



OCTA ORANGE COUNTY TRANSPORTATION AUTHORITY

AFFILIATED AGENCIES

SERVICE AUTHORITY
FOR FREEWAY
EMERGENCIES

LOCAL
TRANSPORTATION
AUTHORITY

ORANGE COUNTY
TRANSIT
DISTRICT

CONSOLIDATED
TRANSPORTATION
SERVICE AGENCY

CONGESTION
MANAGEMENT
AGENCY

SERVICE AUTHORITY
FOR ABANDONED
VEHICLES

AGENDA

Date: Monday, February 14, 2005

Time: 9:00 a.m.

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

BOARD OF DIRECTORS

Bill Campbell
Chairman

Michael Duvall
Director

Susan Ritschel
Director

Arthur C. Brown
Vice-Chairman

Cathy Green
Director

Mark Rosen
Director

Marilyn C. Brewer
Director

Gary Monahan
Director

James W. Silva
Director

Carolyn Cavecche
Director

Chris Norby
Director

Thomas W. Wilson
Director

Lou Correa
Director

Curt Pringle
Director

Gregory T. Winterbottom
Director

Richard T. Dixon
Director

Miguel A. Pulido
Director

Cindy Quon
Governor's Ex-Officio Member

Arthur T. Leahy
Chief Executive Officer

For further information, please call Wendy Knowles, Clerk of the Board, (714) 560-5676.





AGENDA

Orange County Transportation Authority Board Meeting
OCTA Headquarters
600 South Main Street, First Floor - Room 154,
Orange, California
February 14, 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.

Pledge of Allegiance

Director Duvall

Invocation

Director Correa

Agenda Descriptions

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

Public Comments on Agenda Items

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

Special Matters

1. Presentation of Resolutions of Appreciation for Employees of the Year for 2004

Present Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-07, 2005-08, 2005-09 to Jeffrey Mellinger, Coach Operator; Quy Nguyen, Maintenance; and Edmund Buckley, Administration, as Employees of the Year for 2004.



AGENDA

ACTIONS

2. **Retiree Recognition**
3. **Retiree Resolution for Sergeant Kenny Chism, Transit Police Services**

Consent Calendar (Items 4 through 22)

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

Orange County Transportation Authority Consent Calendar Matters

4. **Approval of Minutes**

Of the Orange County Transportation Authority and affiliated agencies' regular meeting of January 24, 2005.

5. **Approval of Resolutions of Appreciation for Employees of the Year for 2004**

Adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-07, 2005-08, 2005-09 to Jeffrey Mellinger, Coach Operator; Quy Nguyen, Maintenance; and Edmund Buckley, Administration, as Employees of the Year for 2004.

6. **Approval of Travel for Vice Chairman Art Brown**

Approval of travel for Vice Chairman Art Brown to Washington D.C., for February 14-18, 2005.

7. **State Legislative Status Report**
P. Sue Zuhlke/Richard J. Bacigalupo

Overview

Governor Arnold Schwarzenegger has proposed suspension of Proposition 42 in fiscal year 2005-2006, with a pledge to introduce legislation this year that will constitutionally prohibit the suspension of future Proposition 42 transfers. New regulations are being proposed to clarify meal and rest periods' requirements.



AGENDA

ACTIONS

7. (Continued)

Recommendations

- A. Adopt the following recommended position on the Governor's Proposition 42 budget proposal:
Support a constitutional amendment to protect future Proposition 42 revenues from being suspended and work cooperatively with the Governor to protect transportation projects programmed in the State Transportation Improvement Program from being delayed.
- B. Adopt a support position on the proposed meal and rest period regulations and request an amendment be added identifying that public agencies are exempt from these requirements.

8. **Orange County Transportation Authority 2005 State and Federal Legislative Platforms**

P. Sue Zuhlke/Richard J. Bacigalupo

Overview

The Orange County Transportation Authority 2005 State and Federal Legislative Platforms were reviewed and approved by the Board of Directors on November 22, 2004. Staff is submitting the 2005 State and Federal Legislative Platforms for review and comments to the 2005 Board of Directors.

Recommendation

Review the Orange County Transportation Authority 2005 State and Federal Legislative Platforms and amend as appropriate.

9. **Direction Regarding Possible Sponsor Legislation to Address Technical Amendments Related to the Orange County Transportation Authority Board of Directors**

P. Sue Zuhlke/Richard J. Bacigalupo

Overview

Board discussion at the January 10, 2005, Board of Directors' meeting included possible technical amendments to the Public Utilities Code to address the terms and qualifications of public members serving on the Board.



AGENDA

ACTIONS

9. (Continued)

Recommendation (at Committee)

Following committee discussion, it was recommended that no legislation be introduced this year.

10. **Mission Statement and Values**

Ted Nguyen/Ellen S. Burton

Overview

As part of the Orange County Transportation Authority's ongoing efforts to enhance both internal communications with employees and external communications with members of the public, a mission statement and values have been developed for the Executive Committee's review.

Recommendation (at Committee)

The order in which the values appear should be: Integrity, Customer Focus, Teamwork/Partnership, Communication, and Can-Do Spirit.

Members voted to approve staff's recommendation to approve recommended Mission Statement and forward to the Board of Directors for consideration.

11. **Bay Bridge Cost Overruns**

Alex Esparza/Richard J. Bacigalupo

Overview

At the request of the Board of Directors, staff has provided an update on Bay Bridge cost overruns discussions, in order to reassess a previous Orange County Transportation Authority position opposing the use of statewide transportation funds for Bay Area Toll Bridge cost overruns. The Board's position will be advocated during upcoming deliberations in Sacramento.



AGENDA

ACTIONS

11. (Continued)

Recommendation

Oppose the use of statewide transportation funding to pay for San Francisco Oakland Bay Bridge cost overruns and support efforts to require that these cost overruns to be paid through local revenues.

12. **Review of Investment Activities for July through September 2004**

Robert A. Duffy/Richard J. Bacigalupo

Overview

The Internal Audit Department has completed a review of investment activities for the period July 1, 2004, through September 30, 2004. The review indicated that investments were in compliance with the Orange County Transportation Authority's debt, investment and accounting objectives, policies and procedures.

Recommendation

Receive and file the Review of Investment Activities for July through September 2004, Internal Audit Report No. 05.017.

13. **Buy America Review**

Robert A. Duffy/Richard J. Bacigalupo

Overview

Internal Audit has reviewed the costs for the vehicles proposed by Creative Bus Sales, Inc./EIDorado National Co., to determine if the costs were in compliance with Federal "Buy America" guidelines. During the review, Internal Audit determined that vehicle costs in excess of 60 percent will be of U.S. content, in conformity with the requirements of Section 165(a) or (b)3 of the Surface Transportation Act of 1982, as amended.

Recommendation

Receive and file the Creative Bus Sales, Inc./EIDorado National Co. Buy America Review, Internal Audit Report No. 05-018.



AGENDA

ACTIONS

14. **Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 4)**
Dipak Roy/Stanley G. Phernambucq

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved construction of Americans with Disabilities Act improvements at the Orange County Transportation Authority's bus stops countywide. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board approval is requested to execute an agreement.

Recommendation

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

15. **Measure M Quarterly Report**
Norbert Lippert/Stanley G. Phernambucq

Overview

Staff has prepared a Measure M progress report for the fourth quarter of 2004. This is a regular report that highlights the Measure M projects and programs currently under development.

Recommendation

Receive and file as an information item.



AGENDA

ACTIONS

16. **Selection of Consultant for the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane Project Management Services**
Mary Toutounchi/Paul C. Taylor

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved the procurement of project management services to complete the preliminary engineering and environmental document phase for the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane Project. Proposals to perform this work were solicited and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-1124 between the Orange County Transportation Authority and IBI Group, in an amount not to exceed \$192,300, for project management consultant services in support of the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane Chokepoint Project. This is an eighteen month agreement.

17. **Selection of Consultant for Chokepoint Program Project Management Services**
Mary Toutounchi/Paul C. Taylor

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved the procurement of project management services to support Strategic Planning Division in developing, managing, and monitoring projects within the Freeway Chokepoint Program. Proposals to perform this work were solicited and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board approval is requested to execute an agreement.



AGENDA

ACTIONS

17. (Continued)

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-1146 between the Orange County Transportation Authority and APA Engineering, Inc., in an amount not to exceed \$145,000, for project management services in support of the Freeway Chokepoint Program. This is a one year agreement.

18. **Congestion Mitigation and Air Quality Funds for Fiscal Year 2004-05**
Darrell Johnson/Paul C. Taylor

Overview

Due to changes in the way the State Department of Transportation manages federal funds, staff has reviewed impacts to projects in Orange County and is recommending strategies to ensure that all federal funds are available for use in the region.

Recommendations

- A. Approve the use of \$35 million of fiscal year 2004-05 Congestion Mitigation and Air Quality funds for the purchase of Metrolink rolling stock needed for the intracounty service, the design and construction of Keller Yard Storage Facility, and the Los Angeles Union Station Mail Dock Demolition and Restoration Project.
- B. Authorize staff to process necessary Regional Transportation Improvement Program and State Transportation Improvement Program amendments as required by the above actions.
- C. Authorize staff to process necessary cooperative agreements with the California Department of Transportation, the Southern California Regional Rail Authority and its member agencies as required by the above actions.



AGENDA

ACTIONS

19. **Citizens' Advisory Committee**
Tamara S. Warren/Ellen S. Burton

Overview

It is recommended the Orange County Transportation Authority Board of Directors consider the structure of and appointment process for the Citizens' Advisory Committee. A summary of the current committee structure and recommendations are provided with this report.

Recommendations

- A. Approve the recommended Orange County Transportation Authority Citizens' Advisory Committee structure and direct staff to initiate recruitment of participants.
- B. Recommend the Board of Directors adopt resolutions of appreciation 2005-11 through 2005-52 for members of the 2004 Citizens' Advisory Committee.

20. **Purchase Order for 91 Express Lanes Property Insurance**
Al Gorski/James S. Kenan

Overview

The Orange County Transportation Authority has a property insurance policy for the 91 Express Lanes with Continental Casualty Company, which expires on February 28, 2005.

Recommendation

Authorize the Chief Executive Officer to issue Purchase Order C-4-1187 between the Orange County Transportation Authority and Marsh Risk and Insurance Services, in an amount not to exceed \$450,000, to purchase property insurance for the period of March 1, 2005, to February 28, 2006.



AGENDA

ACTIONS

Orange County Transit District Consent Calendar Matters

21. **Amendment to Agreement for Janitorial Services**
Ryan Erickson/William L. Foster

Overview

On February 6, 2003, the Board of Directors approved an agreement with Diamond Contract Services, Inc. to provide janitorial services at all Orange County Transportation Authority owned facilities for a one-year period with two one-year options.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-2-1189 between the Orange County Transportation Authority and Diamond Contract Services, Inc., in an amount not to exceed \$700,000, to exercise the second option year for janitorial services at all Orange County Transportation Authority owned facilities.

22. **Cooperative Agreement with Regional Center of Orange County**
Dana Wiemiller/William L. Foster

Overview

The Orange County Transportation Authority and the Regional Center of Orange County propose to enter into a Cooperative Agreement to establish a partnership to provide transportation services to Regional Center consumers in cooperation with day programs that have successfully been awarded funds for service vehicles through Section 5310.

Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-5-0056 between the Orange County Transportation Authority and the Regional Center of Orange County, in an amount not to exceed \$564,000, to share in the cost of providing transportation services to consumers of the Regional Center through June 30, 2006.



AGENDA

ACTIONS

Regular Calendar

23. **Orange County Grade Crossing Safety Enhancement Program Update**
Shohreh Dupuis/Paul C. Taylor

Overview

City of Placentia has submitted a request to Supervisor Chris Norby for \$3 million of funding from Orange County Transportation Authority. The request is for supplemental funding for the City's rail crossing program. An overview of steps taken by the Authority with respect to enhancing rail crossing safety is presented for Committee information and discussion.

Recommendation

Receive and file as an information item.

24. **Options Regarding Rapid Transit**
Paul C. Taylor

Overview

At the January 24, 2005, Measure M Workshop, members of the Board of Directors discussed options for proceeding with rapid transit since The CenterLine Light Rail Project was not included in the list of projects approved by the United States Congress in November 2004 to receive funding from the Federal Transit Administration. The Board asked staff to develop options that took into consideration the workshop discussion, develop recommendations that preserve eligibility for federal participation, and bring them to the Transit Planning and Operations Committee and the Board for action.

Recommendations

- A. Authorize the Chief Executive Officer to develop a process for further study of rapid transit options selected by the Board, including discussions with the Citizens' Oversight Committee use of Measure M Transit funds for bus rapid transit and/or other selected options, and return with recommendations of resources required.



AGENDA

ACTIONS

24. (Continued)

- B. Authorize the Chief Executive Officer to explore conversion of the current light rail transit project to a bus rapid transit project beginning on the Bristol Street portion of the current light rail project and return with recommendations of resources required, including amending current consultant contracts for project management, preliminary engineering and environmental impact documentation.
- C. Authorize the Chief Executive Officer to develop a process for the Board of Directors to revisit and revise the rapid transit master plan in concert with recently-begun efforts to revise the Authority's Long Range Transportation Plan.

25. **91 Express Lanes Operating Contract**

Paul C. Taylor

Overview

The Orange County Transportation Authority has owned the 91 Express Lanes toll road franchise since January 3, 2003, and the agreement with its main operating contractor expires January 3, 2006. It is requested the Board of Directors approve exploring certain refinements to the operating approach in the release of a Request for Proposals.

Recommendations

- A. Review and comment on the refinements to the 91 Express Lanes approach to operations.
- B. Approve exploring refinement in the release of a Request for Proposals for 91 Express Lanes contracted operations.



AGENDA

ACTIONS

Other Matters

- 26. **Chief Executive Officer's Report**
- 27. **Directors' Reports**
- 28. **Public Comments**

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

- 29. **Closed Session**

Pursuant to Government Code 54956.9(c).

- 30. **Adjournment**

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



ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

KENNY CHISM

WHEREAS, Kenny Chism has served four distinguished years as Training Sergeant for the Orange County Transportation Authority Transit Police Services; and

WHEREAS, as a member of the United States Army, Kenny Chism faithfully served his country in Vietnam from 1968 to 1970 and received two Purple Hearts and the Vietnam Service Medal; and

WHEREAS, Kenny Chism began his service with the Orange County Sheriff's Department in 1976, serving as a SWAT Team Member for ten and one half years and as a Mounted Enforcement Unit Sergeant for eight years; and

WHEREAS, while with the Sheriff's Department, Kenny Chism received two commendations for life saving and the prestigious Gold Star Award; he also wrote and submitted the approved proposal for construction of the Laser Village training facility, as well as wrote and submitted the approved proposal for the Sheriff's Department transition from revolvers to semi-automatic handguns; and

WHEREAS, Kenny Chism served as Training Sergeant for OCTA assigned deputies and outfitted the Transit Police Sergeant's vehicle as a mobile command post in the event of emergencies.

NOW, THEREFORE, BE IT RESOLVED that the Orange County Transportation Authority hereby congratulates and thanks Kenny Chism for his exceptional service while performing his duties with the Orange County Transportation Authority Transit Police Services Division; and

BE IT FURTHER RESOLVED that the Orange County Transportation Authority Board of Directors salutes Kenny Chism for his exemplary service and his commitment to ensure a safer and higher quality of life for all of Orange County.

Dated: February 14, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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



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
January 24, 2005

Call to Order

The January 24, 2005, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order at 9:03 a.m. at the Orange County Transportation Authority Headquarters, Orange, California; Vice Chairman Campbell presided.

Roll Call

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

Also Present: Arthur T. Leahy, Chief Executive Officer
Richard J. Bacigalupo, Deputy Chief Executive Officer
Kennard R. Smart, Jr., General Counsel
Wendy Knowles, Clerk of the Board
Members of the Press and the General Public

Directors Absent: None

Pledge of Allegiance

Chairman Campbell led the Board and audience in the Pledge of Allegiance to the Flag of the United States of America.

Invocation

Director Cavecche gave the invocation.

Public Comments on Agenda Items

Chairman Campbell announced that members of the public wishing to address the Board of Directors regarding any item appearing on the agenda may do so by completing a Speaker's Card and submitting it to the Clerk of the Board. Speakers would be recognized at the time the agenda item was to be considered and comments would be limited to three (3) minutes.

Special Matters

1. Oath of Office to Susan Ritschel

General Counsel, Kennard R. Smart, Jr., administered the Oath of Office to OCTA Board Member Susan Ritschel.

2. Special Recognition of Board Members With Ten Years of Service

Chairman Campbell presented pins to Vice Chairman Brown and Director Silva for ten years of service on the OCTA Board of Directors.

3. Presentation of Resolutions of Appreciation for Employees of the Month for January 2005

Chairman Campbell presented Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-01, 2005-02, 2005-03 to Jose Ayala, Coach Operator, Robin Kuebler, Maintenance, and Penny Wise, Administration, as Employees of the Month for January 2005.

Lt. Jim Rudy presented a special resolution of appreciation from the Transit Police Service for Mr. Ayala's participation in effecting the arrest of a man who was identified to be on his bus.

4. Message from the Chairman of the Board

Chairman Campbell presented his priorities and goals for OCTA over the coming year. The priorities Chairman Campbell set out are:

- √ Continue the evaluation of extending Measure M
- √ Determine what to do with the CenterLine Project
- √ Make the decisions that are necessary on three major investment studies: State Route 91 Freeway, Interstate 405, and Central Orange County
- √ Decide two important procurements: one for the ACCESS vendor and the other for the operator of the 91 Tollway
- √ Monitor progress of ongoing work on freeways and the Santa Ana Operations Center
- √ Explore opportunities for Bus Rapid Transit signal synchronization, lobbying at the federal and state level, and developing relations with transportation organizations in Los Angeles and San Diego

5. Sacramento Legislative Update

Chris Kahn, Sacramento advocate for OCTA, presented to the Board an update on recent legislative issues as they relate to OCTA's issues at the state level.

Consent Calendar (Items 6 through 12)

Vice Chairman Campbell announced that all matters on the consent calendar were to be approved in one motion unless a Board Member or a member of the public requested separate action on a specific item. The Chairman asked if there were any requests to pull any of the Consent Calendar items for consideration.

Chairman Campbell pulled Item 8 from the Consent Calendar for discussion.

Director Ritschel abstained on Item 6, having not been present at that meeting.

Vice Chairman Brown and Director Dixon stated that they had been appointed to be OCTA's representatives the Council of Governments' Committee, however, this would be a conflict with other appointments and requested to decline that appointment.

Vice Chairman Brown also indicated he would not be able to serve as the Southern California Association of Government's' Alternate Member or on the Finance and Administration Committee.

Director Norby requested that committee dates be provided to Members when established.

Motion was made by Vice Chairman Brown, seconded by Director Pulido, and declared passed by those present, to accept the balance of committee appointments.

6. Approval of Minutes

Motion was made by Director Winterbottom, seconded by Director Pulido and declared passed by those Members present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of January 10, 2005.

7. Approval of Resolutions of Appreciation for Employees of the Month for January 2005

Motion was made by Director Winterbottom, seconded by Director Pulido and declared passed by those Members present, to adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-01, 2005-02, and 2005-03 to Jose Ayala, Coach Operator, Robin Kuebler, Maintenance, and Penny Wise, Administration, as Employees of the Month for January 2005.

8. Committee Assignments for 2005

Chairman Campbell pulled this item from the Consent Calendar.

Chairman Campbell stated that he very much appreciates the Members offering their input as to which committees they would prefer to be involved. He indicated the changes mentioned earlier should not be part of accepting this listing as approved.

Chairman Campbell asked that each Committee Chairman take up the issue of meeting dates and times at their first committee meetings, and instructed the Clerk of the Board to issue a complete listing of meetings scheduled when that information is available from the committees.

9. State Legislative Status Report

Motion was made by Director Winterbottom, seconded by Director Pulido and declared passed by those Members present, to:

- A. Receive and file the State Legislative Status Report as an information item.
- B. Approval to amend the 2005 State Legislative Platform.
- C. Adopt the following recommended positions on legislation:
Support on ACA 4 (Plescia, R-San Diego and Harman, R-Huntington Beach)

10. Fourth Quarter 2004 Debt and Investment Report

Motion was made by Director Winterbottom, seconded by Director Pulido and declared passed by those Members present, to receive and file the Quarterly Debt and Investment Report prepared by the Treasurer as an information item.

11. Program Supplement Agreement with the California Department of Transportation for the Garden Grove Freeway (State Route 22) High Occupancy Vehicle and Widening Project

Motion was made by Director Winterbottom, seconded by Director Pulido and declared passed by those Members present, to authorize the Chief Executive Officer to execute Program Supplement Agreement No. M006 to Administering Agency-State Agreement for Federal Aid Projects No. 12-6071 with the California Department of Transportation for the use of Federal Congestion Mitigation and Air Quality funds on the Garden Grove Freeway (State Route 22) High Occupancy Vehicle and Widening Project.

12. 91 Express Lanes November Status Report

Motion was made by Director Winterbottom, seconded by Director Pulido and declared passed by those Members present, to receive and file the 91 Express Lanes Status Report for the period ending November 30, 2004.

Regular Calendar

13. Amendment to Agreement for Provision of ACCESS and Contracted Fixed Route Services

Beth McCormick, Manager, Operations, addressed the Board on this item, explaining the reasons for the amendment to the agreement (30-day extension), which is recommended at this time.

Public comments were heard from Patrick Kelly, Teamsters, Local 952, regarding benefits and the issue of fairness in the contract negotiations.

Director Cavecche indicated she was willing to extend the contract, and inquired regarding the amount of money in fees for one month. Ms. McCormick responded that there were already planned increases in the contracted services. The same rates for the contract for this year were projected for the period of the contract extension.

Ms. McCormick also stated that OCTA can anticipate additional vehicle service hours being required for the ACCESS service.

Chief Executive Officer, Arthur T. Leahy, stated that there is an opportunity to negotiate at this point, and that the Union should expect to be reasonable in their requests.

Director Winterbottom stated that as Chair of the Transit Planning and Operations Committee, he can assure Members that the Committee will be addressing this issue very diligently.

Director Pringle expressed a concern that flexibility and a weighting of those features be part of the Requests for Proposals.

Director Brewer inquired if this contract may be handled as a multi-year contract for economical purposes, and she was advised it can be handled in that manner in the future.

Director Norby stated that the current contractor has the built-in advantage of the "free vehicles" provided for them by OCTA. If new contractors come in, they would have to pass along the costs of providing the vehicles. He feels that would be where the weighting factors come in.

Director Duvall expressed a concern that Mr. Kelly today stated that it is \$30-40 million in costs, and that while he agrees with the extension, he wants to look very hard at this process. He is concerned that the five representatives who spoke at the last meeting on this subject were from Laidlaw. He does not want OCTA to hold all the burden for the medical and the contracts between the Teamsters and their drivers when it is a contract to OCTA. He feels the Board should look at the contract in totality and make sure the best is being done for OCTA.

Director Rosen asked if there has been any analysis in the past of this service being provided in-house, he would like to see that analysis.

Motion was made by Director Winterbottom, seconded by Director Correa, and declared passed by those present, to authorize the Chief Executive Officer to execute Amendment No. 3 to Agreement C-4-0301 between the Orange County Transportation Authority and Laidlaw Transit Services, Inc., in an amount not to exceed \$2,992,700, for provision of ACCESS and Contracted Fixed Route Services.

Other Matters

14. Orange County Transportation Authority's Board Member Healthcare Benefits

James S. Kenan, Executive Director, Finance, Administration, and Human Resources, stated that he had been requested at the Board meeting of January 10, 2005, to put together a summary of what healthcare benefits were offered by the cities of Board Members, along with identifying what coverage the Public Members have which is not covered by a public agency. He offered a summary listing to each Member.

