcement agencies.

The events of September 11, 2001, required TPS to take immediate action to increase vigilance and enhance security for the Authority employees, facilities, equipment, and the patrons who utilize public transportation within Orange County. Today, we continue to monitor threat intelligence, and other reporting from intelligence and law enforcement agencies. While there have been no direct, specific threats against public transportation in Orange County, TPS remains at a heightened state of alert and will maintain security measures commensurate with this level of security.

TPS staff continues to work with the Authority staff and members of the Orange County Taxi Administration Program's (OCTAP) public safety committee to develop criteria for licensing taxi drivers and taxi companies. As part of the program, Sheriff's Department staff conduct the necessary background checks, including review of California Department of Justice criminal history records, for issuance of permits. TPS deputies are assigned to coordinate the licensing process with the OCTAP administrator.

Discussion

The Authority provided service for over 68 million passengers within the fixed route bus system during 2004. Of the crimes reported in 2004, 68 percent were for transit specific infractions including fare evasion, disturbances, and eating/drinking on the bus. Approximately 30 percent were for Part II crimes (vandalism, assault/battery, throwing objects at a moving vehicle, and other misdemeanors). Less than 2 percent of the reported crimes were for Part I crimes (aggravated assault, rape, robbery, theft, and other felonies). Given the number of patrons who utilized the Authority's bus system the past year and the low crime rate, the Authority's buses and transit facilities are among the safest locations in Orange County.

Fixed Route Enforcement

Statistics: During calendar year 2004, deputies assigned to fixed route patrol were dispatched to 834 calls for service on the bus system. They issued 944 citations for transit-related infractions, and vehicle or municipal code violations. Of the transit infraction citations issued, the majority were for creating a disturbance on a transit vehicle and fare evasion. Bus interventions, which often require the removal of a passenger for safety or security reasons, occurred 590 times in 2004.

Incident Reports: When bus service is adversely impacted or when hazardous conditions exist on-board Authority vehicles or at Authority facilities, coach operators are expected to document the incident or circumstance by completing a coach operator incident report. These reports allow TPS staff to analyze crime trends and to develop strategies for reducing problems affecting bus service. Through strong encouragement by TPS staff, coach operators' incident reports now provide more accurate information for security needs on the system. During 2004, coach operators submitted 2,288 incident reports documenting both criminal and non-criminal activities affecting bus service. Actions were taken on reports that provided information for follow-up investigations or reviews.

Passenger Issues: Enforcement programs on the fixed route system are accomplished by the fixed route deputies working in conjunction with the Authority operations staff in identifying and solving specific problems affecting bus service. A program remains in place wherein TPS, Customer Relations, and Fixed Route Bus Operations staff deal with repeat problem passengers. This team approach has been effective in identifying, tracking and resolving issues relative to problem passengers.

Homeless Outreach Program: Since the inception (October 2004) of the program, Transit Police Services has made over 200 contacts. Many of these contacts have led to a resolution and a change of life for those homeless individuals that allowed TPS to help them. In 2000, Assembly Bill (AB) 2034 was passed which directed money towards homeless and mental health issues. TPS has assigned two deputies to work with the Orange County Mental Health Agency to identify customers who meet the AB 2034 criteria to receive mental health assistance.

Transit Centers: High visibility of uniformed officers at the Santa Ana Transportation Terminal has deterred crime at the terminal and in the immediate area. Although the surrounding area continues to experience measurable levels of criminal activity, the terminal remains clear of panhandlers, drug dealers, criminals, and disruptive persons.

Other transportation centers in Fullerton, Huntington Beach, Laguna Beach, Laguna Hills, and Newport Beach are routinely patrolled by TPS deputies and remain nearly trouble-free. The Sheriff's Bomb Squad was called to respond to a suspicious item on a bus at the Newport Beach Transportation Center and a suspicious package on a bus at the Golden West Transportation Center. No explosive materials were found in either incident.

Rail Right-of-Way Enforcement

Since the inception of this component, thousands of trespassers have been warned of the dangers of being on or near the railway. In 2004, deputies arrested 336 criminals, including 105 felons for trespassing, narcotic violations, and other crimes along the railway.

Deputies have distributed thousands of pamphlets to trespassers describing the dangers of trespassing in areas frequented by high-speed trains. In spite of strong enforcement efforts, trespassers continue to endanger themselves and others on Orange County railways. Unfortunately, serious injuries and fatalities to trespassers continue to occur. Steps are being taken to ensure

additional enforcement and public awareness hours are spent on the right-of-way.

Vandalism/Graffiti: Deputies assigned to right-of-way enforcement are assigned to graffiti enforcement and also provide undercover surveillance for reported criminal activities on board the buses and at transit facilities. Deputies continue to work with the Authority's Maintenance staff to address any surge in vandalism on buses, transit centers or Authority facilities.

Operation Zero Tolerance: Undercover deputies ride buses and enforce all laws, pertaining to bus safety, to the letter of the law. TPS's hope is to have those customers who were thinking about breaking the law, while on an Authority bus, believe that there are undercover deputies on every bus. TPS has utilized reserve deputies and deputies assigned to corrections as a means to more than double the amount of deputies working Operation Zero Tolerance, without any additional costs to OCTA.

Training: To assist coach operators with security concerns, TPS staff created a block of annual training addressing transit security, crime prevention, personal safety and how to be a better witness. Bulletins on "Transit Security Issues" were periodically distributed to coach operators to clarify or provide information on transit security and safety concerns. TPS staff has adapted law enforcement training relative to handling disruptive situations and individuals, in order to make it relevant to situations that are encountered by coach operators. This training has proven to be a very valuable addition to the course that is presented to coach operators by TPS staff. Realizing that the coach operators present a powerful law enforcement tool, outside agencies have been encouraged to send wanted information and suspect descriptions to TPS for distribution to the operators.

Although TPS's primary mission is the security and law enforcement needs of the Authority, it is also the objective of TPS to encourage the citizens to utilize the public transportation system. To accomplish both goals, deputies are encouraged to use discretion when making citizen contacts. At times it may be more appropriate to "encourage" compliance with the parameters of the Authority and issue warnings rather than cite or arrest. Additionally, in an effort to make transportation centers safer, these grounds are actively patrolled and illegally parked or abandoned vehicles are cited and towed when necessary. TPS has restructured the way in which statistical information is collected to allow for the inclusion of both pro-active and re-active types of police activity. The end result will be a better barometer of the type of services being performed by TPS and will present a tool for addressing the ever changing security needs of the Authority.

Nationally, the average cost for the provision of security and law enforcement services for transit agencies varies from 2 percent to 5 percent of transit agencies' operating budgets. The Federal Transit Authority suggests transit agencies designate 3 to 5 percent of the operating budget for security and law enforcement services. Currently, the Authority and the Sheriff's Department achieve effective law enforcement for less than 3 percent of the Authority's operating budget.

The ever-increasing public demand for transportation and the continued expansion of services provided by the Authority will present challenges to those who are charged with ensuring a safe and secure environment for the citizens utilizing public transportation. It is the mission of TPS to meet and exceed the expectations of the Authority and the needs of the public served.

Next Steps

- A. TPS must evolve dynamically as a law enforcement entity in order to meet the challenges presented by the continually expanding future needs of the Authority and the public it serves.
- B. Support and assist the Authority staff on security and law enforcement issues affecting the public transportation system and Authority employees.
- C. Continue as the Authority's liaison with federal, state, and local law enforcement agencies.
- D. Return to the Board with an update in one year.

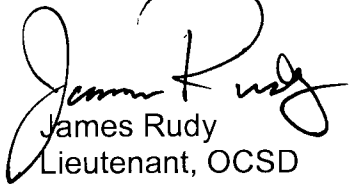
Summary

Since the Sheriff's Department has been responsible for security and law enforcement for the Authority, the public transportation system in Orange County has remained safe and relatively trouble-free. This was illustrated during calendar year 2004, as well as in prior years. The use of uniformed Sheriff's Department personnel in the day-to-day activities of the Authority, augmented with the special enforcement programs, has resulted in a stronger perception of safety for those who use or are involved with public transportation services in Orange County. The partnership between the Authority and Orange County Sheriff's Department-Transit Police Services continues to lead the industry in effective, economical transit security, and law enforcement at a cost far less than the national average.

Attachment

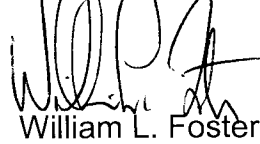
None.

Prepared by:



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Approved by:



William L. Foster
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BOARD COMMITTEE TRANSMITTAL

June 27, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement with the Orange County Sheriff's Department

Transit Planning and Operations Committee

June 9, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute the second option year of Agreement C-8-0211 between the Orange County Transportation Authority and the County of Orange, Sheriff's Department, in an amount not to exceed \$4,332,000, for services from July 1, 2005, through June 30, 2006.