Vice Chairman Brown stated that he wished to move that this matter be forwarded to the Finance and Administration Committee to get input from Board Members as to whether they would like to accept some of the plans, offer a cafeteria type (if coverage is not provided by their city), and be able to look at taking benefits where needed. Director Winterbottom seconded this motion.

Director Pringle stated that nine of the 17 voting Members on the Board are new and not yet vested in a healthcare program with OCTA. He stated that he can understand if someone currently has coverage, it may be difficult to change plans, but for some, this is a time to examine what the options may be.

Director Pringle further stated that the following should be considered by the Committee: those who are already vested into an existing health plan within OCTA should have consideration to allow some of those individuals to continue, and, if some of those people who are presently vested receiving benefits may wish to make a change such that there is a contribution from the Members. He stated he personally would like to see Members of this Board get no medical benefits, but if that is not the will of the membership, he would understand.

Director Ritschel requested that the Committee also look at the computer allowance program and offering of cell phones.

Director Correa agreed with reviewing the costs for membership, but feels it is an important public policy issue when it comes to healthcare. He would not want to force anyone to use the emergency rooms as their primary health care.

Mr. Kenan stated that there exists a 30-day requirement for Members to select coverage, and therefore, he requested that Members be allowed to apply for their coverage and terminate it at a later date if so desired. It was agreed that this coverage should be put into place while discussions proceed.

Director Norby requested that any changes made be tied to the open enrollment period.

15. Chief Executive Officer's Report

Chief Executive Officer, Arthur T. Leahy, stated that the Federal outreach position has been advertised, and a good response is being received to date.

Mr. Leahy stated that he met with the Regional CEO's last week in Los Angeles and requested again that there be a meeting of Los Angeles Metropolitan Transportation Authority Board Members and OCTA Board Members to discuss the Santa Ana (I-5) Freeway, the San Diego (I-405) Freeway, the Riverside (SR-91) Freeway, the Pacific Electric Right-of-Way, and Metrolink services.

16. Directors' Reports

Chairman Campbell introduced Jim Beal from Caltrans, District 12, who briefed the Board on the repairs and completion of the State Route 55/Interstate 405 Freeway interchange.

Director Silva requested that the matrices given to him regarding Laidlaw comparisons be distributed to all Board Members.

17. Public Comments

At this time, Chairman Campbell announced that members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors.

No public comments were received at this time.

18. Closed Session

General Counsel, Kennard R. Smart, Jr., stated that pursuant to Government Code Section 54957.6, a Closed Session was needed to meet with Orange County Transportation Authority designated representative, Marlene Heyser, regarding collective bargaining agreement negotiations with the Teamsters Local 952 representing the Maintenance employees.

19. Adjournment

The meeting was adjourned at 11:15 a.m., and Chairman Campbell announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board will be held at 9:00 a.m. on February 14, 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

Minutes of the Meeting of the
Orange County Transportation Authority
Orange County Service Authority for Freeway Emergencies
Orange County Local Transportation Authority
Orange County Transit District
February 14, 2005

Call to Order

The February 14, 2005, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order at 9:03 a.m. at the Orange County Transportation Authority Headquarters, Orange, California; Vice Chairman Campbell presided.

Roll Call

Directors Present: Bill Campbell, Chairman
Marilyn Brewer
Carolyn Cavecche
Lou Correa
Richard Dixon
Michael Duvall
Cathy Green
Gary Monahan
Chris Norby
Curt Pringle
Miguel Pulido
Susan Ritschel
Mark Rosen
James W. Silva
Thomas W. Wilson
Gregory T. Winterbottom
Jim Beil for Cindy Quon, Governor's Ex Officio Member

Also Present: Arthur T. Leahy, Chief Executive Officer
Richard J. Bacigalupo, Deputy Chief Executive Officer
Kennard R. Smart, Jr., General Counsel
Wendy Knowles, Clerk of the Board
Members of the Press and the General Public

Directors Absent: Arthur C. Brown, Vice Chairman

Invocation

Director Correa gave the invocation.

Pledge of Allegiance

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

Public Comments on Agenda Items

Chairman Campbell announced that members of the public wishing to address the Board of Directors regarding any item appearing on the agenda may do so by completing a Speaker's Card and submitting it to the Clerk of the Board. Speakers would be recognized at the time the agenda item was to be considered and comments would be limited to three (3) minutes.

Special Matters

1. Presentation of Resolutions of Appreciation for Employees of the Year for 2004

The Chairman presented Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-07, 2005-08, 2005-09 to Jeffrey Mellinger, Coach Operator; Quy Nguyen, Maintenance; and Edmund Buckley, Administration, as Employees of the Year for 2004.

2. Retiree Recognition

The Chairman presented a certificate of appreciation to Charles Harber, who retired after nearly 30 years of service.

3. Retiree Resolution for Sergeant Kenny Chism, Transit Police Services

The Chairman presented a resolution of appreciation to Sergeant Kenny Chism, who is retiring with the Orange County Sheriff's Department, and has made considerable contributions to the OCTA Transit Police Services over the past several years.

Consent Calendar (Items 4 through 22)

Chairman Campbell announced that all matters on the consent calendar were to be approved in one motion unless a Board Member or a member of the public requested separate action on a specific item. The Chairman asked if there were any requests to pull any of the Consent Calendar items for consideration.

The Chairman announced that Item 14 would be continued to a future meeting.

Chairman Campbell pulled Item 19, and Director Correa pulled Item 21 for discussion.

Orange County Transportation Authority Consent Calendar Matters

4. Approval of Minutes

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of January 24, 2005.

5. Approval of Resolutions of Appreciation for Employees of the Year for 2004

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to adopt Orange County Transportation Authority Resolutions of Appreciation Nos. 2005-07, 2005-08, 2005-09 to Jeffrey Mellinger, Coach Operator; Quy Nguyen, Maintenance; and Edmund Buckley, Administration, as Employees of the Year for 2004.

6. Approval of Travel for Vice Chairman Art Brown

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to approve travel for Vice Chairman Art Brown to Washington D.C., for February 14-18, 2005.

7. State Legislative Status Report

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

- A. Adopt the following recommended position on the Governor's Proposition 42 budget proposal:
Support a constitutional amendment to protect future Proposition 42 revenues from being suspended and work cooperatively with the Governor to protect transportation projects programmed in the State Transportation Improvement Program from being delayed.

7. (Continued)

- B. Adopt a support position on the proposed meal and rest period regulations and request an amendment be added identifying that public agencies are exempt from these requirements.

8. Orange County Transportation Authority 2005 State and Federal Legislative Platforms

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to review the Orange County Transportation Authority 2005 State and Federal Legislative Platforms and amend as appropriate.

9. Direction Regarding Possible Sponsor Legislation to Address Technical Amendments Related to the Orange County Transportation Authority Board of Directors

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to accept the Committee's recommendation that no legislation be introduced this year.

10. Mission Statement and Values

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to accept the recommendation for the order in which the values appear to be: Integrity, Customer Focus, Teamwork/Partnership, Communication, and Can-Do Spirit, and approve staff's recommendation for the Mission Statement.

11. Bay Bridge Cost Overruns

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to oppose the use of statewide transportation funding to pay for San Francisco Oakland Bay Bridge cost overruns and support efforts to require that these cost overruns to be paid through local revenues.

12. Review of Investment Activities for July through September 2004

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to receive and file the Review of Investment Activities for July through September 2004, Internal Audit Report No. 05.017.

13. Buy America Review

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to receive and file the Creative Bus Sales, Inc./El Dorado National Co. Buy America Review, Internal Audit Report No. 05-018.

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

Chairman Campbell announced that this item would be continued to a later date.

15. Measure M Quarterly Report

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

16. Selection of Consultant for the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane Project Management Services

Authorize the Chief Executive Officer to execute Agreement C-4-1124 between the Orange County Transportation Authority and IBI Group, in an amount not to exceed \$192,300, for project management consultant services in support of the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane Chokepoint Project. This is an eighteen month agreement.

17. Selection of Consultant for Chokepoint Program Project Management Services

Public comment was taken from Darrell Nolta regarding this issue, citing the importance of the freeway chokepoint program.

Motion was made by Director Wilson, seconded by Director Cavecche, and declared passed by those Members present, to authorize the Chief Executive Officer to execute Agreement C-4-1146 between the Orange County Transportation Authority and APA Engineering, Inc., in an amount not to exceed \$145,000, for project management services in support of the Freeway Chokepoint Program. This is a one-year agreement.

Directors Pulido and Dixon were not present for the vote on this item.

18. Congestion Mitigation and Air Quality Funds for Fiscal Year 2004-05

Public comment was taken from Darrell Nolta regarding this issue, and he expressed his concern for transportation and infrastructure.

Motion was made by Director Silva, seconded by Director Cavecche, and declared passed by those Members present, to:

- A. Approve the use of \$35 million of fiscal year 2004-05 Congestion Mitigation and Air Quality funds for the purchase of Metrolink rolling stock needed for the intracounty service, the design and construction of Keller Yard Storage Facility, and the Los Angeles Union Station Mail Dock Demolition and Restoration Project.
- B. Authorize staff to process necessary Regional Transportation Improvement Program and State Transportation Improvement Program amendments as required by the above actions.
- C. Authorize staff to process necessary cooperative agreements with the California Department of Transportation, the Southern California Regional Rail Authority and its member agencies as required by the above actions.

Director Pulido was not present for the vote on this item.

19. Citizens' Advisory Committee

Chairman Campbell pulled this item for presentation, and invited Leonard Lahtinen, who has presided as Chairman of this committee, to the podium to present a resolution of appreciation to him. Resolutions will also be sent to all Committee Members expressing the Authority's appreciation for their service, and those attending this meeting were asked to stand and be recognized.

Motion was made by Director Winterbottom, seconded by Director Duvall, and declared passed by all Members present, to:

- A. Approve the recommended Orange County Transportation Authority Citizens' Advisory Committee structure and direct staff to initiate recruitment of participants.
- B. Recommend the Board of Directors adopt resolutions of appreciation 2005-11 through 2005-52 for members of the 2004 Citizens' Advisory Committee.

Director Pulido was not present for the vote on this item.

20. Purchase Order for 91 Express Lanes Property Insurance

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to authorize the Chief Executive Officer to issue Purchase Order C-4-1187 between the Orange County Transportation Authority and Marsh Risk and Insurance Services, in an amount not to exceed \$450,000, to purchase property insurance for the period of March 1, 2005, to February 28, 2006.

Orange County Transit District Consent Calendar Matters

21. Amendment to Agreement for Janitorial Services

Director Correa pulled this item for discussion, inquiring if health care coverage was to be included as part of this contract.

Chief Executive Officer (CEO), Arthur T. Leahy, responded that there are no benefits being offered with this contract.

Director Correa stated that the issue of health care benefits should be looked at by this Board and discussion followed, and certain motions considered.

Motion was made by Director Wilson, seconded by Director Brewer, to extend the existing contract and health care benefits be investigated. Motion failed by a vote of 8-8, with Chairman Campbell and Directors Rosen, Correa, Green, Silva, Winterbottom, Pulido, and Norby opposing the motion.

Following further discussion, motion was made by Director Correa, seconded by Director Winterbottom, and declared passed by those present to allow a two-weeks extension of the contract and examine the inclusion of health care benefits.

Directors Ritschel, Brewer, Duvall, Dixon, Pringle, Wilson, and Monahan voted to oppose.

Director Pringle expressed his concern for good faith negotiations if ground rules are changed after those negotiations have taken place.

Director Monahan stated he was concerned if ground rules are, in fact, being changed with what could be seen as a policy shift.

21. (Continued)

Director Cavecche stated that policy discussions for issues as this need to take place, and that appropriate action should then be taken on upcoming contracts in relation to the outcome of those discussions.

This item will come back to the Board at its February 28 meeting.

22. Cooperative Agreement with Regional Center of Orange County

Motion was made by Director Wilson, seconded by Director Silva, and declared passed by those Members present, to authorize the Chief Executive Officer to execute Cooperative Agreement C-5-0056 between the Orange County Transportation Authority and the Regional Center of Orange County, in an amount not to exceed \$564,000, to share in the cost of providing transportation services to consumers of the Regional Center through June 30, 2006.

Regular Calendar

23. Orange County Grade Crossing Safety Enhancement Program Update

CEO, Arthur T. Leahy, presented opening comments on this subject, then introduced Paul Taylor, Executive Director, who briefed the Board on the history of this issue.

Public comments were heard from in support of OCTA giving this money to the City of Placentia:

Scott Brady, Mayor of Placentia
Russ Rice, Mayor Pro Tem, Placentia
Norm Eckenrode, Placentia
Connie Underhill, Councilmember, Placentia
Craig Green, Placentia
Darrell Nolta, Westminster
Leonard Lahtinen, Anaheim

Director Norby indicated he supported this measure at the Regional Planning and Highways Committee and distributed a listing of priorities for grade crossing improvements.

Motion was made by Director Ritschel and seconded to modify the existing policy so that the City of Placentia would be eligible to compete for these funds and deduct the previous amount given to the City of Placentia from the monies they are now requesting. Motion failed by a vote of 14-2, with Chairman Campbell and Director Ritschel voting "yes".

23. (Continued)

Further discussion and consideration of modified motions followed. A motion was ultimately made by Director Norby, seconded by Director Correa, and declared passed 12-4, to approve giving \$3 million to the City of Placentia for grade crossing improvements. Votes of opposition were made by Chairman Campbell, Directors Ritschel, Brewer, and Cavecche.

24. Options Regarding Rapid Transit

Paul Taylor, Executive Director, presented this item to the Board and addressed conformity issues in regard to the Regional Transportation Plan.

Public comments were heard from:

Bill Ward, Costa Mesa
David Mootchnik, Costa Mesa
Hamid Bahadori, Costa Mesa
Ken Ruben, Los Angeles
Patrick Kelly, Costa Mesa
Larry Laven, Anaheim
Greg Smith, Irvine
Jack Mallinckrodt, Santa Ana
Wayne King, Roads Work Best
Darrell Nolta, Westminster

Director Dixon requested that staff look at other routes for rapid transit and look at light and heavy forms of rapid transit systems.

Director Brewer stated she feels it is important to preserve the Pacific Electric Right-of-Way as routes are considered.

Director Rosen requested a copy of the Environmental Impact Report for the route being considered.

Discussion continued, and it was the Chairman's desire that the recommendations be voted upon individually. The results of those votes are listed below:

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

- A. Authorize the Chief Executive Officer to develop a process for further study of rapid transit options selected by the Board, including discussions with the Citizens' Oversight Committee for use of Measure M Transit funds for bus rapid transit and/or other selected options, and return with recommendations of resources required.

24. (Continued)

Motion was made by Director Norby, seconded by Director Pulido, and declared passed, to:

- B. Authorize the Chief Executive Officer to explore conversion of the current light rail transit project to another mode, including consideration of a bus rapid transit project beginning on the Bristol Street portion of the current light rail project and return with recommendations of resources required, including amending current consultant contracts for project management, preliminary engineering and environmental impact documentation.

Director Silva voted to oppose this recommendation.

Motion was made by Director Brewer, seconded by Director Pulido, and declared passed, to:

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

25. 91 Express Lanes Operating Contract

Paul Taylor, Executive Director, presented opening comments on this item.

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

- A. Review and comment on the refinements to the 91 Express Lanes approach to operations.
- B. Approve exploring refinement in the release of a Request for Proposals for 91 Express Lanes contracted operations.

Other Matters

26. Chief Executive Officer's Report

CEO, Arthur T. Leahy, referenced an item that was placed at each Member's place at the dais giving information and promoting ridership.

27. Directors' Reports

Chairman Campbell stated the subject of committee meeting frequency had been raised, and it is important to recognize that meetings will be held when necessary to prepare the material for the Board to get in a timely fashion.

Chairman Campbell offered anyone interested to let him know if they are interested in accepting the position of OCTA alternate for OCCOG.

28. Public Comments

At this time, the Chairman advised that members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action 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.

Public comments were heard from:

- Ken Ruben, Los Angeles
- Darrell Nolta, Westminster
- Larry Laven, Placentia

29. Closed Session

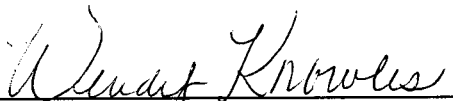
Kennard R. Smart, Jr., General Counsel, stated that there was need for a Closed Session pursuant to Government Code 54956.9(c).

There was no report out of this Session.

30. Adjournment

The meeting adjourned at 12:50 p.m., and the Chairman announced that the next regularly scheduled meeting of the OCTA/OCTD/OCLTA/OCSAFE/OCSAAV Board would be held at 9:00 a.m. on February 28, 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

JEFFREY MELLINGER

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends Jeffrey Mellinger; and

WHEREAS, be it known that Jeffrey Mellinger has been with the Authority since July 19, 1976 and has earned 26 years of safe driving; and

WHEREAS, Jeffrey Mellinger has distinguished himself by maintaining an outstanding record for safety, attendance and customer relations; and

WHEREAS, Jeffrey Mellinger takes great pride in giving extraordinary service to all customers; and

WHEREAS, Jeffrey Mellinger maintains a professional demeanor at all times and is well respected by his customers, peers and supervisors; and

WHEREAS, Jeffrey Mellinger's unselfish dedication to the Authority is recognized and appreciated.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Jeffrey Mellinger as the Orange County Transportation Authority Coach Operator Employee of the Year for 2004; and

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

Dated: February 14, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

QUY NGUYEN

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends Quy Nguyen; and

WHEREAS, Quy is a key member of the Authority's bus maintenance program, improving service reliability and safety; and

WHEREAS, Quy's expertise in the diagnosis, maintenance and repair of bus systems is exceptional; and

WHEREAS, his skills and superb attitude in performing all facets of vehicle maintenance have earned him the respect of all that work with him; and

WHEREAS, his commitment to provide the highest quality of service to our customers, teamwork, and professionalism and his desire to excel are duly noted.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Quy Nguyen as the Orange County Transportation Authority Maintenance Employee of the Year for 2004; and

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

Dated: February 14, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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





ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

EDMUND A. BUCKLEY

WHEREAS, the Orange County Transportation Authority Board of Directors recognizes and commends Edmund A. Buckley; and

WHEREAS, be it known that Edmund has performed his duties as OCTA's Senior Service Analyst for the Operations Planning and Scheduling Department in an outstanding manner, demonstrating the highest level of integrity and professionalism in all his dealings with Authority staff and the public; and

WHEREAS, Edmund's contributions to the development and implementation of OCTA's quarterly Service Improvement Programs and subsequent modifications has demonstrated his qualifications as a critical subject matter expert to OCTA, other transit providers and the public; and

WHEREAS, Edmund's knowledge and understanding of OCTA's transit service development and customer support skills enable Edmund to make significant contributions to OCTA projects including Night Owl Bus Service, Santa Ana Base Service Deployment Plan, SR-91 Express Bus Program development, interagency transit coordination, public information content; and

WHEREAS, Edmund's unique insight into the evolution of public transit in Orange County is a critical resource for OCTA transit service planning and transit service execution decision making.

NOW, THEREFORE, BE IT RESOLVED that the Authority does hereby declare Edmund A. Buckley as the Orange County Transportation Authority Administrative Employee of the Year for 2004; and

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

Dated: February 14, 2005

Bill Campbell, Chairman
Orange County Transportation Authority

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

OCTA Resolution No. 2005-09





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: Art Brown **Job Title:** Vice Chairman
Department: Board of Directors **Destination:** Washington, DC
Program Name: Various Congressional Meetings

Description/Justification: To meet with various Congressional members discussing the transportation issues facing Orange County.

COMMENTS

Other- Ground Transportation

Conference/Seminar Date: 2/15/05	Departure Date: 2/14/05	<input type="checkbox"/> Mail <input type="checkbox"/> Hand Carry
Payment Due Date:	Return Date: 2/18/05	Course Hours:

ESTIMATED EXPENDITURES

Transportation	\$476.90
Meals	\$250.00
Lodging	\$612.00
Registration	
Other	\$100.00
Total	\$1,438.90

APPROVALS

Please Initial:

AB

Finance*

2/7/05

Date

* Funds are available for this travel request.

Please Sign:

Clerk of the Board

Date

ACCOUNTING CODES

Org. Key: 1460	Object: 7655	Job Key: A0001	JL: 8MJ
-----------------------	---------------------	-----------------------	----------------

Ref #: 2005-347	Board Date: February 14, 2005	T/A #:
------------------------	--------------------------------------	---------------



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: State Legislative Status Report

Legislative and Government Affairs/Public Communications
Committee

February 3, 2005

Present: Directors Ritschel, Silva, Brown, and Correa
Absent: Directors Brewer, Rosen, and Wilson

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Adopt the following recommended position on the Governor's Proposition 42 budget proposal:

Support a constitutional amendment to protect future Proposition 42 revenues from being suspended and work cooperatively with the Governor to protect transportation projects programmed in the State Transportation Improvement Program from being delayed.

- B. Adopt a support position on the proposed meal and rest period regulations and request an amendment be added identifying that public agencies are exempt from these requirements.



February 3, 2005

To: Legislative and Government Affairs/Public Communications Committee

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

Subject: State Legislative Status Report

Overview

Governor Arnold Schwarzenegger has proposed suspension of Proposition 42 in fiscal year 2005-2006, with a pledge to introduce legislation this year that will constitutionally prohibit the suspension of future Proposition 42 transfers. New regulations are being proposed to clarify meal and rest periods' requirements.

Recommendations

A. Adopt the following recommended position on the Governor's Proposition 42 budget proposal:

Support a constitutional amendment to protect future Proposition 42 revenues from being suspended and work cooperatively with the Governor to protect transportation projects programmed in the State Transportation Improvement Program from being delayed.

B. Adopt a support position on the proposed meal and rest period regulations and request an amendment be added identifying that public agencies are exempt from these requirements.

Discussion

Proposition 42 Proposal

Governor Schwarzenegger's proposed budget for fiscal year (FY) 2005-2006 includes the suspension of Proposition 42 transfers of state sales tax on gasoline to transportation funding. The suspension of \$1.31 billion in projected Proposition 42 revenues are to be treated as a loan and along with the previous two years suspensions, totaling \$3.379 billion, are to be repaid over a 15-year period without interest.

The Governor has also proposed the introduction of legislation this year that will constitutionally prohibit the suspension of future Proposition 42 transfers, beginning in FY 2007-2008. The Governor's proposal could negatively impact Orange County Transportation Authority (OCTA) projects programmed in the State Transportation Improvement Program (STIP). OCTA staff recommends that the Governor's proposal to protect Proposition 42 from future suspensions be supported and that OCTA work cooperatively with the Governor to:

- Protect projects programmed in the STIP through a partial suspension of Proposition 42 rather than a full suspension;
- Escalate the repayment of Proposition 42 suspensions from 15 years to no more than five years or provide that the repayment over 15 years include interest;
- Deprogram projects in the STIP that have been programmed relying on county share advancements, if projects must be removed; and
- Provide flexibility on the non-federal match to allow STIP projects to be funded through GARVEE bonds.

Attachment A is an analysis of the Governor's Proposition 42 proposal.

Meal and Rest Break Regulations

Last year, the Governor vetoed legislation which would have permitted additional flexibility for employees covered by a collective bargaining agreement to schedule meal periods. In his veto message, the Governor indicated that existing law has created confusion regarding when meal and rest periods must be taken and that regulations were needed to clarify conditions of these mandated breaks.

The proposed meal and rest period regulation would define the term "provide a meal period", create more flexibility as to when meal periods can be taken, and provide that failure to provide a meal or rest period results in payment of a penalty not a wage. OCTA staff recommends a support position on the proposed meal and rest period regulations and requests an amendment be added identifying that public agencies are exempt from these requirements. Attachment B is an analysis of the proposed regulations.

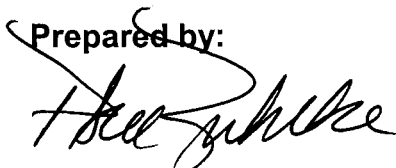
Summary

Budgetary and regulatory proposals are submitted to the Board of Directors for consideration and action.

Attachments

- A. Analysis of the Governor's Proposition 42 Proposal
- B. Analysis of Proposed Regulations Governing Meal and Rest Periods

Prepared by:



P. Sue Zuhlke
Manager, State Relations
(714) 560-5574

Approved by:



Richard J. Bacigalupo
Deputy Chief Executive Officer
(714) 560-5901

PROPOSAL: Governor's Proposed Fiscal Year 2005-2006 Budget

SUBJECT: Governor Schwarzenegger proposes to suspend Proposition 42 and support a constitutional amendment to prohibit future suspensions after fiscal year 2006-2007.

SUMMARY AS OF JANUARY 17, 2005:

Governor Schwarzenegger's proposed budget for fiscal year (FY) 2005-2006 includes the suspension of Proposition 42 transfers of state sales tax on gasoline to transportation funding. The suspension of \$1.31 billion in projected Proposition 42 revenues are to be treated as a loan and along with the previous two years suspensions, totaling \$3.379 billion, are to be repaid over a 15-year period without interest. Finance Director Tom Campbell reported that repayment over the 15-year period would permit the issuance of bonds against the guaranteed revenue stream. Most likely, the guaranteed revenue stream over the 15-years would only equal the amount of \$3.379 billion obligation. Therefore, the principal amount of the bonds would be far less so that the principal and interest payments combined do not exceed the obligation.

In exchange for the current suspension of Proposition 42 in FY 2005-2006 and possibly in FY 2006-2007, the Governor has proposed the introduction of legislation this year that will constitutionally prohibit the suspension of future Proposition 42 transfers, beginning in FY 2007-2008. The reform proposal takes a similar approach to protecting Proposition 42 as the agreement reached last year between the Governor and local governments with Proposition 1A. Proposition 1A, a measure approved by 83.7 percent of voters, in which the State is allowed to take local property tax funds for two years and then constitutionally limited from similar action in the future. Local government consensus to suspend funds for two years was met with a pledge by Governor Schwarzenegger to publicly and actively endorse the constitutional amendment protecting future funds. It is anticipated that if transportation were to pursue a similar route as that chosen by local government officials, then comparable support from the Governor would be received.

Proposition 42, approved overwhelming by nearly 70 percent of voters in March 2002, as Article XIXB of the California Constitution, requires the transfer of the state sales tax on gasoline from the state General Fund to the Transportation Investment Fund (TIF). Previously, the state sales tax on gasoline would be transferred into the General Fund. It is projected that Proposition 42 would increase transportation funding by \$1.2 to \$1.5 billion annually.

For FY 2003-2004 through FY 2008-2009, \$678 million annually from the TIF is to be allocated to pay for projects adopted in the Traffic Congestion Relief Program (TCRP). The balance of the funds in the TIF is to be allocated as follows: 40 percent to the State Transportation Improvement Program (STIP), 20 percent to the Public Transportation Account (PTA), 20 percent for county street and road improvements, and 20 percent for

city street and road improvements. After FY 2008-2009, funds in the TIF would be allocated as follows: 40 percent to the STIP, 20 percent to the PTA, 20 percent for county streets and roads improvements, and 20 percent for city street and road improvements.

Since enactment, Proposition 42 has been partially suspended once and completely suspended once by the Governor and the Legislature under an emergency clause, allowing suspension in times of fiscal crisis. The Governor now proposes its complete suspension again. Out of the \$3.379 billion expected from Proposition 42 funds for FY 2003-2004 through FY 2005-2006, only \$295 million would have gone to transportation projects if the Governor's proposal is approved by the Legislature.

EFFECTS ON ORANGE COUNTY:

The following table illustrates the direct loss of funds to Orange County from the proposed suspension of Proposition 42 in FY 2005-2006, and highlights the projected revenues that Proposition 42 will provide OCTA, Orange County, and cities in Orange County, assuming the completion of the Traffic Congestion Relief Program (TRCP) in 2007-2008.

Orange County Estimated Proposition 42 Funding

	FY 2005-2006* (Proposed to be Suspended)	FY 2007-2008 and After (Upon Completion of TCRP Projects)
STIP	\$15.2 million	\$28.1 million
Cities	\$12.5 million	\$27.8 million
County	\$7.9 million	\$17.6 million
PTA	\$3.3 million	\$7.3 million
Total	\$44.9 million	\$80.8 million

* For FY 2005-2006, since funding is proposed to be suspended, allocations for Orange County's two TCRP projects, \$123.7 million for the widening of the Garden Grove Freeway (State Route 22) and \$11.8 million for the OnTrac grade separation project, would not be made by the California Transportation Commission.

Although the Governor's proposal intends to repay the Proposition 42 funds, the proposed suspension and previous suspensions repaid over 15 years will have a negative impact on the STIP. The suspension in the current fiscal year, to be repaid in FY 2007-2008, eliminated a cash flow of nearly \$215 million. A similar suspension next year will eliminate approximately \$252 million. Since repayment would not occur during the five year period of the STIP, the STIP will not be financially constrained and projects will have to be removed. There are \$128.7 million worth of projects programmed in the STIP for FY 2004-2005 and \$1.019 billion programmed in FY 2005-2006 which will likely be delayed.

Orange County regional projects programmed during the two year period include the Santa Ana Freeway (I-5) Far North HOV and Widening project, the Imperial Highway

and Placentia Grade Separation projects, and various chokepoint projects totally \$72.3 million. Additionally, \$36.2 million in interregional funds are programmed for the I-5 Far North widening project. Loss of Proposition 42 funding could delay these projects.

There are \$361 million in projects programmed through advances against future county shares beyond the five year STIP period. There are also several counties, including Orange County, that have unprogrammed county share balances that cannot be accessed because of the advances. In addition, there are \$160 million in interregional projects programmed through advances. If projects have to be removed from the STIP, those projects programmed through advances should be the first to be deprogrammed.

The FY 2004-2005 state budget provided for approximately \$800 million in bonding capacity to be repaid with future federal transportation funds. These Grant Anticipation Revenue Vehicle (GARVEE) bonds require a non-federal match which under the current California Transportation Commission (CTC) guidelines must be from state revenue. The CTC implemented this requirement to ensure that all counties could seek funding through GARVEE bonds. Unfortunately, there are no available state funds for the non-federal match and the CTC cannot issue bonds at this time.

OCTA POSITION:

OCTA staff recommends that the Governor's proposal to protect Proposition 42 from future suspensions be supported and that OCTA work cooperatively with the Governor to:

- Protect projects programmed in the STIP through a partial suspension of Proposition 42 rather than a full suspension;
- Escalate the repayment of Proposition 42 suspensions from 15 years to no more than five years or provide that the repayment over 15 years include interest;
- Deprogram projects in the STIP that have been programmed relying on county share advancements, if projects must be removed; and
- Provide flexibility on the non-federal match to allow STIP projects to be funded through GARVEE bonds.

PROPOSAL: Proposed Regulation Governing Meal and Rest Periods

SUBJECT: The proposed meal and rest period regulation would define the term “provide a meal period”, create more flexibility as to when meal periods can be taken, and provide that failure to provide a meal or rest period results in payment of a penalty not a wage.

SUMMARY AS OF JANUARY 25, 2005:

Existing law specifies that an employer may not employ an employee for a work period of more than five hours per day without providing the employee with a meal period of not less than 30 minutes. This law has been previously interpreted to mean that the meal period must commence no later than the beginning of the fifth hour of work. Failure to provide an employee a meal or rest period in accordance with any applicable wage order of the Industrial Welfare Commission (IWC) will result in the employer paying the employee one additional hour of pay at the employee’s regular rate of compensation for each work day that the meal or rest period is not provided.

Existing law permits the IWC to maintain exemptions from provisions regulating hours of work that was contained in any valid wage order in effect in 1997. Public agencies have historically been exempt from provisions of the wage orders related to meal and rest periods. The IWC, however, can choose not to exempt public agencies. In October 2003, the IWC amended wage order 9 to apply the meal and rest period provisions to public agencies that employ commercial drivers. AB 98 (Koretz, D-West Hollywood), effective January 1, 2004, permitted the IWC to exempt from the provisions those employees covered by a valid collective bargaining agreement. Since July 1, 2004, public transit agencies are the only public agencies that must comply with the meal and rest period provisions contained in the wage orders.

The wage orders that exempt public agencies from various requirements do so through a general statement contained within the wage order stating that certain sections shall not apply to any employees directly employed by the State or any political subdivision thereof, including any city, county, or special district. There is no statutory exemption for public agencies.

Last year, AB 3018 (Koretz, D-West Hollywood), which would have permitted additional flexibility for employees covered by a collective bargaining agreement to schedule meal periods, was vetoed by the Governor. In his veto message, the Governor stated,

“Inconsistent interpretation of existing law has created confusion relative to when and how employers must provide meal and rest periods to their employees. This confusion has left many employers facing steep penalties for failing to adhere to the law, even if they believe they have met all required mandates. This bill addresses this problem for unionized employers in the transportation industry. Unfortunately, this problem impacts both union and non-union employers and spreads across almost all industries. In addition, I

believe that a good portion of this issue can be addressed administratively. Regulations are warranted to clarify when an employer has complied with the mandate to provide meal and rest periods.”

The regulation being proposed by the Division of Labor Standards Enforcement would: (1) establish criteria to determine if an employer has met the requirement of providing a meal period; (2) clarify that employees may choose to begin the initial meal period by the end of the sixth hour of work; (3) define the term “work period”, and (4) clarify that the one hour of pay an employer must pay an employee for failure to provide a meal or rest period is considered a penalty.

However, the proposed regulation makes three significant clarifications. First, employers will have complied with the requirement for providing a meal period if the employer makes the meal period available to the employee and affords the employee the opportunity to take it. Under the current interpretation of “provide a meal period,” employers have been held liable for not ensuring that each employee takes the required meal period.

Second, more flexibility is added that benefits both the employee and employer by allowing the meal period to be taken before the end of the sixth hour of work instead of no later than the fifth hour of work. Finally, by considering the one hour of pay for failure to provide a meal or rest break a penalty instead of wage, the statute of limitation to collect back penalties decreases from three years to one year.

The proposed regulation does not include a statement that exempts public agencies and only states that “Unless provided otherwise by an applicable order of the Industrial Welfare Commission, a meal period as required by Labor Code Section 512 (a) may begin before the sixth hour of the work period.”

EFFECTS ON ORANGE COUNTY:

Contractors used by the Orange County Transportation Authority (OCTA) for fixed route and ACCESS service are required to comply with meal and rest periods. These costs are eventually passed on to OCTA through the contract. The proposed regulation would directly benefit OCTA’s contractor and ultimately benefit OCTA.

By action of the IWC, public agency employers who employ commercial drivers which would be subject to Wage Order Number 9 covering the transportation industry are now required to provide meal and rest periods. This requirement went into effect on July 1, 2004. Public transit operators are not subject to the meal or rest break requirement if their commercial drivers are covered by a collective bargaining agreement that expressly provides for meal and rest periods.

Prior to July 1, 2004, all public agencies, including public transit operators, were exempt from the meal and rest break requirements. These breaks were provided, however, to OCTA coach operators through recovery time at the end of each run. Because of the

change to Wage Order Number 9, OCTA was required to negotiate these breaks through collective bargaining. OCTA and the union agreed that these breaks would be taken during recovery time and during the time between split shifts. If OCTA is unable to negotiate an acceptable agreement regarding meal and rest periods with our coach operators during future negotiations, we would be subject to the strict requirements of the wage order. If OCTA had to comply with the strict meal and rest periods of a 30-minute meal period and two 10-minute rest breaks, approximately 190,000 annual vehicle service hours would have to be added to ensure uninterrupted service. This is a cost of approximately \$4 million.

The OCTA Board of Directors opposed the imposition of meal and rest breaks on public agencies in 2002 and 2003. Although then Governor Davis vetoed legislation in 2002 concerning meal and rest breaks for public transit operators, he signed legislation in 2003 which permitted the IWC to subject public agencies to the requirements in Wage Order Number 9.

Governor Schwarzenegger has proposed to eliminate the IWC and have its responsibilities transferred to the Labor and Workforce Development Agency. Should this occur, the wage orders could be amended or eliminated entirely and replaced with regulations such as this one being proposed. Since public agencies are exempt through the wage orders and not through statute, it would be advisable to include the exemption in the proposed regulation.

OCTA POSITION:

Because the proposed regulation provides more flexibility and shortens the statute of limitation, staff recommends that OCTA support the proposed regulation. Additionally, staff would recommend that a section be added to the proposed regulation that clearly exempts public agencies from the requirements of meal and rest periods. Although Wage Order Number 9 clearly provides otherwise for meal and rest periods, additional language in the regulation would remove any ambiguity that other public agencies are exempt from the proposed regulation.



Item 8.

BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, ^{WK} Clerk of the Board
Subject: Orange County Transportation Authority 2005 State and Federal Legislative Platforms

Legislative and Government Affairs/Public Communications
Committee

February 3, 2005

Present: Directors Ritschel, Silva, Brown, and Correa
Absent: Directors Brewer, Rosen, and Wilson

Committee Recommendation

Review the Orange County Transportation Authority 2005 State and Federal Legislative Platforms and amend as appropriate.

Committee Discussion

This item was for review only. No action taken at this time.



February 3, 2005

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Orange County Transportation Authority 2005 State and Federal Legislative Platforms

Overview

The Orange County Transportation Authority 2005 State and Federal Legislative Platforms were reviewed and approved by the Board of Directors on November 22, 2004. Staff is submitting the 2005 State and Federal Legislative Platforms for review and comments to the 2005 Board of Directors.

Recommendation

Review the Orange County Transportation Authority 2005 State and Federal Legislative Platforms and amend as appropriate.

Background

Each year, Government Relations' staff develops legislative platforms that outline the Orange County Transportation Authority's (OCTA's) legislative goals for the coming year. These documents describe OCTA's legislative priorities and objectives and direct staff on bills to introduce. The legislative platforms also provide guidelines for future recommended positions on other bills of interest to OCTA.

To ensure that staff had clear objectives and priorities, the then 11 voting member Board of Directors adopted the 2005 State and Federal Legislative Platforms on November 22, 2004.

Discussion

The 2005 State and Federal Legislative Program is included as Attachment A. Below are highlights of each of the platforms.

2005 State Legislative Platform Highlights

Reimbursement of Local Funds

OCTA has introduced language to extend the period of time for which agencies can receive reimbursement of local funds used to work on projects in the State Transportation Improvement Program (STIP) prior to the California Transportation Commission (CTC) allocating the funds. Currently, an agency can be reimbursed for authorized expenditures of local funds for the 12 months prior to a STIP allocation by the CTC. Due to the financial strain on the State Highway Account (SHA), allocations during the last 26 months have been limited to highway maintenance and safety projects. OCTA is sponsoring legislation to increase from 12 months to 36 months the guaranteed reimbursement of project costs advanced with local funds for projects approved by the CTC in the STIP.

Stable Funding Source for Planning Activities

OCTA and the California Association of Councils of Governments (CALCOG) have introduced language that would establish a more stable base amount of funding for planning, programming, and monitoring activities. Under the proposal, funding for planning activities would be taken off the top of the SHA instead of coming out of the STIP and therefore not be as susceptible to fluctuations in the STIP, which have recently resulted in no new allocations for any activities. This legislative proposal is supported by regional transportation planning agencies throughout the state.

Amend High Speed Rail Proposal

Existing law creates the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Act) which, subject to voter approval, would provide for the issuance of \$9.95 billion in general obligations bonds. Although originally set to be placed on the November 2004 election ballot, legislation passed by the Legislature and approved by Governor Schwarzenegger delayed a vote on the issuance of bonds until November 2006.

Under existing Act language, the initial segment of the California high-speed train system is planned to extend between the San Francisco Transbay Terminal and Los Angeles Union Station. OCTA and the City of Anaheim are co-sponsoring legislation to extend the initial segment to the City of Anaheim.

State Architect Review Process

Prior to this year, the California Department of Transportation (Caltrans) had an interagency agreement with the Department of General Services-Division of State Architect (DGS-DSA) that authorized Caltrans to certify projects on the state highway system rights-of-way for compliance with state accessibility design standards to fulfill the requirements of the Americans with Disabilities Act. Caltrans was notified by DGS-DSA that this agreement would not be renewed because legal counsel for the DGS-DSA does not believe it is authorized under current statute to delegate that responsibility to Caltrans. Although the interagency agreement expired on June 30, 2004, Caltrans was permitted to certify projects until January 1, 2005, after which project plans would have to be submitted to DGS-DSA for approval.

This requirement unnecessarily adds a second layer of review and mandates the payment of plan review fees from one state agency to another, thereby impacting the delivery schedule for every project that contains a pedestrian facility. As approved by the Board of Directors on January 24, 2005, OCTA and the Self-Help Counties Coalition have submitted language to authorize Caltrans to review and approve accessibility standards for projects on the state highway system rights-of-way.

2005 Federal Legislative Platform Highlights

Renewal of the Transportation Equity Act for the 21st Century

In 2005, Congress will continue to consider the successor bill to the 1998 Transportation Equity Act for the 21st Century (TEA-21). This landmark \$219 billion legislation authorized federal funding for the nation's road, rail, and transit projects through September 30, 2003. National, state, and local transportation associations and agencies spent most of 2004 preparing for the reauthorization process by developing recommendations on funding formulas, program structure, equity, and expedited project delivery for inclusion in the new Act.

By previous action on June 20, 2002, the OCTA Board of Directors adopted the California Transportation Consensus Principles. These principles were developed through a collaborative effort between the Business, Transportation and Housing Agency, the California Association of Councils of Governments, regional transportation planning agencies, and other interested parties. Because the policy objectives in this document represents OCTA's general interests, and in order to provide a united front for transportation in general, OCTA continues to support the California Transportation Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century.

Fiscal Year 2006 Transportation Appropriations Bill

The transportation appropriations bill will be important because it provides the funding for the authorized programs. In addition, the Homeland Security Act, passed in 2002, created a new federal Department of Homeland Security and transferred several programs critical to transportation into that department from the Department of Transportation.

OCTA will support appropriations for the Department of Homeland Security, which protects national transportation systems including transit facilities, rail lines, and related software systems.

OCTA will also secure funding earmarks in Fiscal Year 2006 appropriations legislation for freeway improvement and mass transit expansion.

Summary

The Board of Directors is respectfully requested to review the Orange County Transportation Authority 2005 State and Federal Legislative Platforms adopted on November 22, 2004, and consider amendments as appropriate.

Attachment

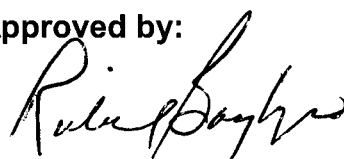
- A. Orange County Transportation Authority 2005 State and Legislative Program

Prepared by:



P. Sue Zuhlke
Manager, State Relations
(714) 560-5574

Approved by:



Richard Bacigalupo
Deputy Chief Executive Officer
(714) 560-5901



2005 State and Federal Legislative Program

Orange County Transportation Authority



Express Lanes
3+ Lane

Table of Contents

State Legislative Platform

I.	State Budget.	1
II.	State/Local Fiscal Reforms.	1
III.	Fiscal Issues.	2
IV.	STIP Reform.	2
V.	Transit Programs	3
VI.	Roads, and Highways.	4
VII.	Rail Programs.	5
VIII.	Administrative/General	5
IX.	Environmental Policies	5
X.	Employment Issues	6

Federal Legislative Platform

I.	Surface Transportation Legislation.	7
II.	Fiscal Year 2006 Appropriations Bill.	9
III.	Transit, Rail and Highways.	9
IV.	Environmental Policies	10
V.	Employment Issues	10

Exhibit A

California Transportation Consensus Principles	11
--	----

Exhibit B

Summary of OCTA Projects for Reauthorization of TEA-21	13
--	----

Exhibit C

Summary of Projects by Local Cities and Agencies	14
--	----

Exhibit D

2005 Appropriations Summary of OCTA Projects	16
--	----

STATE PLATFORM

I. STATE BUDGET

As the state enters its fourth year of double-digit deficit budgets, the Orange County Transportation Authority (OCTA) remains concerned about the stability and consistency of dedicated transportation funding. Since fiscal year (FY) 2001, approximately \$4.5 billion has been loaned from transportation accounts to either the General Fund or the Traffic Congestion Relief Fund (TCRF) with only \$273 million repaid to date and another \$1.38 billion proposed to be repaid in FY 2005.

A portion of the proposed repayment during FY 2005 relies on renegotiated gaming compacts by Governor Arnold Schwarzenegger with five Indian tribes. These compacts will dedicate \$1.2 billion to transportation through the issuance of a bond. It is important to note that this funding does not constitute new revenues but rather an early repayment of previous transportation loans. The California State Treasurer, however, estimates that the sale of the bond will only generate \$856 million.

Transportation advocates will be alert to further erosion of state funding as well as state attempts to shift their costs to local entities or to secure a larger state share of the upcoming federal funding. Key protective actions by OCTA will include:

- a) Oppose further loans from state highway and transit accounts to the state General Fund, deferral of existing loan repayment provisions, taking of "spill over" revenue from the Public Transportation Account, or relaxation of payback with interest provisions.
- b) Oppose unfunded mandates for transportation agencies and local governments in providing transportation improvements and services.
- c) Oppose cost shifts or changes in responsibility for projects funded by the state to the local transportation entities.
- d) Protect OCTA's statutory portions of the state highway and transit funding programs.
- e) Advocate for the allocation of OCTA's State Transportation Improvement Program (STIP) reserve.
- f) Oppose efforts to utilize statewide transportation funds to cover Bay Bridge cost overruns.

Key revenue enhancement and maintenance efforts by OCTA will include:

- g) Support legislation to treat the property tax of single-county transit districts the same as multi-county districts and correct other Educational Revenue Augmentation Fund (ERAF) inequities between like agencies.
- h) Seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.
- i) Support legislative efforts to amend Proposition 42 to make the sales tax on gasoline a guaranteed revenue source for transportation.
- j) Support a Constitutional amendment to require the state to pay back with interest any funds loaned to it from the transportation accounts.

II. STATE/LOCAL FISCAL REFORMS

Last year, the state faced a \$10 billion structural deficit (the inability to fund the ongoing programs and services to which it had committed) as part of its \$16 billion deficit. Resolving this structural deficit will require less dependence on more volatile forms of revenues (i.e. personal income tax on the upper income persons), increases in various taxes, and/or serious reductions in state programs.

Attempts to prevent future budget shortfalls and address the causes of the structural deficiencies have led to comprehensive and holistic reform

Fiscal/STIP Reforms

efforts. Recently, Governor Schwarzenegger created the California Performance Review Board to examine possible reform efforts to overhaul California's bureaucracies with the aim of eliminating duplication and inefficiencies in government. The uncertainty of possible structural changes, along with the additional property tax shift that occurred in 2004, could affect local agencies' ability to meet maintenance of effort requirements to receive Measure M funds. Therefore, OCTA will:

- a) Support legislation protecting or expanding local decision-making in programming expenditures of transportation funds.
- b) Protect local prerogative over regional program funds.
- c) Support efforts to ease or simplify local matching requirements for state and federal grants and programs.
- d) Support the retention of existing local revenue sources, including Vehicle License Fees (VLF) and property taxes.
- e) Investigate updating the formula used to sub-allocate gas tax between counties and cities.
- f) Oppose efforts to suspend fuel excise or sales taxes as relief to consumers from high fuel prices, unless an alternate funding source is provided.
- g) Cooperate with the Southern California Association of Governments on proposals to increase funding for large multi-county projects approved by the OCTA Board of Directors, but oppose instituting regional gasoline sales taxes or user fees that would not be directly controlled by county transportation commissions.