June 9, 2005

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, ^{ALV} Chief Executive Officer
Subject: Amendment to Agreement with the Orange County Sheriff's Department

Overview

On June 26, 2003, the Board of Directors approved a one year agreement with four option years with the Orange County Sheriff's Department for Transit Police Services. The firm fixed total cost to the Orange County Transportation Authority for services provided for a 12-month period is determined annually by the County and approved by the Orange County Transportation Authority.

Recommendation

Authorize the Chief Executive Officer to execute the second option year of Agreement C-8-0211 between the Orange County Transportation Authority and the County of Orange, Sheriff's Department, in an amount not to exceed \$4,332,000, for services from July 1, 2005, through June 30, 2006.

Background

In response to the desire for enhanced security for Orange County Transportation Authority (OCTA) patrons, employees, and properties, the Board of Directors authorized staff to negotiate an agreement with the Orange County Sheriff's Department with implementation on March 5, 1993. Since that date, the Sheriff's Department has been providing security and law enforcement services for the OCTA. On April 27, 1998, the Board directed staff, to execute a sole source agreement for security and law enforcement services with the County of Orange, Sheriff's Department. Review and renewal of the agreement has occurred on a yearly basis through mutual agreement between OCTA and the Sheriff's Department.

The OCTA Transit Police Services (TPS) is headed by a sheriff's lieutenant and staffed by 26 officers.

The sheriff's lieutenant is the chief of TPS and oversees the operation, liaison with OCTA staff, and other law enforcement agencies.

The two main areas of TPS security and enforcement activity are Fixed Route Bus Operations and OCTA owned rail right-of-way.

Staffing for field deployment currently includes two sergeants, six senior patrol deputies charged with right-of-way and special enforcement, fourteen deputies charged with fixed route enforcement, and four sheriff's special officers (SSO) assigned to fixed post security duties. The sergeants are charged with supervising the field activities.

The special enforcement deputies provide law enforcement services for graffiti enforcement, plainclothes enforcement on bus routes, taxicab applicant review, and rail right-of-way enforcement. Specialized and internal investigations are conducted as needed.

The fixed route enforcement deputies provide uniformed patrol and respond to calls for service as needed at all OCTA properties, transit centers, and fixed routes throughout the County. These deputies carry with them full police powers, drive fully equipped sheriff's black-and-whites, conduct car stops, conduct investigations, and make misdemeanor and felony arrests.

The SSO provide a uniformed presence at fixed-post locations and provide security for employees, patrons, properties, and revenue collection. At the request of the OCTA, the Sheriff's Department has provided enhanced patrol, security and other law enforcement services.

Discussion

This procurement was handled in accordance with the OCTA's procedures for professional services for a sole source procurement.

The agreement was originally reviewed by the OCTA's Internal Audit Department and it was recommended OCTA continue with the Orange County Sheriff's Department as the OCTA's security and law enforcement agency.

Fiscal Impact

Transit Police Services was included in the OCTA's Fiscal Year 2005-06 Budget, Account 2118-7616-D4805-8QL, and is funded through the Local Transportation Fund.

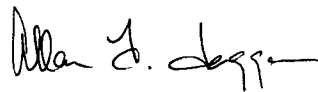
Summary

Staff recommends that OCTA continue the agreement with the Orange County Sheriff's Department, in an amount not to exceed \$4,332,000, for security and law enforcement services for fiscal year 2005-06.

Attachment

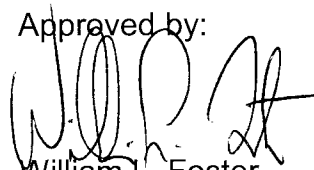
None.

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Approved by:



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June 27, 2005

To: Members of the Board of Directors
From: Arthur T. Leahy, ^{AL} Chief Executive Officer
Subject: Chief Executive Officer's Goals for 2005

Overview

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

Recommendation

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

Discussion

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

Summary

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

Attachment

A. Goals for Calendar Year 2005.

Goals for Calendar Year 2005

CEO Goal Reference Number	<u>CEO's Goals</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>
18	<p>January</p> <p>Implement fare increase</p> <p>a) Effective 1/1/05</p> <p>b) Achieve operating ratio of 25 percent, an increase over the 23 percent figure in 2004</p> <p>c) Increase bus revenue to \$53.4 million, an increase of 15.5 percent over 2004</p>	January 1, 2005	Bus System	<p>Completed</p> <p>23.5% for 1st quarter</p> <p>15.3% for 1st quarter</p>
26	Complete new Board Room construction	January 10, 2005	Board Related Activities	Completed
23	Complete new member orientation sessions	January 2005	Board Related Activities	Completed

Goals for Calendar Year 2005

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

March

27	Complete Central County definition of alternatives	March 2005	Major Planning Activities	Recommendation to Central County Corridor Committee 3/31
31	Implement Board decision regarding CenterLine and report to Board as relates to contracts for engineering, right-of-way, outreach and all other activities	March 2005	Fixed-Guideway	Completed 3/14/05
14	Dynamic pricing: assessing real time pricing methods. Meeting w/consultants	March 2005	91 Express Lanes	To Board 3/28/05
7	Open SR-55/I-405 bridges	March 1, 2005	Construction Projects	Completed 5/05/05 (Delayed)

Goals for Calendar Year 2005

<u>CEO's Goals</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>	
CEO Goal Reference Number 1st Quarter				
22	Complete mechanics labor contract negotiations	1 st Quarter	Bus System	Delayed by OCERS Issues. Report by OCERS actuary received. Negotiations resumed on 6/8/05
25	Review federal advocacy activities, priorities, and contracts	1 st Quarter	Board Related Activities	Scope reviewed and approved by Board

April

3	Review causes, issues associated with SR-55/I-405 bridge problems	April 2005	Major Policy Issues	OCTA to seek damages in 9/05
33	Review current approach to local outreach including assessment of ways to improve program effectiveness. Evaluate staffing levels, use of contractors, and objectives in time for '05-'06 budget development	April 2005	Local Outreach Management	Submitted to full Board at Budget Workshop 5/9/05

Goals for Calendar Year 2005

<u>CEO's Goals</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>	
CEO Goal Reference Number May				
8	Complete Santa Ana Bus Base	May 1, 2005	Construction Projects	Completed 5/1/05
21	Open Santa Ana Bus Base	May 1, 2005	Construction Projects	Completed 5/15/05
4	Explore freight movement issues and develop action plan	May 2005	Major Policy Issues	To RP& H 5/16/05 To Board 5/23/05
29	South County MIS Notice to Proceed	May 2005	Major Policy Issues	Moved to July per TCA Request
	June			
13	Develop FY 2006 Budget which reflects Board goals and priorities	June 30, 2005	Major Policy Issues	Workshop Held 5/9/05 Budget approved by Board 6/13/05

Goals for Calendar Year 2005

<u>CEO's Goals</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>	
CEO Goal Reference Number	July			
32	Develop/modify financial and implementation plans to reflect Board direction regarding CenterLine, potential other technologies, and Measure M rail funds	July 1, 2005	Fixed-Guideway	Scheduled for TP&O 7/14/05
15	Explore with TCA areas for potential increased cooperation, especially in such areas as operations and marketing	July 2005	91 Express Lanes	TCA-OCTA collaborating on planning studies-Foothill South presentation to Executive Committee 6/6/05
20	Implement ACCESS service changes	July 1, 2005	Bus System	
October				
10	Complete Peralta Hills Soundwall	October 2005	Construction Projects	
December				
30	Complete Riverside-Orange County Major Investment Study	December 2005	Major Planning Activities	
9	Complete design, ROW acquisition, and award I-5 construction contract	December 31, 2005	Construction Projects	

Goals for Calendar Year 2005

CEO Goal Reference Number	<u>CEO's Goals</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>
34	<p>4th Quarter</p> <p>Signal Synchronization:</p> <ul style="list-style-type: none"> a) Develop pilot project to implement signal synchronization on a major arterial to include identification of arteries b) Enter into cooperative agreements with Caltrans, county, and cities c) Issuance of RFP for design and on-going management 	4 th Quarter	Major Planning Activities	Progress report to RP&H 6/6/05

Goals for Calendar Year 2005

<u>CEO's Goals</u>	<u>Time Frame</u>	<u>Area of Concentration</u>	<u>Status</u>	
CEO Goal Reference Number Yearlong				
12	Achieve patronage and revenue projections: need to develop from FY projections	Yearlong	91 Express Lanes	April 1 To be reported to Board monthly
5	Continue Security Review and Planning	Yearlong	Major Policy Issues	
6	Maintain SR-22 widening on-time and on-budget	Yearlong	Major Policy Issues	
19	Operate 80 percent on-time service and 10,000 miles between road calls	Yearlong	Bus Service	85.5% YTD 11,383 miles between road calls YTD
16	Provide 2,461,000 hours of revenue service a) Provide 32,703,000 revenue miles, a 2.6 percent increase over 2004	Yearlong	Bus Service	
17	*Provide 69,500,000 passenger rides, the same as in 2004	Yearlong	Bus Service	

*Note: Based upon the fare increase effective January 1, 2005, a 5% or 10% ridership loss may occur. Insufficient historical data exists to project ridership in 2005 with confidence. Therefore, use of a "stretch" goal is appropriate.