III. FISCAL ISSUES

A number of past legislative actions, court decisions, and voter approved ballot measures have undermined the ability of local governments to serve the needs of their citizens. Key measures in this effort include:

- a) Oppose efforts to increase the one and one-half percent cap on administrative fees charged by the Board of Equalization on the collection of local sales taxes measures.
- b) Support legislation to protect the flexibility of federal aid highway funds by requiring state compliance with federal highway safety requirements.
- c) Seek flexibility for obligating regional federal transportation funds through interim exchange instead of loss of the funds by the local agency.
- d) Oppose efforts to change the allocation of gasoline sales tax as approved by the voters with the passage of Proposition 42.

IV. STIP REFORM

The STIP, substantially amended by SB 45, (Kopp) (Chapter 622, Statutes of 1997), is a programming document that establishes the funding priorities and project commitments for transportation capital improvements funded primarily from the State Highway Account (SHA). SB 45 places decision-making closest to the problem by providing project selection for 75 percent of the funding in the Regional Transportation Improvement Program (RTIP). This funding is distributed to counties based on an allocation formula. The remaining 25 percent of the funds is programmed by the Department of Transportation (Caltrans) in the Interregional Transportation Improvement Program (ITIP).

Transit Programs

In its 2001 Annual Report to the Legislature, the California Transportation Commission (CTC) recommended the Legislature revisit the program structure defining the 75 percent RTIP and 25 percent ITIP. The CTC believes a structural imbalance exists that could be remedied by increasing the percentage of STIP funding for the ITIP, changing the scope of the RTIP and ITIP so that the ITIP is more focused on interregional needs, or some combination of these two remedies. Key provisions to be sought by OCTA include:

- a) Support legislation that maintains equitable "return to source" allocations of transportation tax revenues, such as updating north/south formula distribution of county shares and ITIP allocations.
- b) Support legislation to clarify that programming of county shares has priority over advancement of future county shares.
- c) Maintain the current STIP formula, which provides 75 percent of the STIP funding to the locally nominated RTIP and 25 percent to the ITIP Program.
- d) Support a formula based guaranteed disbursement of the ITIP.
- e) Support establishing a consistent four-year time period for all phases of the STIP funding cycle including programming, implementing, and auditing of local share funding.
- f) Sponsor legislation to increase from 12 months to 36 months the guaranteed reimbursement of project costs advanced with local funds for projects approved by the CTC in the STIP.
- g) Support federal Minimum Guarantee highway funding being subject to regional distribution within the state as with earlier federal funding programs.
- h) Support removing the barriers for funding transportation projects including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time.
- i) Support exemptions for State Highway Operations and Protection Program (SHOPP) safety projects so that these projects can continue in the event the budget is not passed by the constitutional deadline.
- j) Support requiring Transportation Congestion Relief Program (TCRP) projects that are advanced with non-TCRP funds be reimbursed from the TCRF before advancing other TCRP projects.
- k) Co-sponsor legislation to provide a more stable base of funding used to calculate the amount of STIP funding that regional transportation planning agencies and county transportation commission can use for planning, programming, and monitoring purposes.
- l) Support legislation to involve county transportation commissions in development and prioritization of SHOPP projects.

V. TRANSIT PROGRAMS

With the addition of 600,000 new cars to Southern California freeways every year, the need for alternatives to driving is becoming increasingly important. Over the past ten years, Los Angeles and San Diego counties have made aggressive transit improvements through expansion of their Metrolink and light rail systems. On the other hand, Orange, Riverside, and San Bernardino counties have concentrated on expanding their bus and Metrolink commuter services. While maintaining

Roads & Highways

its emphasis on rail and bus services, OCTA will look to maintain its building opportunities for the future and anticipates the following transit program issues to surface next year:

- a) Support legislation to encourage the interoperability of smart card technology within California.
- b) Support legislation to limit the liability of transit districts for the location of bus stops (*Bonanno v. Central Contra Costa Transit Authority*).
- c) Support study of the policies, funding options, and need for rail/highway grade separations including any impact on existing state highway and transit funding sources.
- d) Support incentives to local entities for the development and siting of transit oriented development projects (i.e. an increased share of property taxes, extra credit towards housing element requirements).
- e) Oppose unfunded transit mandates that may occur as part of California's Olmstead Plan.

VI. ROADS AND HIGHWAYS

In 2003, OCTA became, upon purchase of the 91 Express Lanes, a toll road operator. In addition to being responsible for the toll road operation, OCTA is responsible for funding highway, street, and road projects, and will manage the widening of the Garden Grove Freeway (State Route 22) utilizing a design-build process. OCTA advocacy efforts will emphasize the following:

- a) Oppose efforts to create a conservancy that would affect the delivery of transportation projects under study or being implemented in the region.
- b) Support administrative policy change to lower the oversight fee charged by Caltrans to ensure that project support costs are

equivalent whether the project is administered by Caltrans or a local agency.

- c) Support improvements in major trade gateways in California to facilitate the movement of intrastate, interstate, and international trade beneficial to the state's economy.
- d) Oppose efforts limiting the use of design-build contracting and support the use of the design-build process to build infrastructure and transit facilities in a timely and cost efficient manner.
- e) Support streamlining of the Caltrans review process for projects, and reduction of red tape, without compromising environmental safeguards.
- f) Explore viability of statutory authorization to manage construction projects on state highways similar to the authority vested in the Santa Clara Valley Transportation Authority.
- g) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 Express Lanes.
- h) Work with Caltrans to ensure design specifications for bridges are free from defect.
- i) Explore options with the state, county, cities, and other local jurisdictions to ensure greater cooperation in the control of street signal coordination, prioritization, and preemption.
- j) Co-sponsor legislation with the Self-Help Counties Coalition to authorize Caltrans to approve accessibility standards for projects on the State highway system right-of-way.

Rail/Administrative/Environmental

VII. RAIL PROGRAMS

Due to the current state budget deficit, the Legislature approved a bill to postpone placement of the Safe, Reliable High-Speed Passenger Train Bond Act of the 21st Century on the statewide ballot until November 2006. This bond act would provide \$9 billion for the construction of the high-speed rail system and over \$900 million for feeder rail service.

Two magnetic levitation systems are also being explored that could travel through Orange County. Funding for these rail systems could impact other transportation funding. Key advocacy efforts will emphasize the following:

- a) Support legislation that encourages mixed-use development around rail corridors.
- b) Support equitable distribution of bond revenue for feeder rail service.
- c) Support legislation that will aid in the development, approval, and construction of projects to expand goods movement capacity and reduce congestion.
- d) Co-sponsor, with the City of Anaheim, legislation that would extend the initial operating segment of the California High-Speed Rail System from the Los Angeles area to Anaheim.

VIII. ADMINISTRATION/GENERAL

General administrative issues arise every session that could impact OCTA's ability to operate efficiently. Key positions include:

- a) Support legislation that is aimed at controlling, diminishing, or eliminating unsolicited electronic messages that congest OCTA's computer systems and reduce productivity.
- b) Oppose legislation and regulations adversely affecting OCTA's ability to

efficiently and effectively contract for goods and services, conduct business of the Authority, and limit or transfer the risk of liability.

IX. ENVIRONMENTAL POLICIES

Changes in environmental laws can affect OCTA's ability to plan, develop, and build transit, rail, and highway projects. While OCTA has been a leading advocate for new cleaner transit technologies and the efficient use of transportation alternatives, it also remains alert to new, conflicting, or excessive environmental statute changes. Key positions include:

- a) Oppose efforts to grant special interest groups control or influence over California Environmental Protection Act (CEQA) process.
- b) Support legislation to integrate state and federal environmental impact studies.
- c) Oppose expanded use of High Occupancy Vehicle (HOV) lanes for purposes not related to congestion relief or air quality improvement.
- d) Support creative use of paths, roads, and abandoned rail lines using existing established rights of way to promote bike trails and pedestrian paths.
- e) Support incentives for development, testing, and purchase of clean fuel commercial vehicles.
- f) Support an income tax credit to employers for subsidizing employee transit passes.
- g) Oppose legislation that restricts road construction by superseding existing broad-based environmental review and mitigation processes.

Employment

- h) Support efforts to seek funding for retrofitting or re-powering heavy duty trucks and buses for cleaner engines to attain air quality standards.
- i) Support legislation to require the South Coast Air Quality Management District (AQMD) to grant transit demonstration projects a temporary relief from having to initiate new services with alternative fuel vehicles. This allows greater flexibility to transit agencies to test new markets and/or services with the goal of expanding the transit market share.

X. EMPLOYMENT ISSUES

As a public service employer and one of the largest employers in Orange County, OCTA balances its responsibility to the community and the taxpayers to provide safe, reliable, cost-effective service with its responsibility of being a reasonable, responsive employer. Key advocacy positions include:

- a) Oppose efforts to impose state labor laws on currently exempt public agencies.
- b) Oppose legislation that circumvents the collective bargaining process.
- c) Support legislation that reforms the worker's compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently.
- d) Oppose legislation and regulations adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits, and working conditions, including health, safety, and ergonomic standards for the workplace.

FEDERAL PLATFORM

I. SURFACE TRANSPORTATION LEGISLATION

In 2005, Congress will continue to consider the successor bill to the 1998 Transportation Equity Act for the 21st Century (TEA-21). This landmark \$219 billion legislation authorized federal funding for the nation's road, rail, and transit projects through September 30, 2003. National, state, and local transportation associations and agencies spent most of 2004 preparing for the reauthorization process by developing recommendations on funding formulas, program structure, equity, and expedited project delivery for inclusion in the new Act.

By previous action on June 20, 2002, the Orange County Transportation Authority Board adopted the California Transportation Consensus Principles. These principles were developed through a collaborative effort between the Business, Transportation and Housing Agency, the California Association of Councils of Governments, regional transportation planning agencies, and other interested parties. Because the policy objectives in this document represents OCTA's general interests, and in order to provide a united front for transportation in general, and California in particular, OCTA will continue to support the California Transportation Consensus Principles for Reauthorization of the Transportation Equity Act for the 21st Century (Exhibit A).

In addition to these broad general funding and process principles, OCTA has an interest in continuing some specific provisions of TEA-21 and in changing others. Key issues important to OCTA to be advanced through its associations and advocates during the reauthorization process include:

- a) Support a 90.5 percent or higher minimum guarantee to individual states of return to source funding for federal-aid highway programs.
- b) Support continuation of the Congestion Mitigation and Air Quality (CMAQ) program funding formulas that include multipliers for the worst air quality non-attainment problems.
- c) Oppose any provision in surface transportation reauthorizing legislation that changes the current weighting factors assigned to non-attainment areas for the purposes of determining each state's share of CMAQ funds.
- d) Support expanded eligibility for use of CMAQ funds to include improved transit frequency and headways.
- e) Support language in surface transportation reauthorizing legislation whereby federal obligational authority used for demonstration projects are "taken off the top" when determining state apportionments, so that these funds will not be subtracted from a county's funding share.
- f) Support advanced funding of CMAQ-eligible projects through deposits into an operating fund rather than expenditure reimbursement.
- g) Support reimbursement to local entities for expenditures made on projects approved and listed in the Federal Transportation Improvement Program.
- h) Support expansion of Intelligent Transportation Systems program to include funding for operations rather than just capital expenditures.
- i) Support changes in New Start program selection criteria to consider travel time savings and give priority to projects, which provide access to airports or other inter-modal sites.
- j) Support directly allocating planning funds via state processes to metropolitan planning

Surface Trans. Legislation (continued)

organizations but do not support increased federal funding for metropolitan planning organizations.

- k) Support creation of a separate funding category for goods movement projects.
- l) Support provisions to ensure that local entities that overmatch federal discretionary funding in the New Starts Program are rewarded.
- m) Support provisions to ensure that New Start segments or extensions that are wholly locally funded receive credit as match for local efforts.
- n) Support renewal of exemption for public transit buses from the maximum axle weight requirements of federal-aid highways.
- o) Support adding noise mitigation as an eligible expenditure for Transportation Enhancement Activities highway funding.
- p) Protect from repeal or adverse amendments for credits for non-federal share match by private entity expenditures to construct the SR-91 toll road and toll revenues generated by agencies that have built toll facilities without federal funds.
- q) Seek to expand permissible uses of Urbanized Area Formula Grant (Section 5307) funding to public transit operators to include operating costs of Older Americans Act program transportation services, similar to Americans with Disabilities Act (ADA) transportation services.

The above principles do not include the categorical and demonstration project funding that OCTA will be seeking for Orange County. A list of transit and highway projects prepared by the OCTA Strategic Planning Division, along with projects proposed by Orange County cities, was provided in a separate report for Board review and approved by the Board in January 2003 (Exhibits B

and C). Among the recommended projects were:

- a) Inclusion of the final design and construction for The CenterLine Light Rail Project and its extensions under Section 5309 Fixed Guideway New Starts and Extensions category.
- b) Gradeseparation projects countywide, specifically including a \$250 million funding earmark for the OnTrac Project sponsored by the City of Placentia.
- c) A \$121 million funding earmark for the widening of Bristol Street in Santa Ana.
- d) A \$221.3 million funding earmark the State Route 91 Widening Project.
- e) A \$44.2 million funding earmark for the I-5/Ortega Highway interchange Project.
- f) A \$181.5 million funding earmark for the I-405 Widening Project.

Given the possibility that current transportation legislation will be extended into 2005, staff recommends that the board consider supporting the following additional projects for inclusion in future surface transportation reauthorizing legislation:

- g) A \$240 million funding earmark for the Anaheim Regional Transportation Inter-modal Center (ARTIC).
- h) A \$60 million funding earmark for the western segment connecting the cities of Anaheim and Ontario for the California-Nevada Super Speed Train (MAGLEV) project.
- i) Support legislation which authorizes funding for public transportation terrorism response and prevention.

Appropriations/Transit, Rail & Highway

II. FISCAL YEAR 2006 TRANSPORTATION APPROPRIATIONS BILL

While it is generally anticipated that the negotiations on the surface transportation authorization act will continue to be one of the major focuses of OCTA's federal legislative efforts in 2005, the transportation appropriations bill will also be important because it provides the funding for the authorized programs. In addition, the Homeland Security Act, passed in 2002, created a new federal Department of Homeland Security and transferred several programs critical to transportation into that department from the Department of Transportation. In 2005, OCTA will work to:

- a) Seek a fiscal year 2006 appropriation earmark of \$80 million for The CenterLine project commensurate with project budget under Section 5309 (m) (1) (B).
- b) Support continued full funding of Section 5309 (m) (1) (A) rail modernization grant funds.
- c) Support appropriations for bus and bus-related OCTA projects under Section 5309 (m) (1) (C).
- d) Support appropriations for the Department of Homeland Security, which protects national transportation systems including transit facilities, rail lines, and related software systems.
- e) Support additional federal appropriations to underwrite funding for efforts to increase security of our nation's transportation infrastructure and systems.
- f) Secure funding earmarks in Fiscal Year 2006 appropriations legislation for the following highway projects:
 - Interstate 405 Widening Project
 - State Route 91 "Chokepoint" Project
 - State Route 91 Widening Project
 - State Route 91 Truck Storage Lane Project
 - State Route 91/State Route 241 High Occupancy Toll Connector Project
 - Interstate 5 High Occupancy Vehicle Lane Phase 1 Project
 - Interstate 5/Ortega Highway Interchange Project
 - Interstate 5/State Route 55 "Chokepoint" Project
- g) In concert with other area transportation agencies, and community colleges, secure a \$1 million funding earmark for the Southern California Regional Training Consortium whose purpose is to develop and transmit bus maintenance training information to the transit agencies in Southern California.

III. TRANSIT, RAIL AND HIGHWAYS

While next year's federal legislative focus will be on reauthorization of TEA-21 and Fiscal Year 2006 transportation appropriations, it is likely that other bills may be introduced to deal with specific transit, rail, or highway issues. In addition, OCTA works with various federal agencies to gain approval and support for its federally funded projects. Key legislative issues and tasks will include:

- a) Support bond issues for Amtrak improvements in high-speed rail corridors with tax exemptions for bondholders.
- b) Advocate for additional funding for at-grade rail crossings, pedestrian trails, and grade separations to improve vehicle and pedestrian safety.
- c) Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative

Environment/Employment

procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way acquisition, and construction activities.

- d) Support efforts to expand the definition of the Alameda Corridor East Project to include North Orange County.
- e) Seek authority for highway funds for retrofit sound mitigation measures, such as soundwalls.

IV. ENVIRONMENTAL POLICIES

Federal environmental laws affecting OCTA include the National Environmental Protection Act, the Federal Clean Air Act, Federal Water Pollution Control Act, and Federal Endangered Species Act. While it is generally not anticipated that there will be significant changes in these Acts next year, OCTA historical positions have included:

- a) Seek opportunities to streamline the environmental process for federally funded projects.
- b) Support legislation to establish that equally or more protective state requirements, such as the California Environmental Quality Act (CEQA), can be substituted for National Environmental Protection Act (NEPA) requirements.
- c) Support legislation promoting bicycle facilities or bicycling as a commute option.
- d) Support legislation that encourages the development of hydrogen fueled vehicles and infrastructure, and to seek funding for hydrogen related such projects in Orange County.

V. EMPLOYMENT ISSUES

Federal employment laws affecting OCTA include the Federal Fair Labor Standards Act, the Federal Family and Medical Leave Act, the Federal Occupational Safety Health Act and the Omnibus Transportation Employee Testing Act of 1991. While it is generally not anticipated that there will be significant changes in these Acts next year, OCTA historical positions have included:

- a) Support income tax reductions for employees receiving employer-provided transit passes, vanpool benefits, or parking spaces currently counted as income.
- b) Oppose legislation and regulations adversely affecting management's ability to effectively and efficiently deal with labor relations, employee rights, benefits, and working conditions including health, safety, and ergonomics standards for the workplace.

Exhibit A

CALIFORNIA TRANSPORTATION CONSENSUS PRINCIPLES

FOR THE REAUTHORIZATION OF THE TRANSPORTATION EQUITY ACT FOR THE TWENTY-FIRST CENTURY (TEA-21)

California's transportation system is the gateway for the economic engines within the state that drive the national economy and for the largest proportion of the goods and services that link the United States with its global markets. The efficiency, security, and quality of California's transportation system directly affect the economic wellbeing of every other state in the nation. Reauthorization of TEA-21 provides an opportunity to strengthen transportation's key role in supporting national security and the global economic competitiveness of the United States in the 21st Century. The following are California's principles in furthering that goal:

Funding

- Increase funding levels by raising annual obligation limits and spending down the unobligated balances in the Highway Trust Fund.
- Maintain the guaranteed funding levels and "firewalls" established in TEA-21 that match transportation expenditures to transportation revenues.
- Retain the Revenue Aligned Budget Authority (RABA) mechanism, but distribute the proceeds consistent with the historical split of gas tax proceeds both to the Highway and Mass Transit Accounts.
- Develop a mechanism to use available Highway Trust Fund balances to dampen the large swings in funding that could result from negative RABA adjustments. There should not be a major reduction in funding levels

when Highway Trust Fund balances are high and can be used to mitigate negative RABA adjustments.

- Allow for easier access to and/or flexibility in qualifying projects from approved Regional Transportation Plans for innovative financing. This effort would include the modification of regulations and/or incentives for innovative financing arrangements including increased capitalization of infrastructure banks, debt-financing flexibility, direct treasury financing, access to public-private joint ventures, and the broadening of eligibility rules of the innovative financing program.

Program Structure

- Continue the basic program structure instituted by ISTEA that provides state, regional, and local officials the flexibility to allocate federal funds to a range of highway, transit, local road, and bicycle/pedestrian improvements based on needs.
- Remove barriers to funding projects and programs that promote more efficient operation of the existing transportation system, such as deleting the three-year limit on the use of CMAQ funds and the varying local match requirements among different transportation programs.
- Concentrate any increased funding in the existing highway and transit formula and capital investment programs. Refrain from creating any new discretionary programs beyond those currently authorized by law.
- Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national economic security and vitality, and provide for the mitigation of congestion and environmental effects of such movements.

Exhibit A (continued)

Support this effort by using Highway Trust Fund dollars or other Federal funding sources for programmatic increases in excess of current authorizations.

Equity

- Ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and preeminent role in the national economy.
- Oppose efforts to impose an arbitrary funding “cap” on the disbursement of formula or discretionary federal transit funds to any state.

Expediting Project Delivery

- Link permitting agency review and approval to environmental review processes for environmentally responsible and expeditious project delivery. Federal agencies should coordinate policy and share financial and staff resources to integrate and expedite use of authorized funds to meet local, state, and national transportation and environmental priorities.
- Provide states with financial incentives such as enhanced and coordinated funding to assure the use of integrated review and planning procedures.
- Pursue a California pilot program demonstrating coordination of effort and funding between the state and federal permitting agencies and regulatory structures.

Exhibit B

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

Description	Federal Funds Requested	Plan Consistency		Target Opening Date	Current Status
		OCTA LRTP	In RTP		
Section 5309 New Starts					
CenterLine Light Rail & Extensions	\$482,800,000	X	X	2011	Preliminary Engineering
Section 5309 Bus and Bus Facilities					
Bus Rapid Transit - Initial Capital	\$54,120,000	X	X	2004-2012	Planning
Intercounty Express Bus	\$18,240,000	X	X	2003-2007	Service Planning
Transit Operations/Maintenance Base	\$57,600,000	X	X	2009	Planning
Santa Ana Transit Terminal	\$600,000	X	X	TBD*	Planning
Fare Collection System	\$8,000,000	X	X	2006	Planning
Kiosks, Vehicle, Cameras on Buses	\$2,960,000	X	X	2004	Planning
Security Cameras at Transit Centers	\$1,240,000	X	X	TBD*	Planning
Security for Rail Crossings/Bridges	\$4,800,000	X	X	TBD*	Planning
Total	\$147,560,000				
High Priority Highway Projects					
Bristol Street Multi-Modal Corridor	\$107,121,000	X	X	2007	Preliminary Engineering
State Route 91 Widening	\$221,325,000	X	nominated	2010	Preliminary Planning
SR-91 Chokepoint Projects at Orange/Riverside County Line	\$40,700,000	X	X	2007-2010	PSR Complete
Grade Separations-Orange/Olive Corridor	\$146,400,000	X	X	TBD*	Preliminary Planning
SR-22/I-405 HOV Direct Connector	\$66,400,000	X	X	TBD*	Environmental
I-5/Ortega Highway Interchange	\$44,265,000	X	X	2010	PSR 65% complete
I-5 South HOV Lane Phase I	\$62,000,000	X	X	TBD*	Preliminary Planning
I-5 and SR-55 Chokepoint	\$53,000,000	X	nominated	TBD*	Preliminary Planning
I-405 Widening & Improvements	\$181,500,000	X	nominated	TBD*	Preliminary Planning
Total	\$922,711,000				
Goods Movement Projects					
City of Placentia On Trac **	\$177,060,000	X	X	TBD*	Environmental
State Route 57 Truck Climbing Lane	\$58,400,000	X	X	2010	PSR Complete
Grade Separations-Orangethorpe Corridor	\$70,800,000	X	X	TBD*	Preliminary Planning
State Route 91 Truck Storage Lane	\$7,082,000	X	X	2007	Preliminary Planning
Total	\$313,342,000				
Intelligent Transportation System					
State College Boulevard - Capital	\$2,688,000	X	X	TBD*	Identify Funding
Beach Boulevard - Capital	\$2,320,000	X	X	TBD*	Identify Funding
Total	\$5,008,000				
Grand Total	\$1,871,421,000				

* TBD - Year of opening or implementation contingent upon appropriation; ** City of Placentia responsible for directly seeking appropriations.

LRTP - Long Range Transportation Plan; RTP - Regional Transportation Program

Exhibit C

SUMMARY OF PROJECTS BY LOCAL CITIES AND AGENCIES

Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21)

Project Title (Limits)	Total Project Cost	Federal Share	State Share	Local Share
Aliso Viejo				
Pedestrian Access Bridge to School Sites	\$6,050,000	\$4,840,000	\$-	\$1,210,000
Anaheim				
Anaheim Regional Transportation Intermodal Center	\$295,000,000	\$245,000,000	\$-	\$50,000,000
Burlington Northern Santa Fe RR Soundwall Supplemental Appropriation	\$6,000,000	\$4,800,000	\$-	\$1,200,000
Burlington Northern Santa Fe RR/SR-90 Underpass Supplemental Appropriation	\$20,000,000	\$16,000,000	\$-	\$4,000,000
Brea				
SR57/Lambert Rd. Interchange Improvements	\$13,750,000	\$11,000,000	\$1,375,000	\$1,375,000
Buena Park				
Interjurisdictional Traffic Surveillance and Control	\$3,000,000	\$2,400,000	\$-	\$600,000
Costa Mesa				
Harbor Blvd. N. & I-405 Interchange Improv.	\$4,000,000	\$3,000,000	\$-	\$1,000,000
Fairview Rd/I-405 Interchange Improvements	\$2,400,000	\$1,900,000	\$-	\$500,000
East 17th Street Corridor Improvements	\$2,200,000	\$1,760,000	\$-	\$440,000
County of Orange				
Widen Laguna Canyon Rd from I-405 on the north to El Toro Rd on the south	\$32,200,000	\$16,200,000	\$-	\$16,000,000
Alton Parkway Extension from Commercentre Drive to I-405	\$21,000,000	\$14,000,000	\$-	\$7,000,000
Cypress				
Installation of the Holder Street Bridge	\$1,070,000	\$856,000	\$-	\$214,000
Dana Point				
Coast Highway Street Improvements	\$4,000,000	\$3,000,000	\$-	\$1,000,000
PCH Landscaped Median Project	\$3,000,000	\$2,000,000	\$-	\$1,000,000
Stonehill Drive Landscaped Median Project	\$4,000,000	\$3,000,000	\$-	\$1,000,000
Del Obispo Landscaped Median Project	\$1,000,000	\$800,000	\$-	\$200,000
Fullerton				
Grade Separation at State College and BNSF ROW	\$31,686,100	\$25,348,800	\$-	\$6,337,300
Garden Grove				
Reconstruct Harbor Blvd. Bridge at SR-22	\$17,000,000	\$8,800,000	\$4,400,000	\$3,800,000
GMA #6				
Major Corridor Improvement of I-405 from SR-73/SR-55 to LA County Border	\$280,000,000	\$224,000,000	\$-	\$56,000,000
Irvine				
Sand Canyon/SCRRA Grade Separation	\$22,000,000	\$17,600,000	\$-	\$4,400,000
Alton/SR-55 Interchange Improvement	\$55,000,000	\$44,000,000	\$-	\$11,000,000
Laguna Hills				
La Paz Rd. at I-5 Interchange Reconstruction	\$4,000,000	\$3,200,000	\$400,000	\$400,000

Exhibit C (continued)

Project Title (Limits)	Total Project Cost	Federal Share	State Share	Local Share
Laguna Niguel				
Bridge Construction from Camino Capistrano to Vista Viejo Road	\$7,500,000	\$6,000,000	\$-	\$1,500,000
Laguna Woods				
El Toro Rd./Paseo de Valencia/I-5 On Ramp	\$600,000	\$480,000	\$-	\$120,000
Placentia				
OC Gateway Railroad Grade Separation	\$200,000,000	\$177,060,000	\$22,940,000	\$-
Rancho Santa Margarita				
Signal Synchronization of Antonio Parkway	\$156,500	\$125,200	\$-	\$31,300
San Clemente				
Avenida La Pata Extension Design from Via Saluda to Ortega Highway	\$2,500,000	\$2,000,000	\$-	\$500,000
San Juan Capistrano				
Improve Interchange Ramps and Bridge Widening at Ortega Hwy/I-5 Interchange	\$40,000,000	\$15,000,000	\$15,000,000	\$10,000,000
Install Southbound Off Ramp at I-5/Stonehill Drive	\$7,030,000	\$2,815,000	\$2,815,000	\$1,400,000
Santa Ana				
Bristol Street Widening from Civic Center Drive to Warner Avenue	\$121,000,000	\$96,800,000	\$-	\$24,200,000
Seal Beach				
Seal Beach Blvd. @ I-405 Bridge Replacement	\$20,000,000	\$16,000,000	\$-	\$4,000,000
Seal Beach Blvd. Raised Medians	\$800,000	\$640,000	\$-	\$160,000
Transportation Corridor Agencies				
Median Cable Railing SR-73, 133, 241, 261	\$4,000,000	\$3,200,000	\$-	\$800,000
Tustin				
Tustin Ranch Road Extension	\$22,100,000	\$17,680,000	\$-	\$4,420,000
Red Hill Ave. Grade Separation at OCTA/SCRRRA/Edinger Ave.	\$25,000,000	\$20,000,000	\$-	\$5,000,000
Newport Ave./SR-55 Ramp Reconfiguration	\$20,000,000	\$6,500,000	\$-	\$13,500,000
Newport Ave. Extension and Widen to Six Lanes	\$26,800,000	\$19,070,000	\$-	\$7,730,000
Construction of Road at Valencia North Loop Rd. and Armstrong Ave. within MCAS Tustin	\$27,500,000	\$22,000,000	\$-	\$5,500,000
Westminster				
Bolsa Blvd. Raised Medians	\$2,000,000	\$1,600,000	\$-	\$400,000
Bolsa Chica Rd. @ I-405 Bridge Widening	\$3,000,000	\$2,400,000	\$-	\$600,000
Goldenwest @ I-405 Bridge Widening	\$3,500,000	\$2,800,000	\$-	\$700,000
Newland St. @ I-405 Bridge Widening	\$4,000,000	\$3,200,000	\$-	\$800,000
Edwards Street Widening	\$2,500,000	\$2,000,000	\$-	\$500,000
Yorba Linda				
OC Gateway Railroad Soundwall Project	\$4,725,000	\$3,780,000	\$-	\$945,000
TOTAL	\$1,373,067,600	\$1,074,655,000	\$46,930,000	\$251,482,600

Exhibit D

2005 APPROPRIATIONS SUMMARY OF OCTA PROJECTS

Description	2004 Federal Funds Requested	2004 Federal Funds Received	2005 Federal Funds Requested	Account
Section 5309 New Starts				
CenterLine Light Rail & Extensions	\$28,800,000	\$-	\$40,000,000	5309 New Starts
Section 5309 Buses and Bus Facilities				
Bus Rapid Transit - Initial Capital	\$28,880,000	\$2,210,085	\$26,669,915	5309 Bus
Intercounty Express Bus	\$18,240,000	\$1,080,486	\$17,159,514	5309 Bus
Transit Operations/Maintenance Base	\$-	\$-	\$-	5309 Bus
Santa Ana Transit Terminal	\$-	\$-	\$-	5309 Bus
Fare Collection System	\$8,000,000	\$982,260	\$7,017,740	5309 Bus
Kiosks, Vehicle, Cameras on Buses	\$-	\$-	\$-	5309 Bus
Security Cameras at Transit Centers	\$1,240,000	\$319,234	\$920,766	5309 Bus
Security for Rail Crossings/Bridges	\$-			
<i>Total</i>	<i>\$56,360,000</i>	<i>\$4,592,065</i>	<i>\$51,767,935</i>	
High Priority Highway Projects				
Bristol Street Multi-Modal Corridor	\$26,780,000	\$-	\$26,780,000	Nat'l Corridor Planning & Development Program
State Route 91 Widening	\$36,890,000	\$-	\$36,890,000	Nat'l Corridor Planning & Development Program
SR-91 Chokepoint Projects at Orange/Riverside County Line	\$31,870,000	\$-	\$31,870,000	Nat'l Corridor Planning & Development Program
Grade Separations-Orange/Olive Corridor	\$24,400,000	\$-	\$24,400,000	Nat'l Corridor Planning & Development Program
SR-22/1-405 HOV Direct Connector	\$11,600,000	\$-	\$11,600,000	Interstate Maintenance
I-5/Ortega Highway Interchange	\$7,400,000	\$800,000	\$6,600,000	Interstate Maintenance
I-5 South HOV Lane Phase I	\$10,300,000	\$-	\$10,300,000	Interstate Maintenance
I-5 and SR-55 Chokepoint	\$8,800,000	\$-	\$8,800,000	Interstate Maintenance
I-405 Widening & Improvements	\$30,200,000	\$-	\$30,200,000	Interstate Maintenance
<i>Total</i>	<i>\$188,240,000</i>	<i>\$800,000</i>	<i>\$187,440,000</i>	
Goods Movement Projects				
On Trac <i>(City of Placentia Sponsored Project)</i>	\$-	\$-	\$-	<i>City of Placentia responsible for sending appropriations form</i>
State Route 57 Truck Climbing Lane	\$9,700,000	\$-	\$9,700,000	Nat'l Corridor Planning & Development Program
Grade Separations-Orangethorpe Corridor	\$11,800,000	\$-	\$11,800,000	Nat'l Corridor Planning & Development Program
State Route 91 Truck Storage Lane	\$2,400,000	\$-	\$2,400,000	Nat'l Corridor Planning & Development Program
<i>Total</i>	<i>\$23,900,000</i>	<i>\$-</i>	<i>\$23,900,000</i>	
Intelligent Transportation System				
State College Boulevard - Capital	\$2,688,000	\$-	\$2,688,000	Intelligent Transportation Systems
Beach Boulevard - Capital	\$2,320,000	\$-	\$2,320,000	Intelligent Transportation Systems
<i>Total</i>	<i>\$5,008,000</i>	<i>\$-</i>	<i>\$5,008,000</i>	
Grand Total	\$302,308,000	\$5,392,065	\$308,115,935	
Other Orange County Projects Funded in '04				
Anaheim Resort Transit, Anaheim		\$491,130		Section 5309 Bus
Town Center/Old Town Enhancement Project, Yorba Linda		\$3,100,000		Surface Transportation Program
Harbor Blvd. Intelligent Transportation, Garden Grove		\$800,000		Intelligent Transportation Systems
<i>Total</i>		<i>\$4,391,130</i>		
Total 2004 Earmarks (OCTA + OC)		\$9,783,195		
<i>% of Total Request</i>		3%		



Item 9.

BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Direction Regarding Possible Sponsor Legislation to Address Technical Amendments Related to the Orange County Transportation Authority Board of Directors

Legislative and Government Affairs/Public Communications Committee

February 3, 2005

Present: Directors Ritschel, Silva, Brown, and Correa
Absent: Directors Brewer, Rosen, and Wilson

Committee Recommendation

Following committee discussion, it was recommended that no legislation be introduced this year.



February 3, 2005

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Direction Regarding Possible Sponsor Legislation to Address Technical Amendments Related to the Orange County Transportation Authority Board of Directors

Overview

Board discussion at the January 10, 2005, Board of Directors' meeting included possible technical amendments to the Public Utilities Code to address the terms and qualifications of public members serving on the Board. This item is presented for further direction.

Recommendation

Provide direction to staff regarding possible legislation to address terms and qualifications of public members serving on the Board of Directors.

Discussion

With last year's passage of AB 710 (Correa, D-Santa Ana), the Orange County Transportation Authority (OCTA) Board of Directors was increased from 12 to 18 members, effective January 1, 2005. During the January 10, 2005, Board of Directors' meeting, discussion took place regarding the public members' qualifications and terms.

Specifically, the Board discussed:

- Whether the intent of AB 710 was to exclude elected officials from school boards;
- Whether the terms of the public members should be staggered by legislation;
- Whether the four-year term of public members should legislatively be determined to be consistent with the office, not the person appointed by the Board;

Direction Regarding Possible Sponsor Legislation to Address Technical Amendments Related to the Orange County Transportation Authority Board of Directors

Page 2

- Whether a public member's term should be legislatively terminated if the member accepts campaign contributions in support of candidacy for elected public office or files as a candidate for elected public office.

In order to preserve the Board's ability to seek legislative amendments to address these concerns, staff submitted language for a spot bill to Legislative Counsel in order to meet counsel's January 21, 2005, deadline. If the Board so directs, the next step would be to seek an author to introduce the spot bill by February 18, 2005, which is the last day to introduce legislation. Staff would then request that OCTA legal counsel draft language to address any or all of the above concerns for review and recommendation by the appropriate OCTA Board committees and approval by the Board of Directors. Amendments could not be introduced into the spot bill until 30 days after introduction of the bill, or about March 21, 2005.

If the Board does not desire to address these issues, the bill will not be introduced.

Summary

Staff seeks direction regarding sponsoring legislation to address the qualifications and terms of public members appointed to the Board of Directors.

Attachment

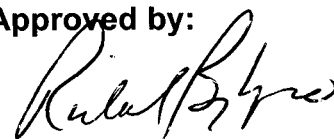
None.

Prepared by:



P. Sue Zuhlke
Manager, State Relations
(714) 560-5574

Approved by:



Richard J. Bacigalupo
Deputy Chief Executive Officer
(714) 560-5901



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Mission Statement and Values

Executive Committee

February 7, 2005

Present: Chairman Campbell, Vice Chairman Brown, Directors Cavecche, Norby, Pringle, Ritschel, Silva, Wilson, and Winterbottom

Absent: None

Committee Vote

The item was passed by all Committee Members present.

Committee Recommendations

After a brief discussion, Members offered that the order in which the values appear should be:

Integrity
Customer Focus
Teamwork/Partnership
Communication
Can-Do Spirit

Members voted to approve staff's recommendation to:

Approve recommended Mission Statement and forward to the Board of Directors for consideration.



February 7, 2005

To: Executive Committee
From: Arthur T. Leahy, ^{ML} Chief Executive Officer
Subject: Mission Statement and Values

Overview

As part of the Orange County Transportation Authority's ongoing efforts to enhance both internal communications with employees and external communications with members of the public, a mission statement and values have been developed for the Executive Committee's review.

Recommendation

A new Orange County Transportation Authority's mission statement and values are provided for Board discussion and comment.

Background

A customer service assessment was performed in October 2003 by Jerome Consulting as part of the "Putting Customers First" program. One of the findings was that there is a lack of knowledge or consistent application of Orange County Transportation Authority's (OCTA) current mission statement and values. An OCTA management forum in January 2004 included a presentation that shared report findings and suggested the need to integrate the OCTA mission and core values into OCTA-wide systems, programs and products.

After numerous discussions with all divisions regarding proposed OCTA internal values, drafts of the proposed values were presented at an OCTA management forum in August 2004 with break-out groups providing valuable comments. To refine the mission statement, language was tested to ensure its effectiveness with community members and business leaders during two focus groups conducted in December 2004. The focus groups were witnessed by then-Chairman Gregory T. Winterbottom and Directors Art Brown and Carolyn Cavecche.

Discussion

Both internal and external feedback has been gathered to develop a refined mission statement and values. Staff plans to integrate these statements into key internal programs and projects such as a new employee orientation program, employee handbooks, the performance evaluation process as well as numerous ongoing external communications opportunities.

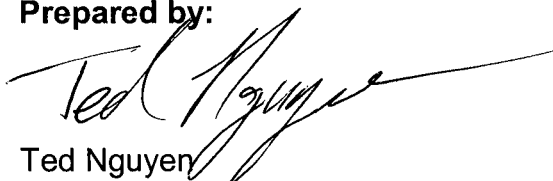
Summary

A new Orange County Transportation Authority's mission statement and values are provided for Board discussion and comment.

Attachments

- A. Existing OCTA Vision and Mission Statement
- B. Proposed OCTA Mission Statement
- C. Proposed OCTA Values

Prepared by:



Ted Nguyen
Media Relations Manager
(714) 560-5334

Approved by:



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

Existing OCTA Vision

To provide leadership in creating transportation choices which enhance the quality of life in Orange County.

Existing OCTA Mission Statement

To create, coordinate, finance and deliver an easy-to-use transportation network which meets the public's needs and keeps Orange County moving.

Proposed OCTA Mission Statement

To enhance the quality of life
in Orange County by delivering
safer, faster and more efficient
transportation solutions.

OCTA Values

Our Commitment to One Another and Our Customers

The values that shape the way we do business will significantly influence who we are and how we want to be viewed by others. The OCTA Values should guide our behavior and how we treat everyone we have contact with.

Our values of Integrity, Teamwork/Partnership, Communication, Customer Focus and Can-Do Spirit represent the standards we aspire to. If we all place a priority on them, OCTA will truly be the best transportation system now and in the years to come.

■ Integrity

- Do what we say we are going to do and deliver as promised
- Be accountable for our actions
- Apply the golden rule as we work with others
- Practice ethical behavior

■ Teamwork/Partnership

- Build cooperative, supportive relationships across all lines of business
- Build and sustain relationships characterized by shared goals and success, shared knowledge and mutual respect
- Understand and adapt to the diverse background at OCTA

■ Communication

- Communicate openly, honestly and in a straightforward manner
- Strive to be responsive to the knowledge and information that others need
- Provide consistent, timely and reliable information to build trust in others

■ Customer Focus

- Know our customers. Be courteous, friendly and responsive to their needs
- Treat others with care, consideration and respect
- Provide safe, timely, reliable, professional service

■ Can-Do Spirit

- Be proactive, take the initiative to do and make things better
- Do all we can to always improve what we do; strive to be “outstanding”
- Be creative and innovative in our approach to new challenges
- Take risks and learn from past mistakes
- Practice visionary and forward-thinking



OCTA

Orange County Transportation Authority

550 South Main Street • Orange, CA 92863-1584 • 714.560.OCTA • www.octa.net



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Bay Bridge Cost Overruns

Legislative and Government Affairs/Public Communications
Committee

February 3, 2005

Present: Directors Ritschel, Silva, Brown, and Correa
Absent: Directors Brewer, Rosen, and Wilson

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Oppose the use of statewide transportation funding to pay for San Francisco Oakland Bay Bridge cost overruns and support efforts to require that these cost overruns to be paid through local revenues.



February 3, 2005

To: Legislative and Government Affairs/Public Communications Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Bay Bridge Cost Overruns

Overview

At the request of the Board of Directors, staff has provided an update on Bay Bridge cost overruns discussions, in order to reassess a previous Orange County Transportation Authority position opposing the use of statewide transportation funds for Bay Area Toll Bridge cost overruns. The Board's position will be advocated during upcoming deliberations in Sacramento.

Recommendation

Oppose the use of statewide transportation funding to pay for San Francisco-Oakland Bay Bridge cost overruns and support efforts to require that these cost overruns to be paid through local revenues.

Background

Following the 1989 Loma Prieta earthquake and the significant damaged that ensued, a seismic assessment of many Bay Area Toll Bridge facilities was performed, including the eastern span of the San Francisco-Oakland Bay Bridge (Bay Bridge), which was damaged during the earthquake.

Subsequently, in February 1997, consistent with recommendations from the California Department of Transportation (Caltrans) and two review committees, the Wilson administration decided to replace, rather than retrofit, the eastern span of the Bay Bridge (from Oakland to Yerba Buena Island). This determination was based on estimates that a retrofit of the existing span would cost about \$1 billion and that a new span, while possibly more expensive than a retrofit, would be safer, cheaper, and easier to maintain. The administration recommended that the replacement bridge be a viaduct with no tower, commonly known as a skyway design. Attachment A illustrates the various designs under considerations for the Bay Bridge eastern span.

However, the Metropolitan Transportation Commission (MTC) was given the option to choose a more expensive, "signature" design, if the Bay Area paid for additional incurred cost. After evaluating various designs, the MTC selected a self-anchored suspension (SAS) design in June 1998. In order to fund the higher costs of the toll bridge seismic retrofit program, SB 60 and SB 226 (Kopp, D-San Francisco), Chapter 327 and 328, respectively, authorized the expenditure of up to \$2.6 billion on the retrofit of all toll bridges, of which \$1.3 billion was for the east span of the Bay Bridge. The funding for the retrofit program would come from three sources, specifically:

- A "seismic surcharge" of \$1 extra toll collected on all seven state-owned Bay Area toll bridges for up to ten years would provide up to \$907 million, or about one-third of the total cost of the program.
- Another third of the total funding would come from state sources, mainly, the State Highway Account (SHA).
- The remainder would be funded by Proposition 192, passed in 1986, which authorized \$2 billion in general obligation bonds to fund bridge seismic retrofit, including \$650 million for toll bridges.

In early 2001, Caltrans acknowledged that overly optimistic schedule estimates on the Bay Bridge eastern span replacement were leading to greater project delays and higher costs. In response to these escalating costs, AB 1171 (Dutra, D-Fremont) was enacted, authorizing \$5.1 billion in total expenditure authority for all bridges, plus an additional \$448 million in "overrun" authority. The majority of the increased funding would come from extending the seismic surcharge (\$1 extra toll) to January 1, 2038, and allowing the state to bond against this revenue stream to finance the cost of retrofit projects. Toll revenues would contribute \$2.3 billion to the seismic retrofit program, or about 45 percent of the total costs, not including the overrun authority. At that time, the final work on the Bay Bridge was expected to be complete by 2008.

In early 2001 the funding level provided by AB 1171 assumed a cost of \$2.6 billion for the Bay Bridge east span replacement. However, in December 2001, the low bid for the skyway portion of the east span came in about \$300 million higher than Caltrans had estimated, and in May 2004, the lone bid for the SAS portion of the east span replacement exceeded Caltrans' estimate by \$700 million.

In August 2004, the administration proposed using additional and redirected toll revenues to fund the entire cost increase for the program. The Legislature rejected this administration proposal, but did not have sufficient time to resolve the funding issues before it adjourned at the end of August.

In the absence of additional funding for the program, Caltrans allowed the bid for the SAS portion of the east span to expire at the end of September. At the same time, the administration began to re-assess its options for the bridge's design. Attachment B compares the latest projected total costs of the toll bridge seismic retrofit program, divided by bridge and illustrates that the majority of the program's cost increases has been associated with the east span of the Bay Bridge.

With expiration of the SAS bid, the administration solicited input from multiple sources to assist its efforts to review bridge design options. These sources included an Independent Review Team (IRT), a Peer Review Team (PRT) and a review by Caltrans in consultation with construction, insurance, and design firms, and public interest groups. Based on the input received from these sources, the administration recommended in early December 2004 that the state redesign the Bay Bridge east span according to its original recommendation as a skyway.

Discussion

The Legislature's decision on the bridge design has a direct bearing on when additional funds are required. If the Legislature chooses to retain the SAS design for the eastern span, funding is needed more quickly than if it decides to redesign the bridge. According to a Legislative Analyst's Office (LAO) report, the construction cost estimates for the SAS are the highest of the design options, while the estimates for either a cable-stayed or a skyway design are lower, with a skyway design having the lowest cost estimate.

Thus, the Legislature faces a choice between an existing Bay Bridge design (SAS) that is known to be expensive and complicated to construct, but that has already completed the difficult design and environmental processes; and a redesign (skyway or cable-stayed) that initially has the potential to save money, but could end up taking longer and costing more due to risks in the environmental and design phases. The LAO argues that in choosing the design of the eastern span of the Bay Bridge, the Legislature must weigh its desire for lower costs against its tolerance of risk that could more than offset the potential savings.

The LAO suggests the possibility of potential sources for additional toll bridge funding, specifically:

- *Increase Gas Tax Revenue.* This option puts the cost burden on all drivers in the state, but does not impact other transportation projects.

- *Bond Against Increased Toll Revenue.* This option puts the cost burden on users of Bay Area bridges, and does not impact other transportation projects.
- *Bond Against Existing Gas Tax Revenue.* This option reduces funding for transportation projects statewide. It also requires voter approval which would delay funding availability.
- *Bond Against Future Federal Revenue.* This option reduces funding for transportation projects statewide.
- *Issue General Obligation Bond.* This option increases General Fund debt service costs, putting additional cost pressure on non-transportation programs. The need for voter approval would delay funding availability.
- *Use Near-Term State Transportation Funding.* This option severely reduces funding for transportation projects statewide.

There are legitimate concerns that statewide transportation funds will again be used to fund this regional project. Last year, the Orange County Transportation Authority (OCTA), along with other Southern California regional transportation planning agencies, proactively opposed efforts to use any additional statewide transportation revenues to fund these overruns and instead encouraged the use of local funding options. Attachment C provides the 2004 OCTA legislative alert summary sheet outlining opposition efforts to state funding for Bay Bridge cost overruns. Attachment D provides the OCTA Board of Directors' letter sent to Governor Schwarzenegger's administration and state elected officials opposing the use of state funding for overrun costs.

There appears to be two general options for funding this shortfall: additional local contributions including an increase in the toll; or more state funding. The Bay Bridge total toll was recently raised by another \$1, to a total of \$3, based upon a voter approved regional measure to use the additional revenue to fund specified non-bridge related projects including transit and highway bottleneck improvements.

A further increase in the toll would not be unreasonable. A shorter bridge in France charges \$7, the Golden Gate Bridge charges \$5, and the George Washington Bridge charges \$4 off-peak, \$5 peak, and \$6 cash. Therefore, staff recommends that the Board reaffirm the OCTA position to oppose the use of additional statewide transportation funds to pay for the Bay Bridge cost overruns and support the use of local revenues to pay these costs.

Summary

The Bay Bridge construction costs have escalated significantly and there is no clear plan to finance these additional costs.

Attachments

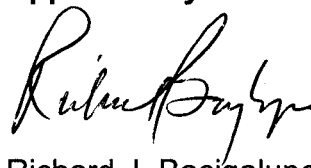
- A. East Span of Bay Bridge Designs Under Consideration
- B. Caltans' Toll Bridge Seismic Retrofit Cost Projects 1997-2004
- C. 2004 Southern California Position on the San Francisco-Oakland Bay Bridge Funding.
- D. OCTA Board of Directors Letter Opposing use of State Funds for Bay Bridge Cost Overruns.

Prepared by:



Alejandro Esparza
Government Relations
Representative
(714) 560-5393

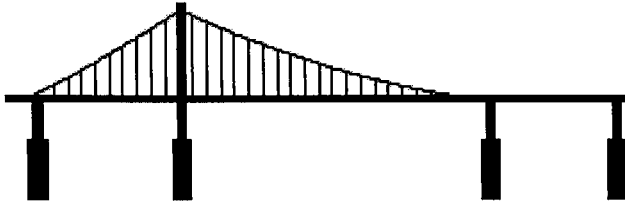
Approved by:



Richard J. Bacigalupo
Deputy Chief Executive Officer
(714) 560-5901

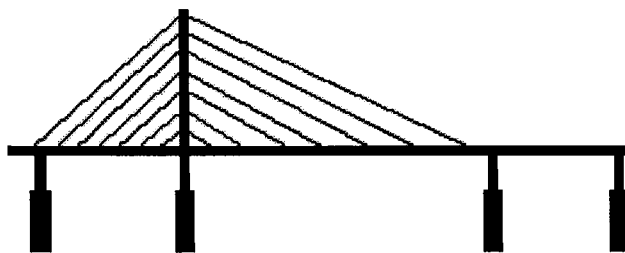
East Span of Bay Bridge Designs Under Consideration

Self-Anchored Suspension (SAS)



- Currently-approved design.
- Few existing examples.
- Most complicated to construct.

Cable-Stayed



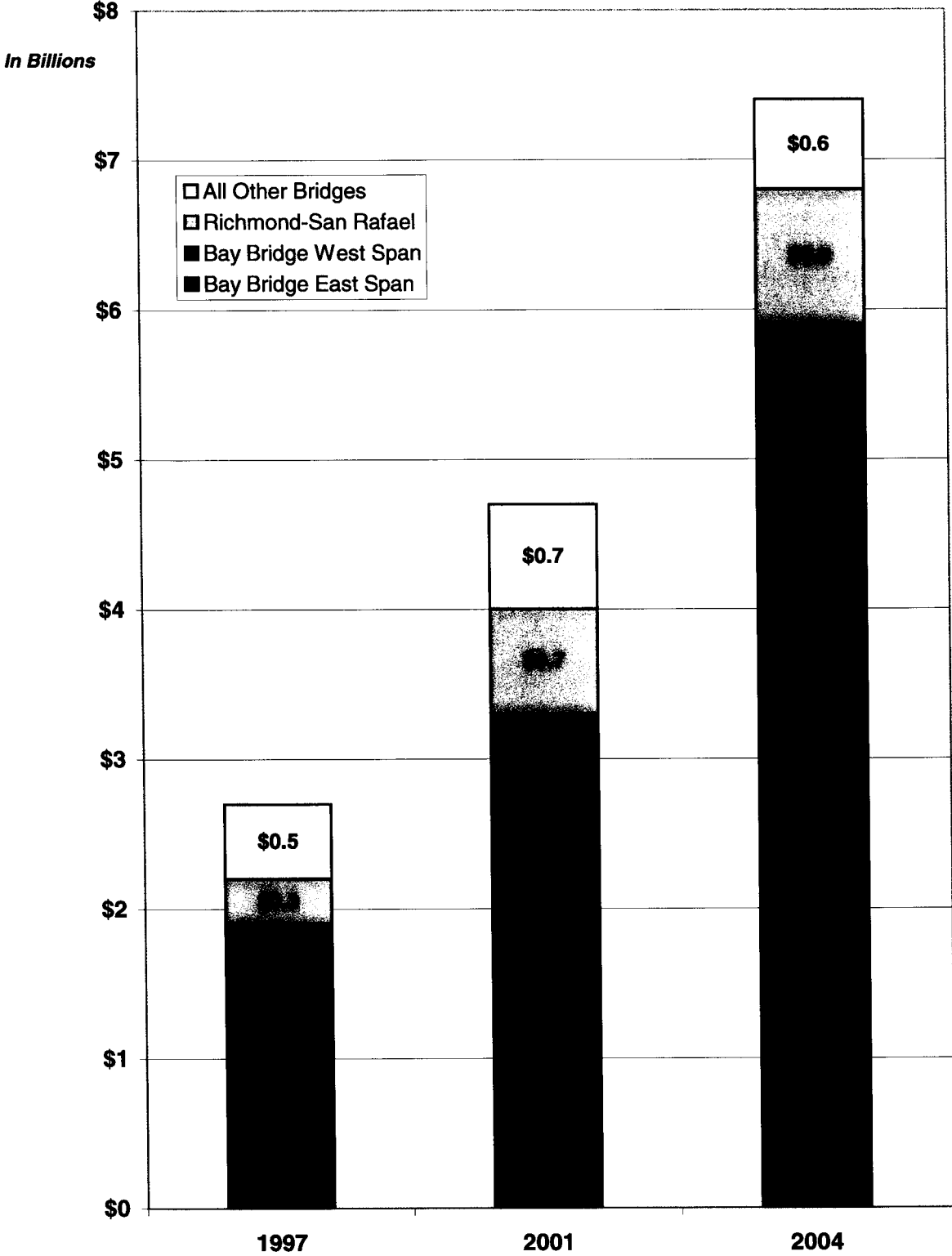
- More familiar to builders.
- Simpler to construct than SAS.
- Design and environmental approval not complete.

Skyway



- Easiest to build.
- Does not have a “signature” tower.
- Design and environmental approval not complete.

Caltrans' Toll Bridge Seismic Retrofit Cost Projections



The Southern California Position

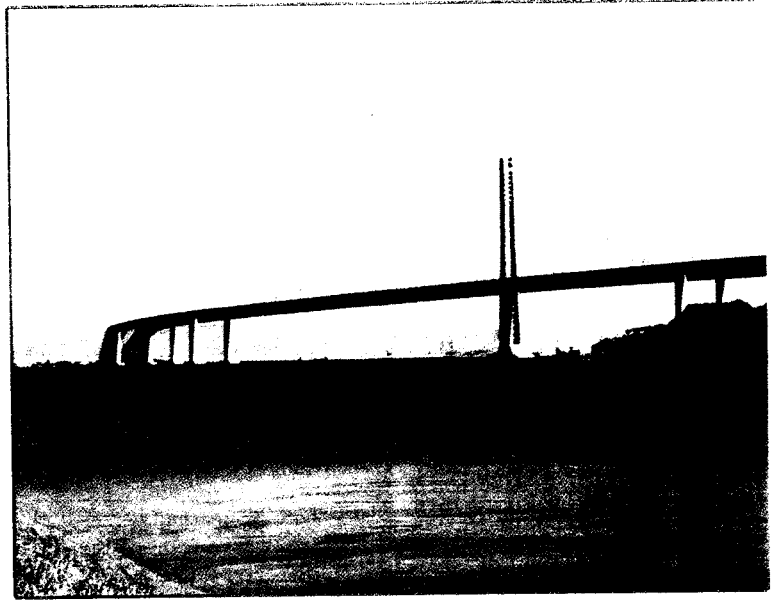
Limited state transportation dollars must not be used to pay the ever-increasing cost of replacing the Eastern Span of the San Francisco Oakland Bay Bridge.

The 1989 Loma Prieta earthquake wreaked significant structural damage to Bay Area toll bridges and highlighted the need to ensure that all of the state's toll bridges could withstand a major earthquake. The state responded to this crisis by enacting and funding the Toll Bridge Seismic Retrofit Program (Program) in 1997. This program was designed to fund seismic retrofit work on seven of the nine state-owned toll bridges, five in the Bay Area and two in Southern California.

Significant progress has been made in completing the seismic retrofit work. The largest project, however, has suffered significant increases in cost and time. This project is the replacement of the Eastern Span of the San Francisco Oakland Bay Bridge. The original estimate for this particular project was \$1.1 billion dollars. This estimate has now escalated to over \$5.1 billion, as a result of design changes to accommodate Bay Area aesthetic desires, which some estimate have contributed to over 50 percent of the current cost increase, and the increase in material costs. The increase in materials costs is partially attributable to external factors such as product shortages and to the time delays in choosing a new design.

Over \$2.75 billion in statewide transportation funding has already been dedicated to seismic retrofit work. Over 95 percent of this money has been used in the Bay Area. This figure includes \$790 million in funding from Proposition 192, the Seismic Retrofit Bond Act of 1996, as well as funding from the State Highway Account, the Public Transportation Account, and federal bridge replacement program.

All of this work has been needed and is especially important to protect public safety. However, the situation regarding the Bay Bridge raises a number of policy and economic issues that threaten the state's ability to maintain needed investments in transportation and infrastructure. The most recent cost estimate for the Eastern Span quadruples the original estimate and there is no guarantee that this estimate will withstand the external factors that resulted in the earlier cost increases.



▲ San Francisco Oakland Bay Bridge - Replaced

Unfortunately, this is more than a local issue. The overwhelming scope and cost of the Bay Bridge project affects transportation funding throughout the state. Given California's ongoing fiscal and budget problems and shortfalls in the State Transportation Improvement Program, the financial wherewithal to continue funding this project fails to exist. Of concern to everyone in the state is that the ongoing cost increases for the Bay Bridge drains state resources away from projects that have progressed in a timely manner without incurring significant design changes or cost increases. At the same time, the state is betraying taxpayers who believed that they were paying for projects to reduce congestion and increase mobility where they live.

The state must no longer provide statewide transportation dollars toward this seismic retrofit work but rather empower the Bay Area to manage and pay for the remaining seismic retrofit work. The Metropolitan Transportation Commission (MTC) must examine and utilize all potential local sources of revenue to pay for the seismic work. Additionally MTC should be given the administrative tools, including the ability to audit and re-negotiate contracts, to ensure that the finished project is both safe and cost effective.



Metro





BOARD OF DIRECTORS

Gregory T. Winterbottom
Chairman

Bill Campbell
Vice-Chairman

Arthur C. Brown
Director

Carolyn Cavecche
Director

Cathryn DeYoung
Director

Tim Keenan
Director

Shirley McCracken
Director

Chris Norby
Director

Miguel A. Pulido
Director

James W. Silva
Director

Charles V. Smith
Director

Denis R. Bilodeau
Alternate Director

Bev Perry
Alternate Director

Thomas W. Wilson
Alternate Director

Cindy Quon
Governor's
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Arthur T. Leahy
Chief Executive Officer

August 17, 2004

The Honorable Arnold Schwarzenegger
First Floor State Capitol
Sacramento, CA 95814

Dear Governor Schwarzenegger:

The Orange County Transportation Authority (OCTA) supports your recently announced solution to the Bay Area Toll Bridge (Bridge) funding crisis. In June of this year, the OCTA Board of Directors adopted a position on the Bridge funding crisis that opposed the use of any additional state funds and encouraged the use of local funds to solve this regional crisis.

Your proposal would transfer responsibility for the bridges to the Metropolitan Transportation Commission and provide them with the tools needed to address the current and any future funding crises. It would also ask the voters in the Bay Area to determine whether to rededicate the recent toll increase to fund the cost overruns.

This proposal is consistent with our Board position that this is a regional issue that should be solved at the regional level. It empowers the Bay Area regional agency to make the tough choices and gives the voters in that area a say in how they want to use toll revenues. Accordingly, it will be up to the people and officials in the Bay Area to determine the type and cost of bridge and to ultimately pay for it.

Thank you for your leadership regarding this critical issue.

Sincerely,

Gregory T. Winterbottom
Chairman

GTW:kmw

c: Orange County State Delegation
Moira Topp, Deputy Cabinet Secretary
OCTA Board of Directors
Sloat Higgins Jensen and Associates



Item 12.

BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Review of Investment Activities for July through September 2004

Finance and Administration Committee

February 9, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file the Review of Investment Activities for July through September 2004, Internal Audit Report No. 05.017.

BOARD COMMITTEE TRANSMITTAL



February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Review of Investment Activities for July through September 2004

This item will be considered by the Finance and Administration Committee on February 9, 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.



February 9, 2005

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Review of Investment Activities for July through September 2004

Overview

The Internal Audit Department has completed a review of investment activities for the period July 1, 2004, through September 30, 2004. The review indicated that investments were in compliance with the Orange County Transportation Authority's debt, investment and accounting objectives, policies and procedures.

Recommendation

Receive and file the Review of Investment Activities for July through September 2004, Internal Audit Report No. 05.017.

Background

According to the Treasury/Public Finance, Debt and Investment Management Manual, Internal Audit is tasked with the responsibility of conducting performance reviews of the Orange County Transportation Authority's (Authority) debt and investment activities.

The Treasury Department is responsible for management of the Authority's investment portfolio. On September 30, 2004, the investment portfolio's book value approximated \$1.1 billion. The portfolio consists of two managed portfolios: liquid proceeds for the Authority's daily operations, and the short term for future budgeted expenditures. External investment managers administer the short-term portfolio, and the Treasurer manages the liquid proceeds portfolio. The Authority also has funds invested in debt service reserve funds for various outstanding debt obligations. The Authority's Accounting Department is responsible for the accounting and recording of all debt and investment transactions and the monthly reconciling of all bank accounts.

Discussion

The Authority's investment activities are reviewed on a quarterly basis. The objective of the reviews are to determine if the Authority is in compliance with the Authority's debt, investment and accounting objectives, policies and procedures. The investment review for July through September 2004 indicated that the Authority's investments are in compliance.

Summary

Based on the review, investments were in compliance with the Authority's debt, investment and accounting objectives, policies and procedures.

Attachments

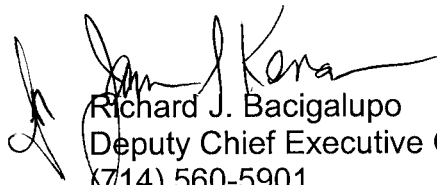
- A. Review of Investment Activities for July through September 2004, Internal Audit Report No. 05.017

Prepared by:



Robert A. Duffy
Manager, Internal Audit
(714) 560-5669

Approved by:



Richard J. Bacigalupo
Deputy Chief Executive Officer
(714) 560-5901



INTEROFFICE MEMO

December 22, 2004

To: Kirk Avila, Treasurer

From: Lisa Monteiro, Internal Auditor *jm*

Subject: **Review of Investment Activities for July through September 2004
Internal Audit Report No. 05.017**

Conclusion

The Internal Audit Department has completed a review of investment activities for the period July 1, 2004, through September 30, 2004. In the opinion of the Internal Audit Department, it appears that both the Treasury/Public Finance and Accounting and Financial Reporting Departments are in compliance with the Orange County Transportation Authority's debt, investment and accounting objectives, policies and procedures.

Background

According to the Treasury/Public Finance, Debt and Investment Management Manual, Internal Audit is tasked with the responsibility of conducting performance reviews of the Orange County Transportation Authority's (Authority)'s debt and investment activities.

The Treasury Department is responsible for management of the Authority's investment portfolio. On September 30, 2004, the investment portfolio's book value approximated \$1.1 billion. The portfolio consists of two managed portfolios: liquid proceeds for the Authority's daily operations, and the short term for future budgeted expenditures. External investment managers administer the short-term portfolio, and the Treasurer manages the liquid proceeds portfolio. The Authority also has funds invested in debt service reserve funds for various outstanding debt obligations. The Authority's Accounting Department is responsible for the accounting and recording of all debt and investment transactions and the monthly reconciling of all bank accounts.

Purpose and Scope

The objective of the audit was to determine if the Authority was in compliance with the Authority's debt, investment and accounting objectives, policies and procedures. In conjunction with the objective, Internal Audit:

- assessed the adequacy of internal controls surrounding the Authority's investment activities;
- determined if the Authority was in compliance with the annual investment policy and government code;
- determined if investment activities were adequately supported;
- determined the propriety of investment manager and custodial bank transactions; and
- determined the appropriateness of debt service allocations on the Authority's debt issuances.

The scope of the review consisted of reviewing worksheets prepared by Accounting and Treasury, verifying investment transactions, and reviewing bank reconciliations, investment manager transactions, and custodial activities.

c: Rick Bacigalupo
Jim Kenan
Tom Wulf
Vicki Austin



Item 13.

BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Buy America Review

Finance and Administration Committee

February 9, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Receive and file the Creative Bus Sales, Inc./Eldorado National Co.
Buy America Review, Internal Audit Report No. 05-018.

BOARD COMMITTEE TRANSMITTAL



February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject: Buy America Review

This item will be considered by the Finance and Administration Committee on February 9, 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.



February 9, 2005

To: Finance and Administration Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Buy America Review

Overview

Internal Audit has reviewed the costs for the vehicles proposed by Creative Bus Sales, Inc./EIDorado National Co., to determine if the costs were in compliance with federal "Buy America" guidelines. During the review, Internal Audit determined that vehicle costs in excess of 60 percent will be of United States content, in conformity with the requirements of Section 165(a) or (b)3 of the Surface Transportation Act of 1982, as amended.

Recommendation

Receive and file the Creative Bus Sales, Inc./EIDorado National Co. Buy America Review, Internal Audit Report No. 05-018.

Background

The Orange County Transportation Authority (OCTA) will be acquiring 12 compressed natural gas powered buses manufactured by EIDorado National Co., located in Salina, Kansas. Transit agencies are required through Federal Regulations, specified in 49 CFR 661, to verify and certify compliance with the Buy America legislation. The regulations specify that before awarding a contract, the grant recipient must conduct, or contract for, a pre-award audit of the most responsive and responsible vehicle manufacturer to the solicitation. The purpose of the audit is to ensure that the manufacturer meets the requirements of the law, including compliance to the Federal Motor Vehicle Safety Standards (FMVSS), and that final assembly will be performed within the United States (U.S.).

To facilitate the process, the Contracts Administration and Materials Management Department requested the Internal Audit Department to perform

the pre-award review of the vendor costs to ensure compliance with Buy America requirements.

Discussion

Internal Audit visited the EIDorado National Co. manufacturing facility in Salina, Kansas, on December 20 and 21, 2004, to determine compliance with the Buy America requirements, including compliance to FMVSS. Internal Audit verified the manufacturer's schedule of proposed material costs to recent invoices or quotations from the various suppliers. Internal Audit determined that the vehicles to be manufactured for OCTA contain domestically manufactured components representing costs in excess of 60 percent of the cost of the vehicle, and that EIDorado National Co. is in compliance with FMVSS. The schedule entitled Bidder's Certification, Buy America, Pre-Award Audit, EIDorado National, Aero Elite 320, for OCTA, which is contained within the attached Creative Bus Sales, Inc./EIDorado National Co. Buy America Review, Internal Audit Report No. 05-018, indicates the relative percentage of the total cost that each component represents and the percentages for the Buy America U.S. content represented. Also included are two certifications regarding the conduct of the audit and compliance with Buy America requirements.

Summary

Based on the review, vehicle costs in excess of 60 percent will be of U.S. content, in conformity with the requirements of Section 165(a) or (b)3 of the Surface Transportation Act of 1982, as amended.


Attachments

- A. Creative Bus Sales, Inc./EIDorado National Co. Buy America Review, Internal Audit Report No. 05-018

Prepared by:


Robert A. Duffy
Manager, Internal Audit
(714) 560-5669

Approved by:


Richard J. Bacigalupo
Deputy Chief Executive Officer
(714) 560-5901



INTEROFFICE MEMO

December 30, 2004

To: Jim Kenan, Executive Director
Finance, Administration and Human Resources

From: Lisa Monteiro, Internal Auditor *LM*
Internal Audit

Subject: **Creative Bus Sales, Inc./EIDorado National Co.
Buy America Review, Internal Audit Report No. 05-018**

Conclusion

In Internal Audit's opinion, the costs for the vehicles proposed by Creative Bus Sales, Inc./EIDorado National Co., are in compliance with Federal "Buy America" guidelines. During the review, Internal Audit determined that vehicle costs in excess of 60 percent will be of U.S. content, in conformity with the requirements of Section 165(a) or (b)3 of the Surface Transportation Act of 1982, as amended.

Background

The Orange County Transportation Authority (OCTA) will be acquiring 12 compressed natural gas powered buses manufactured by EIDorado National Co., located in Salina, Kansas. To ensure compliance with the Buy America legislation, transit agencies are required through Federal Regulations, specified in 49 CFR 661, to verify and certify compliance. The regulations specify that before a contract can be awarded, the grant recipient must conduct, or contract for, a pre-award audit of the most responsive and responsible vehicle manufacturer to the solicitation. The purpose of the audit is to ensure that the manufacturer meets the requirements of the law, including compliance to the Federal Motor Vehicle Safety Standards, and that the manufacturer has the capability of performing final assembly within the United States.

To facilitate the process, CAMM requested the Internal Audit Department to perform the pre-award review of the vendor costs to ensure compliance with Buy America requirements.

Purpose and Scope

The purpose of this review is to determine whether the manufacturer intends to build a vehicle that has a domestic (U.S.) component and sub-component cost of at least 60 percent of the total component cost of the vehicle. A component must have at least 60 percent of sub-component cost furnished with domestic (U.S.) manufactured sub-components and be assembled in the United States to qualify as of domestic origin.

Therefore, Internal Audit evaluated the current vehicles proposed by Creative Bus Sales, Inc., to determine the overall costs of the EIDorado National Co. vehicle components. Internal Audit also reviewed supporting documentation to determine the origin and purchase price of the components to determine compliance with Federal Regulations.

Discussion

Internal Audit visited the EIDorado National Co. manufacturing facility in Salina, Kansas, on December 20 & 21, 2004, to determine compliance with the Buy America requirements. Internal Audit verified the manufacturer's schedule of proposed material costs to recent invoices or quotations from the various suppliers. Internal Audit determined that the vehicles to be manufactured for OCTA contain domestically manufactured components representing costs in excess of 60 percent of the cost of the vehicle. The attached schedule entitled Bidder's Certification, Buy America, Pre-Award Audit, EIDorado National, Aero Elite 320, for OCTA, indicates the relative percentage of the total cost that each component represents and the percentages for the Buy America U.S. content represented. Also included are two Certifications regarding the conduct of the audit and compliance with Buy America requirements.

Audit performed by: Lisa Monteiro

Attachments: Certification – Pre-Award Buy America Compliance Certification
Certification – Audit
Bidder's Certification – Buy America

c: Art Leahy
Richard Bacigalupo
Virginia Abadessa
Wendy Hebein

**CERTIFICATION
PRE-AWARD BUY AMERICA COMPLIANCE CERTIFICATION**

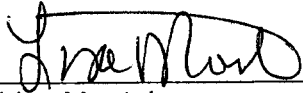
As required by Title 49 of CFR, Part 663 - Subpart B, the Orange County Transportation Authority is satisfied that the buses to be purchased, 12 compressed natural gas powered buses from Creative Bus Sales, Inc., as manufactured by EIDorado National Company, meet the requirements of Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended. The Orange County Transportation Authority's Internal Audit Department has reviewed documentation provided by the manufacturer, which lists (1) the proposed component and sub-component parts of the buses identified by the manufacturer, country of origin, and cost; and, (2) the proposed location of the final assembly point for the buses, including a description of the activities that will take place at the final assembly point and the cost of final assembly.

Signature:


Robert A. Duffy
Manager, Internal Audit
Orange County Transportation Authority

CERTIFICATION AUDIT

I certify that I have conducted a pre-award audit of the documents relating to the manufacture of the compressed natural gas powered buses by ElDorado National Company, Salina, Kansas, for the Orange County Transportation Authority of Orange, California, according to the requirements of 49 CFR 663. The manufacturer has proven that it intends to construct these vehicles in conformity with the requirements of Section 165 (a) or (b) (3) of the Surface Transportation Act of 1982, as amended.



Lisa Monteiro
Internal Auditor
Orange County Transportation Authority

**BIDDER'S CERTIFICATION
BUY AMERICA**

PRE - AWARD AUDIT

**ELDORADO NATIONAL
AERO ELITE 320
FOR
O.C.T.A.**

Pursuant to 49 CFR Part 661, no funds shall be obligated under Federal Mass Transit Act of 1964, as amended or the Surface Transportation Assistance Act of 1982, as amended, unless steel and a manufactured product used in such products are produced in the United States.

COMPONENT	MANUFACTURER	COUNTRY OF ORIGIN	PERCENTAGE OF TOTAL VEHICLE COST
*Chassis	Chevrolet	US	48.9027%
*Base Body	EIDorado National	US	12.4778%
*Alternator	N/A		0.0000%
and electronic systems			0.0000%
Fast Idle	N/A		0.0000%
Engine Shut-Down	Motogard	INCL'D. IN CHASSIS PRICE	0.0000%
Battery System	N/A		0.0000%
*Floor rubber	RCA Floor Rubber	US	0.3595%
*Air conditioning compressor assemblies	Chevrolet	INCL'D. IN CHASSIS PRICE	0.0000%
*Air conditioning evaporator/condenser assemblies	N/A		0.0000%
*Heating systems	ProAir	US	0.3299%
*Passenger seats	N/A		0.0000%
*Flip Seats	N/A		0.0000%
*Driver's seat assemblies	N/A		0.0000%
*Entrance Door assemblies	EIDorado National	US	0.1346%
Lift Door	N/A		0.0000%
Exit Door	N/A		0.0000%
*Door control assemblies	A & M Systems	US	0.2666%
*Signs	Luminator	US	7.3308%
*Front and rear bumper assemblies	Chevrolet	INCL'D. IN CHASSIS PRICE	0.0000%
	Romeo Rim	US	0.7889%
*Restraints	Q'Straint	US	0.7903%
*Lift Assembly	Ricon	US	2.1110%
*Roof hatch	Transpec	US	0.4456%
*Retarder	Telma	US	3.6674%
			0.0000%
	TOTAL		73.9377%

The following is a description of the actual location of the final assembly point including a description of the activities that will take place at the final assembly point and the cost of final assembly:

The actual location of the final assembly point shall be: 1655 Wall Street, Salina, KS 67401

Description and activities are as follows:

Cab-chassis is modified to receive the vehicle body
Brake Retarder Installed
Steel sub-frame is fabricated and attached to chassis
Flooring is installed on the sub-frame
Body is attached to chassis sub-frame and floor
Windows are installed
Doors are installed
Electrical wiring harness is installed
Interior paneling and equipment finished out
Air conditioning installed
Lift installed and tested
Seats installed
Tie-downs installed
Final finish functions performed:

Exterior paint and markings applied
Quality control and final testing performed
Vehicle readied for shipment

COST OF FINAL ASSEMBLY

\$19,358.00

Upon written request to the Federal Transit Administration, the Contractor may request a waiver of the above provision. Such a waiver may be granted if FTA determines that:

- A. Their application would be inconsistent with public interest.
- B. Such matters and products are not produced in the United States in sufficient and reasonably available quantities and of satisfactory quality.
- C. In the case of the procurement of bus or other rolling stock (including train control equipment, communication equipment and traction power equipment) under the Federal Mass Transit Act of 1964, as amended, that (a) the cost of all components which are produced in the United States is more than 60 percent of the cost of components of the bus or equipment described in this paragraph, and (b) final assembly of the bus or equipment described in this paragraph has taken place in the United States.
- D. The inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent in the case of projects for the acquisition of rolling stock and 25 percent in the cost of all other projects. For purposes of this section in calculating costs, labor costs involved in final assembly shall not be included in the calculations.

The bidder certifies that it complies with the Buy America requirements of Section 165 (b) (3) of the Surface Transportation Assistance Act of 1982, as amended, and the regulations set forth in 49 CFR Part 661.11.

By:
Title
Manufacturer:
Date:

Darrin Hendrixson
Contract Administrator
EIDorado National Co.
December 20, 2004



Item 14.

BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 4)

Transit Planning and Operations Committee

February 10, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

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

BOARD COMMITTEE TRANSMITTAL



February 14, 2005

To: Members of the Board of Directors

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

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

This item will be considered by the Transit Planning and Operations Committee on February 10, 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.



February 10, 2005

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Award of Construction Contract for Americans with Disabilities Act Bus Stop Modifications (Phase 3, Construction Package 4)

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved construction of Americans with Disabilities Act improvements at the Orange County Transportation Authority's bus stops countywide. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board approval is requested to execute an agreement.

Recommendation

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

Background

The Orange County Transportation Authority (Authority) established a goal of making all bus stops accessible to persons with disabilities as required by the Americans with Disabilities Act (ADA). The Bus Stop Accessibility Program (BSAP) was established to address ADA deficiencies present at bus stops throughout the County. A 1996 study found that a majority of Orange County's more than 6,000 bus stops required improvements to comply with federal access standards. The Board of Directors dedicated the use of the Transportation Development Act Article 3 funds to bring the Authority's bus stops into compliance. The modifications include constructing wheelchair ramps at the intersections, adding sidewalks, removing or relocating obstructions, such as shelters, benches, signs, and landscaping.

During the first phase of the BSAP, bus stop improvements were performed by local agencies. In total, over \$2.4 million was allocated to cities to improve accessibility to approximately 1,750 bus stops. Of the 1,750 stops, 1,335 required construction improvements.

The second phase of the program was managed by the Authority. Phase 2 included 1,250 bus stops located throughout 25 cities and unincorporated portions of the County. These stops were high-use stops prioritized by the likelihood of use by persons with disabilities. Of the 1,250 stops, 965 required construction improvements. The construction packages in Phase 2 included work in the Cities of Brea, Buena Park, Cypress, Fullerton, Garden Grove, La Palma, Placentia, Stanton, and Westminster. The total cost for Phase 2 was \$2 million. Phase 2 brought the total system-wide ADA compliant stops to approximately 3,000.

The third phase of the BSAP is underway and engineering design is nearly complete for the remaining stops. Invitation for Bids (IFB) are planned to be issued incrementally for the remaining construction packages. Twelve packages are anticipated to be issued in Phase 3. This approach will allow the construction of ADA bus stop improvements to occur sooner and will provide more contracting opportunities with the Authority. This phase will address the remaining 3,000 stops in the County with an estimated cost of \$7.5 million. Phase 3, Construction Package 4 will improve 175 bus stops in the Cities of Fountain Valley, Garden Grove, and Westminster. Completion of Phase 3 will bring the total system-wide ADA compliant stops to approximately 6,000.

Discussion

This procurement was handled in accordance with the Authority's procedures for public works and construction projects, which conform to federal and state requirements. Public work projects are handled as sealed bids and award is made to the lowest responsive, responsible bidder.

On December 9, 2004, IFB-4-1205 was released and posted on CAMMNET and an electronic notification was sent to 304 firms. The project was advertised on December 9 and 15, 2004, in a newspaper of general circulation. A pre-bid conference was held on December 16, 2004. Addendum No. 1, 2, 3, and 4 were issued on December 14, and 29, 2004, and January 3 and 10, 2005, respectively, to address administrative issues and extend bid submission date. On January 13, 2005, five bids were received. All offers were reviewed by staff from Construction and Engineering and Contracts Administration and Materials Management to ensure compliance with the terms and conditions, specifications, and drawings. Listed below are the three low bids received. State law requires award to the lowest responsive, responsible bidder.

<u>Firm and Location</u>	<u>Bid Price</u>
CJ Construction, Inc. Whittier, California	\$578,200
LH Engineering Co., Inc. Anaheim, California	\$695,995
EBS, Inc. Corona, California	\$699,780

The Authority's Disadvantage Business Enterprise goal of 15 percent will be met by CJ Construction, Inc., the lowest responsive, responsible bidder.

Fiscal Impact

This project was approved in the Authority's Fiscal Year 2004-05 Construction and Engineering Budget, Account 1722-9084-G1011-L99, and is funded by Federal Transit Administration Grant CA-90-914, and Local Transportation Funds.

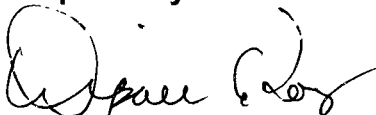
Summary

Staff is requesting approval of Agreement C-4-1205, in the amount of \$587,200 with CJ Construction, Inc., the lowest responsive, responsible bidder, for construction of ADA Bus Stop Modifications (Phase 3, Construction Package 4) in the Cities of Fountain Valley, Garden Grove, and Westminster.

Attachment

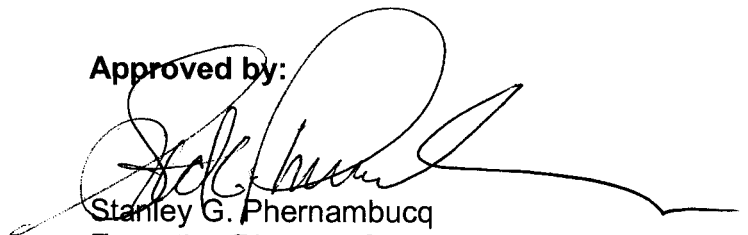
None.

Prepared by:



Dipak Roy, P.E.
Principal Civil Engineer
(714) 560-5863

Approved by:



Stanley G. Phernambucq
Executive Director, Construction &
Engineering
(714) 560-5440



February 14, 2005

To: Members of the Board of Directors
From: Arthur T. Leahy, ^{ML} Chief Executive Officer
Subject: Measure M Quarterly Progress Report

Overview

Staff has prepared a Measure M progress report for the fourth quarter of 2004. This is a regular report that highlights the Measure M projects and programs currently under development.

Recommendation

Receive and file as an information item.

Background

Measure M Ordinance No. 2 requires quarterly reports to the Orange County Transportation Authority's Board, which present the progress of implementing the Measure M Expenditure Plan. The first quarterly report was presented to the Board on October 26, 1992. Quarterly reports highlight accomplishments for the freeway, streets and roads, and transit programs within Measure M. Reports also include summary financial information for the period and total program to date.

Discussion

This quarterly report updates progress in implementing the Measure M Expenditure Plan during the fourth quarter of 2004 (October – December). Highlights and accomplishments of work-in-progress for freeway, streets and roads, and transit programs along with expenditure information are presented for Board review.

Freeway Program

Prior Measure M construction projects along the Santa Ana Freeway (Interstate 5), Costa Mesa Freeway (State Route 55), and the Riverside Freeway (State Route 91) are essentially complete with the California Department of Transportation (Caltrans) continuing to negotiate final change orders and claims. The Orange County Transportation Authority (OCTA) began full-scale implementation of the Garden Grove Freeway (State Route 22) design-build project and continued with design activities on the Interstate 5 (I-5) Far North Project from the I-5/State Route 91 (SR-91) Interchange north to the Los Angeles County line. The following are highlights and major accomplishments along each of the freeway corridors:

I-5, South Projects

Measure M provided funding for several High Occupancy Vehicle (HOV) lane and related improvement projects along I-5 between El Toro Road and Pacific Coast Highway. These projects included soundwalls for noise mitigation and were completed some time ago. Because of certain physical constraints, some areas did not receive a soundwall under the original construction contract. Two of those areas specifically are the Aegean Hills community in Mission Viejo and the Aliso Creek community in Laguna Hills.

In September 2003, the Board approved funding the new Aegean Hills soundwall project. The City of Mission Viejo awarded the construction contract in December 2003, with a low bid of \$2.53 million. Construction is now substantially complete, with only landscaping work on-going through March 2005.

Earlier in the development stages is the Aliso Creek soundwall project. Currently, OCTA and the City of Laguna Hills are jointly developing this project along the southbound I-5 between Los Alisos Boulevard and Alicia Parkway. This potential new project was approved by the Board for Measure M freeway funding on October 17, 2002. The initial noise study was completed in April 2003. This study identified the need for approximately 2,000 lineal feet of soundwalls. Based on that determination, an engineering feasibility study was conducted. With its completion in August 2004, the feasibility study developed three different construction alternatives, each with a cost of approximately \$1,300,000. Because the wall will be constructed on private property, all homeowners benefiting from the proposed soundwalls must agree on the soundwall type, as well as agree to pay for any maintenance costs that will arise throughout its lifespan. This approval must be received prior to the project moving forward into the final design stage. Currently, the City of Laguna Hills is taking the lead on gathering this approval. As resident approval is still pending, the project has not

yet been included in the Measure M freeway program budget or estimate-at-completion.

I-5, North Projects

Construction on the thirteen I-5 projects from State Route 22 (SR-22) to just north of the I-5/SR-91 Interchange originally began in December 1996, and were substantially completed by the end of December 2000, as scheduled. Caltrans is currently in the process of negotiating final construction quantities and change orders/claims for several projects.

Construction funding for the I-5 North projects include State Transportation Improvement Program (STIP) funds, Measure M freeway, and local city contributions. Measure M construction/claim payments during the fourth quarter were very limited at \$78,000 with \$229.0 million paid to date. Total anticipated Measure M construction payments are currently estimated at \$235.6 million. The remaining balance is comprised of approximately \$100,000 to complete landscaping, an additional \$1.4 million in Caltrans State Furnished Materials, and an allowance of \$5.1 million to settle outstanding change orders and construction claims.

I-5, Far North Project

The two-mile stretch of I-5, from just north of the I-5/SR-91 Interchange to the Los Angeles County line, is the only portion of the I-5 in Orange County yet to be improved. The total project cost is estimated at \$205 million with \$72 million in previously committed state funding and \$133 million funded through Measure M. The project was being designed in two equal segments of approximately one mile each. OCTA and Caltrans combined the two design packages into a single construction contract to reduce the possibility of construction conflicts and subsequent claims.

Overall design progress by OCTA's consultant is approximately 95 percent complete. On December 28, 2004, the pre-final roadway design plans and specifications were submitted to the Caltrans District 12 Office Engineer for review and approval. For some time, OCTA has been working with Caltrans to determine the best solution for the high ground water issue that exists within portions of the project limits. A risk analysis was performed, and a seal slab structure was determined to be the only feasible option. The roadway and bridge structure design plans will be updated to incorporate the seal slab design, and then resubmitted to Caltrans for review. The final review and approval process for both roadway and structures plans is still scheduled to be complete in March 2005. The costs associated with the addition of the seal

slab structure will be reflected in the construction cost estimate, which will be updated in the first quarter of 2005. Once the review of the resubmitted plans is complete, the final plans and specifications package will be forwarded to Caltrans' Sacramento office for preparation of the draft contract.

With transportation funding shortfalls, STIP right-of-way funding was not available for Fiscal Year 2003-04. Virtually all right-of-way activities had ceased. A cooperative agreement between OCTA and Caltrans to implement right-of-way acquisition was executed in early December 2004. With the execution of this agreement, the once stalled right-of-way activities have received a jump start, with acquisition now in process.

The combined project now requires an estimated 58 property acquisitions and temporary construction easements. Caltrans has been appraising and acquiring right-of-way for the Beach Boulevard to Los Angeles County line segment. With the state right-of-way funding limitations, there had previously been little change in status. With the execution of the right-of-way cooperative agreement, appraisal and acquisition activities have resumed. Currently, at the end of the report period, progress remains at 38 parcels appraised, and the number of escrows closed has increased to 23. While the right-of-way acquisition process has been significantly delayed, OCTA and Caltrans are still attempting to deliver the required properties and certify right-of-way by June 2005, to meet the currently scheduled construction advertisement date of August 2005.

SR-22

On August 23, 2004, the Board approved awarding the SR-22 Design-Build contract to Granite-Meyers-Rados, a joint venture, at a cost of \$390,379,000. The contract Notice-to-Proceed was issued effective September 22, 2004. Actual field construction activities began the evening of October 5, 2004. The contract requires substantial completion within 800 calendar days after the Notice-to-Proceed, or November 30, 2006. Final project completion is required within 90 days after substantial completion.

Construction activities began almost immediately after the Notice-to-Proceed was issued. Some of the activities that occurred during the report period included clearing and grubbing in the areas adjacent to the freeway, setting K-rails along the construction zone, and lane re-striping which allowed traffic to be moved towards toward the median, making room for the outside widening. Overall, at the end of this report period, the design-build contract was 9.1 percent complete, with 101 contract days elapsed, and 699 days remaining.

The Board approved overall project budget for the SR-22 project is \$490 million. This includes the \$390 million design-build contract and \$100 million in other program costs including project management support, legal services, right-of-way, Caltrans oversight, other construction costs, and a \$16 million construction contingency allocation.

To provide sufficient funding for the overall project, the Board approved amending the Measure M Expenditure Plan to increase SR-22 funding by \$123.7 million to a total of \$327 million. The additional Measure M funding commitment is required in the event future State Transportation Congestion Relief Program (TCRP) funding is not available. OCTA has submitted the required documentation to the California Transportation Commission requesting the final SR-22 allocation of \$123.7 million, however, TCRP allocation requests are currently on hold. The state budget proposed by the Governor for fiscal year 2005-06 does not include any funds for the TCRP. The possibility exists that the program may be restored in future fiscal years, and that option will continue to be pursued.

OCTA is actively seeking reimbursement of the current TCRP allocation, with a commensurate reduction in the use of Measure M funds for any amount received. In total, the TCRP allocations to OCTA for the SR-22 project amount to \$56.4 million including \$4.2 million payable to Caltrans for project oversight. TCRP billings through December 31, 2004, total \$45.2 million with \$44.8 million reimbursable to Measure M. The balance has been reimbursed to OCTA's Capital Projects fund for expenses incurred prior to the addition of the SR-22 project to the Measure M Ordinance.

To secure the required right-of-way for the SR-22 project, OCTA will need to obtain an interest in an estimated 59 individual parcels, comprised of two full-take and 57 partial-take acquisitions. Right-of-way appraisals and appraisal reviews have been completed for all of the required parcels, with the acquisition process itself nearly complete. A total of 30 parcels have been acquired, five are in escrow, seven have been verbally accepted, and the remaining 17 are in varying stages of negotiation. On September 27, 2004, the Board authorized the use of eminent domain to ensure critical parcels are acquired in support of the contractor's schedule. Condemnation deposits in the amount of \$13.7 million were made to the State Treasurer's Condemnation Fund. Staff will continue to pursue negotiations and work with property owners to purchase the land throughout the eminent domain proceedings.

SR-91

In October 2003, the Board approved the use of Measure M funds to complete the design and construction of the new Peralta Hills soundwall project located on eastbound SR-91, between State Route 55 (SR-55) and Lakeview Avenue. The cooperative agreement with Caltrans for construction and construction management services was approved by the Board on September 27, 2004. The overall project is budgeted at \$2.8 million.

Caltrans is acting as the lead agency for the project and has completed the required design work. Plans and specifications were forwarded to Caltrans' Sacramento headquarters in late September 2004, for final review and preparation of contract documents. The project was advertised for construction December 13, 2004, with the construction activities scheduled to begin in early March, 2005. Construction is estimated to take approximately six months.

Street and Roads Programs

Substantial additional funding to cities and the county is provided by the various programs within the Measure M Local and Regional Streets and Roads Programs through OCTA's Combined Transportation Funding Program (CTFP). The CTFP encompasses Measure M streets and roads competitive programs, as well as federal sources such as the Regional Surface Transportation Program (RSTP). Funds are awarded on a competitive basis within the guidelines of each program and are used to fund a wide range of transportation projects.

During the fourth quarter, Measure M funds contributed approximately \$9.2 million for streets and roads improvements. Significant payments include \$3.4 million to the City of Lake Forest for the El Toro Road widening project at I-5, \$627,000 to the City of Tustin for improvements on Irvine Boulevard and Newport Avenue, \$216,000 for to the City of Anaheim for improvements to the intersection at Lincoln Avenue and Brookhurst Street, \$354,000 to the City of Los Alamitos for the widening of Katella Avenue from the I-605 to Knott Avenue, \$490,000 to the City of Santa Ana for the widening of Fairview Street at MacArthur Boulevard, and \$135,000 to the City of Seal Beach for the widening of the Seal Beach Boulevard overcrossing at the I-405.

In response to the 2004 CTFP Call for Projects issued in November 2004, OCTA received 642 applications, requesting \$318 million in funding for streets and roads improvement projects over the next five years from local jurisdictions. Staff is undertaking a thorough review of all applications and final approval is expected by the Board in May 2005. As this allocation covers the time period from fiscal

years 2005 through 2010, this was the final call for projects and CTFP allocation before Measure M sunsets in 2011.

Transit Programs

Commuter Rail

Orange County's commuter rail service is provided by Metrolink (under contract with OCTA). Metrolink is the service operated by the Southern California Regional Rail Authority (SCRRA). Formed in 1991, the SCRRA is a joint powers authority of five member agencies, representing the five Southern California counties of Ventura, Los Angeles, San Bernardino, Riverside, and Orange.

Commuter rail service in Orange County includes three routes: the Orange County Line operating from Oceanside to downtown Los Angeles, the Inland Empire – Orange County Line, serving passengers going from San Bernardino and Riverside to Orange County, and the 91 Line operating from Riverside to downtown Los Angeles via Fullerton. The Orange County Line provides 19 weekday trips between Orange County and Los Angeles, including two reverse-commute roundtrips that offer service from Los Angeles to employment centers in Orange County. The Inland Empire – Orange County Line (IEOC) service provides 12 weekday trips and the 91 Line provides nine weekday trips. In addition, under the Rail 2 Rail program, monthly pass holders are allowed to ride Amtrak trains providing up to 22 weekend trains for Orange County riders at no additional charge.

The expansion of this Rail 2 Rail program continues. Through the work of OCTA, Caltrans, Metrolink, and Amtrak, the Metrolink service area will be making a number of improvements to it. Currently, this program allows only those with a monthly Metrolink Pass to ride Amtrak trains within the service area at no additional fee. However, OCTA has worked with the stakeholders to expand this program to a new 10-trip ticket program. This new 10-trip ticket will be usable on both Amtrak and Metrolink trains in the service area and should be available sometime in 2005. Additionally, effective November 2004, certain Amtrak Trains have added stops in Orange and Laguna Niguel to provide some mid day train schedule opportunities to Orange County patrons.

Other improvements to commuter rail service in Orange County are both planned and in process. Passenger improvements to the Santa Ana Station were placed under contract in the past quarter. A pedestrian overpass and improved platforms will begin construction over the next several months. Also, the Ticket Vending Machine (TVM) upgrades have been completed. New,

improved TVM's have been installed at all stations in the OCTA services area. These TVM's are faster, easier to use, and give OCTA better use and financial data to help meet the needs of our train customers. Additionally, there is a railroad bridge upgrading project underway to replace some older bridges and upgrade others to meet the future needs of Metrolink service in Orange County.

In the fourth quarter of 2004, Metrolink ridership in Orange County experienced continued growth on all three lines. The Orange County Line, including the Metrolink Riders on Amtrak trains under the Rail 2 Rail program, averaged 6,835 average daily passengers, which represents a four percent increase over the fourth quarter of 2003. The daily number of Metrolink monthly pass holders riding Amtrak via the Rail 2 Rail program averaged 1,206 during the quarter. This was an 19 percent increase over the fourth quarter of 2003. The Inland Empire/Orange County Line averaged 3,485 daily riders, just under a three percent increase over the fourth quarter of 2003. The 91 Line averaged 1,651 riders, a four percent increase over the fourth quarter of 2003.

The commuter rail program was made possible by the rapid implementation of a comprehensive capital improvement plan made up of 36 percent Measure M funds. Also helping the commuter rail program is \$115 million in the long-term rail operating fund, the Commuter Rail Endowment, established in 1992, and funded by Measure M.

The CenterLine Project

Efforts this quarter for The CenterLine Light Rail Project focused on completing the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) for the Locally Preferred Alternative approved by the Board of Directors in January 2004. Other efforts included coordination of utility relocation issues with the affected public utilities, refinement of the anticipated right-of-way, and preparation of documents required by the Federal Transit Administration (FTA) for approval to enter final design. An analysis was initiated of the responses received last quarter for the industry review of the light rail vehicle.

The Board of Directors approved an extension of the Preliminary Engineering (PE) consultant, Parsons Brinckerhoff Quade and Douglas, Inc. The extension covered the work effort from November 2004, through February 2005. The work to be performed during this time period includes technical support for coordination with the Partner Cities of Santa Ana, Costa Mesa, and Irvine to identify other projects moving forward along the CenterLine alignment, survey and mapping control for selected areas, technical assistance and coordination

with public utilities, and support with risk assessment and procurement strategies for the light rail vehicle based on information gleaned from the industry review. Key activities performed by the PE consultant this quarter include refinement of the PE cost estimate as appropriate, technical support with stakeholder meetings, technical support with preparation of utility exhibits, support of technical review meetings with utility owners, and mapping refinements.

Review of the PE documents continues to be performed as necessary by the Project Management Consultant (PMC), Carter & Burgess, Inc. The PMC team also assisted OCTA in analysis of the industry review/Request for Information (RFI) of the CenterLine's proposed dual-power light rail vehicle, and assisted in risk assessment for the light rail vehicle. Comments from the FTA have been received and incorporated into various documents, and several additional documents requested by the FTA are in the process of being prepared. The PMC team continues to coordinate and participate in meetings with the FTA Project Management Oversight Consultant (PMOC). This quarter meetings with the PMOC were held on October 26-27, 2004, and December 14-15, 2004.

The environmental consultant, Jones and Stokes, finalized the FEIS/FEIR. OCTA received approval from the FTA to release the document for public review, which is currently slated for late in the first quarter of 2005. With the support of Jones and Stokes, OCTA is coordinating with the Partner Cities regarding mitigation measures proposed within their cities.

The Right-of-Way (ROW) Consultant, Overland, Pacific & Cutler, Inc.'s (OPC), finalized the Real Estate Acquisition and Management Plan (RAMP), which includes the Relocation Plan. Title searches are in the process of being performed. OCTA and OPC continue to meet when required to determine appropriate message points for acquisition and to coordinate the work. The current estimate of potential acquisitions is approximately 265 (full and partial) properties.

OCTA continued its comprehensive public outreach plan this quarter with project briefings to (1) project constituents, (2) countywide groups, and (3) elected officials. Project briefings to project constituents included the Citizens Advisory Committee (CAC) CenterLine Ad-Hoc Committee. Committee members include community and business leaders who are regular members of the OCTA CAC. Project briefings to countywide groups included the Measure M Citizens Oversight Committee. The outreach team also had speaking engagements with the National Latina Business Women Association, Irvine Chamber of Commerce, and the Asian Business Association Annual Banquet. Informational neighborhood meetings included the Eastside

Neighborhood Association and Thorton Park Neighborhood Association in Santa Ana. In addition, tours were conducted showcasing the Pasadena Gold Line and the San Diego Trolley System, in order to give Orange County community members, local elected officials, major stakeholders and business leaders experience with a light rail system. Tour participants included members of the Orange County Department of Education and Orange County Grand Jury. The San Diego Trolley attendees traveled the Mission Valley Line, visiting new developments surrounding the City College area.

San Diego Freeway (Interstate 405)/SR-55 Interchange and Transitway

Since the discovery of damage to the Interstate 405 (I-405)/State Route 55 (SR-55) South Transitway structure, OCTA has been working closely with all parties to expedite repairs and resolve the cost responsibility. Construction repairs began on September 2, 2003. On December 30, 2004, OCTA and Caltrans were excited to jointly announce that the northbound portion of the transitway, linking the northbound I-405 to the northbound SR-55 was opened for traffic. The new link created a seamless carpool connection between the two freeways and instantly improved traffic flow. The other side of the transitway, linking the southbound I-405 to the southbound SR-55, is scheduled to be open no later than January 31, 2005. Currently, the final repairs are wrapping up, and the southbound opening is on schedule.

Construction on the much larger second phase of the I-405/SR-55 Interchange project began in February 2001. Currently, the construction cost is estimated at \$61.1 million. Construction progress increased three percent during the quarter to 90 percent overall completion.

Overall construction progress has not been sufficient to meet the current contract completion date. Caltrans and OCTA continue to work with the contractor to mitigate delays and to evaluate the overall schedule performance. Despite these efforts, the current assessment still indicates the transitway structure will not be complete until May 2005.

As with the first phase, this project includes a freeway-to-freeway transitway connector linking southbound SR-55 HOV lanes to the northbound I-405 HOV lanes and the reverse movement. Other significant improvements are being made to reduce traffic and weaving on the northbound I-405 in the South Coast Metro area. Significant problems were encountered in the past as traffic entering the northbound I-405 from the SR-55 encountered traffic attempting to exit at Bristol. The new braided off-ramp to Bristol Street and Avenue of the Arts, helps alleviate those issues.

Financial Status

As required in Measure M, all Orange County eligible jurisdictions receive 14.6 percent of the sales tax revenue based on population ratio, Master Plan of Arterial Highways miles, and total taxable sales. There are no competitive criteria to meet, but there are administrative requirements, such as having a Growth Management Plan. This money can be used for local projects as well as ongoing maintenance of local streets and roads. The total amount of Measure M turnback funds distributed since program implementation is \$349 million. Distributions to individual agencies to-date and for the period are detailed in Attachment A.

Net Measure M expenditures through December 31, 2004, total \$2.339 billion. Net expenditures include project specific reimbursements to Measure M from cities, local agencies, and Caltrans. Total Net Tax Revenues consist primarily of Measure M sales tax revenues and non-bond interest minus estimated administrative expenses through 2011. Net revenues, expenditures, estimates-at-completion, and summary project budgets, per the Measure M Expenditure Plan, are presented in Attachment B. The basis for project budgets within each of the Expenditure Plan programs is identified in Attachment B accompanying notes.

Budget Variances

Project budget verses estimate-at-completion variances generally relate to freeway and transitway elements as these programs have existing defined projects. Other programs, such as regional and local streets and roads, assume all net tax revenues will be spent on existing and yet to be defined future projects.

The estimate-at-completion for "Transitways" was increased by \$875,000. On November 22, 2004, the Board approved increases to the agreements with Caltrans for additional construction administration and management services, as well as with Caltrop Engineering Corporation for additional construction management and inspection services in support of project time extensions.

Summary

As required in Measure M Ordinance No. 2, a quarterly report is provided to update progress in implementing the Measure M Expenditure Plan. This report covers freeways, streets and roads, transit program highlights, and accomplishments from October through December 2004.

Attachments

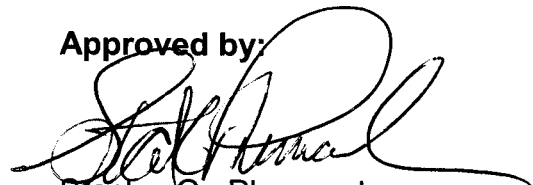
- A. Measure M Local Turnback Payments
- B. Measure M Revenue and Expenditure Summary as of December 31, 2004

Prepared by:



Norbert Lippert
Project Controls Manager
(714) 560-5733

Approved by:



Stanley G. Phernambucq
Executive Director, Construction &
Engineering
(714) 560-5440

MEASURE M LOCAL TURNBACK PAYMENTS

Agency	Fourth Quarter 2004	Total Apportionment as of 12/31/04
Aliso Viejo	\$ 68,372	\$ 1,334,146
Anaheim	640,293	38,406,369
Brea	97,478	6,307,313
Buena Park	154,550	9,396,994
Costa Mesa	266,453	16,664,741
Cypress	102,763	6,153,103
Dana Point	63,353	3,982,282
Fountain Valley	117,525	7,707,678
Fullerton	240,386	15,295,807
Garden Grove	205,424	17,254,871
Huntington Beach	360,237	22,854,971
Irvine	417,735	23,512,913
Laguna Beach	49,148	2,925,563
Laguna Hills	69,779	4,104,374
Laguna Niguel	130,902	7,309,670
Laguna Woods	24,904	830,375
La Habra	100,135	5,817,576
Lake Forest	146,339	7,180,830
La Palma	34,088	1,916,287
Los Alamitos	25,076	1,704,950
Mission Viejo	181,471	10,843,818
Newport Beach	183,274	10,472,602
Orange	301,489	18,162,578
Placentia	90,717	5,454,375
Rancho Santa Margarita	78,157	1,918,675
San Clemente	99,479	5,223,062
San Juan Capistrano	78,054	4,252,694
Santa Ana	555,095	34,953,571
Seal Beach	45,237	2,765,795
Stanton	57,048	3,461,693
Tustin	155,805	9,529,229
Villa Park	10,179	639,582
Westminster	169,058	10,426,455
Yorba Linda	107,030	6,434,373
County Unincorporated	332,970	23,778,039
Total County:	\$ 5,760,000	\$ 348,977,354

Measure M Revenue and Expenditure Summary
As of December 31, 2004

Project Description (\$ in thousands, escalated to year of expenditure/revenue)	Total Net Tax Revenues A	Project Budget B	Estimate at Completion C	Variance Total Net Tax Revenues to Est at Completion (A - C)	Variance Project Budget to Est at Completion (B - C)	To Date Net Project Cost D	Percent Budget Expended (D / B)	Notes
Freeways (43%)								
I-5 between I-405 (San Diego Fwy) and I-605	\$ 1,028,988	\$ 810,011	\$ 750,875	\$ 278,113	\$ 59,136	\$ 628,591	77.6%	1
I-5 between I-5/I-405 Interchange and San Clemente	71,343	55,390	57,418	13,925	(2,028)	56,419	101.9%	1
I-5/I-405 Interchange	90,551	72,802	72,946	17,605	(144)	72,797	100.0%	1
S.R. 55 between I-5 and S.R. 91	60,367	44,511	48,932	11,435	(4,421)	47,659	107.1%	1
S.R. 57 between I-5 and Lambert Road	30,184	24,128	24,243	5,941	(115)	22,719	94.2%	1
S.R. 91 between Riverside Co. line & Los Angeles Co. line	130,339	116,136	105,215	25,124	10,921	102,202	88.0%	1
S.R. 22 between S.R. 55 and Valley View St.	406,107	327,000	321,408	84,699	5,592	27,655	8.5%	2
Subtotal Projects	\$ 1,817,879	\$ 1,449,978	\$ 1,381,037	\$ 436,842	\$ 68,941	\$ 958,042	66.1%	
Net (Bond Revenue)/Debt Service		353,424	353,424	(353,424)	-	251,514		
Total Freeways	\$ 1,817,879	\$ 1,803,402	\$ 1,734,461	\$ 83,418	\$ 68,941	\$ 1,209,556	67.1%	
Expenditures as a Percent of Total Program						51.7%		
Regional Street and Road Projects (11%)								
Smart Streets	\$ 159,442	\$ 156,712	\$ 156,712	\$ 2,730	\$ -	\$ 112,257	71.6%	3
Regionally Significant Interchanges	\$ 93,008	93,008	93,008	-	-	29,242	31.4%	3
Intersection Improvement Program	\$ 132,868	132,868	132,868	-	-	46,764	35.2%	3
Traffic Signal Coordination	\$ 66,434	66,434	66,434	-	-	24,709	37.2%	3
Transportation Systems and Transportation Demand Mgmt	\$ 13,287	13,287	13,287	-	-	5,477	41.2%	3
Subtotal Projects	\$ 465,039	\$ 462,309	\$ 462,309	\$ 2,730	\$ -	\$ 218,449	47.3%	
Net (Bond Revenue)/Debt Service		2,730	2,730	(2,730)	-	1,943		
Total Regional Street and Road Projects	\$ 465,039	\$ 465,039	\$ 465,039	\$ -	\$ -	\$ 220,392	47.4%	3
Expenditures as a Percent of Total Program						9.4%		

Measure M Revenue and Expenditure Summary
As of December 31, 2004

Project Description (\$ in thousands, escalated to year of expenditure/revenue)	Total	Project	Estimate at	Total Net Tax	Variance	To Date Net	Percent
	Net Tax Revenues A	Budget B	Completion C	at Completion (A - C)	Project at Completion (B - C)	Project Cost D	Budget Expended (D / B)
Local Street and Road Projects (21%)							
Master Plan of Arterial Highway Improvements	\$ 173,170	\$ 173,170	\$ 173,170	\$ -	\$ -	\$ 52,243	30.2%
Streets and Roads Maintenance and Road Improvements	614,632	614,632	614,632	-	-	349,025	56.8%
Growth Management Area Improvements	100,000	100,000	100,000	-	-	48,911	48.9%
Subtotal Projects	\$ 887,802	\$ 887,802	\$ 887,802	\$ -	\$ -	\$ 450,179	50.7%
Net (Bond Revenue)/Debt Service							
Total Local Street and Road Projects	\$ 887,802	\$ 887,802	\$ 887,802	\$ -	\$ -	\$ 450,179	50.7%
Expenditures as a Percent of Total Program						19.2%	
Transit Projects (25%)							
Pacific Electric Right-of-Way	\$ 20,456	\$ 15,000	\$ 13,100	\$ 7,356	\$ 1,900	\$ 13,393	89.3%
Commuter Rail	375,031	375,031	375,031	-	-	254,598	67.9%
High-Technology Advanced Rail Transit	463,675	463,675	463,675	-	-	23,994	5.2%
Elderly and Handicapped Fare Stabilization	27,275	20,000	20,000	7,275	-	7,953	39.8%
Transitways	170,469	146,381	121,003	49,466	25,378	113,102	77.3%
Subtotal Projects	\$ 1,056,906	\$ 1,020,087	\$ 992,809	\$ 64,097	\$ 27,278	\$ 413,040	40.5%
Net (Bond Revenue)/Debt Service		63,839	63,839	(63,839)	-	45,431	
Total Transit Projects	\$ 1,056,906	\$ 1,083,926	\$ 1,056,648	\$ 258	\$ 27,278	\$ 458,471	42.3%
Expenditures as a Percent of Total Program						19.6%	
Total Measure M Program	\$ 4,227,626	\$ 4,240,169	\$ 4,143,950	\$ 83,676	\$ 96,219	\$ 2,338,598	55.2%

Notes:

1. Project Budget based on escalated value of 1996 Freeway Strategic Plan plus subsequent Board approved project funding plan adjustments.
2. Project Budget and funding based on September 13, 2004 Measure M Expenditure Plan amendment.
3. Project Budget and Estimate at Completion equal to Total Net Tax Revenues as all funds collected will be expended on future projects.
4. Project Budget based on Expenditure Plan.
5. Estimate-at-completion increased by \$875,000 for additional Construction Management associated with MOS 2 & 3 project. Board approved November 22, 2004.



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles^{WK}, Clerk of the Board
Subject Selection of Consultant for the Riverside Freeway (State Route 91)
Eastbound Auxiliary Lane Project Management Services

Regional Planning and Highways Committee

February 7, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-1124 between the Orange County Transportation Authority and IBI Group, in an amount not to exceed \$192,300, for project management consultant services in support of the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane Chokepoint Project. This is an eighteen month agreement.



February 7, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, ^{ALV} Chief Executive Officer
Subject: Selection of Consultant for Riverside Freeway (State Route 91) Eastbound Auxiliary Lane Project Management Support Services

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved the procurement of project management services to complete the preliminary engineering and environmental document phase for the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane Project. Proposals to perform this work were solicited and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-1124 between the Orange County Transportation Authority and IBI Group, in an amount not to exceed \$192,300, for project management consultant services in support of the Riverside Freeway (State Route 91) Eastbound Auxiliary Lane Chokepoint Project. This is an eighteen month agreement.

Background

The State Route 91 Implementation Plan highlighted several key bottleneck areas including the highly congested segment from the Eastern Transportation Corridor (State Route 241) to the Corona Expressway (State Route 71). The Riverside Freeway (State Route 91) Eastbound Auxiliary Lane Project aims to provide near-term relief for this chokepoint problem area by proposing the addition of an eastbound auxiliary lane, widening existing lanes, shoulders and median to standard widths, and providing additional capacity at ramp junctions. The project will improve overall efficiency on State Route 91 (SR-91) by providing an auxiliary lane for merging and exiting traffic. In addition, the project will improve the mobility of commuters traveling northbound on

State Route 241 (SR-241), and offer true inter-regional benefits for communities in both Riverside and Orange Counties.

The feasibility study completed in March 2004 recommends the advancement of this project to the preliminary engineering and environmental documentation phase. In April 2004, the Orange County Transportation Authority (OCTA) Board authorized the use of \$2.5 million in 91 Express Lanes toll revenues to advance the project and fund this next phase of development. The project poses several challenges that arise from limited right-of-way and environmentally-sensitive areas found within the project boundaries. The procurement of project management services is needed to manage the technical work that will begin end of January 2005 to ensure that all environmental and engineering challenges are successfully addressed. The overall work effort will ensure this worthwhile project is developed on time, within budget, and progresses smoothly through this critical development phase.

Discussion

This procurement was handled in accordance with OCTA's procedures for professional and technical services and was competitively bid. In addition to cost, many other factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most effective overall proposal considering such factors as staffing, prior experience with similar projects, approach to the requirements and technical expertise in the field.

A Request for Proposals (RFP) was sent on November 15, 2004, to 471 firms registered on CAMMNET. The project was advertised on November 15, 2004, and November 22, 2004, in a newspaper of general circulation. A pre-proposal meeting was held on November 30, 2004, and was attended by 14 firms. Addendum No. 1 to the RFP was issued on December 2, 2004, to provide responses to questions submitted by prospective bidders.

On December 15, 2004, five offers were received. An evaluation committee composed of staff representing Project Development, Long Range Planning, Transportation Analysis Sections, Contracts Administration and Materials Management Department, and the Construction Engineering Division, was established to review all offers submitted. The offers were evaluated on the basis of the firm qualifications, staffing, project organization, work plan, and price. Based on proposal reviews, the committee selected two firms for interviews. The technical expertise of these two firms were considered more

Selection of Consultant for Riverside Freeway (State Route 91) Page 3
Eastbound Auxiliary Lane Project Management Support Services

closely related to the project requirements than the other three firms. The committee has completed the evaluation process and recommends that IBI Group be retained to perform the project management work based on excellent technical qualifications and interview presentation.

Fiscal Impact

This project was approved in the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, Toll Road and Motorist Services Division, SR-91 Toll Road Department, Account 0036-7519-B3100-A7B, and is funded through toll road revenue.

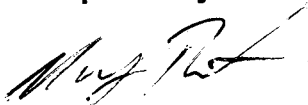
Summary

Based on the material provided, staff recommends award of Agreement C-4-1124 to IBI Group, in an amount not to exceed \$192,300, for project management consultant services to complete the preliminary engineering and environmental documentation phase for the SR-91 Eastbound Auxiliary Lane Project.

Attachment

None.

Prepared by:



Mary Toutouchi
Section Manager II
(714) 560-5874

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject Selection of Consultant for Chokepoint Program Project Management Services

Regional Planning and Highways Committee

February 7, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-1146 between the Orange County Transportation Authority and APA Engineering, Inc., in an amount not to exceed \$145,000, for project management services in support of the Freeway Chokepoint Program. This is a one year agreement.

In response to Committee Vice Chair Cavecche's request, attached is the Chokepoint Program Status Report, which went to the Board on September 13, 2004.



BOARD COMMITTEE TRANSMITTAL

September 13, 2004

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject Chokepoint Program Status Report

Regional Planning and Highways Committee

September 3, 2004

Present: Directors Bilodeau, Brown, Norby, and Perry
Absent: Director DeYoung

Committee Vote

This item was passed by all the Committee Members present.

Committee Recommendation

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



September 3, 2004

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, ^{AL}Chief Executive Officer
Subject: Chokepoint Program Status Report

Overview

The Orange County Transportation Authority continues to work with the California Department of Transportation to alleviate localized freeway congestion known as chokepoints. The objective of the Chokepoint Program is to develop "shelf-ready" projects that can be brought forward as funding becomes available. Over 40 chokepoint projects are in various stages of development throughout Orange County. A status report is provided for the Board's review.

Recommendation

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

Background

The Orange County Transportation Authority (OCTA), in conjunction with the California Department of Transportation (Caltrans), continues to identify and improve freeway chokepoint areas. Chokepoints are freeway locations where operations are impaired as a result of unusually heavy weaving or merging.

In September 2001, the OCTA Board recognized the benefits of this program and made the Freeway Chokepoint Program a part of OCTA's Ten Strategic Initiatives. The goal of the Chokepoint Program is to develop "shelf-ready" projects that can be brought forward as funding becomes available. Getting a project "shelf-ready" is a two-step process that requires the successful development of a project through the Project Study Report phase to a completed Project Report/Environmental Document (PR/ED).

Discussion

Over 40 chokepoint projects are in various stages of development throughout Orange County. Significant advancements have been made since the previous Board update provided in February 2004, with several projects advancing to the next stages of development. The attached status report highlights these advancements and provides detailed information on the progress of each project under the OCTA Chokepoint Program (Attachment A). The report is organized by the following freeway corridors.

- San Diego Freeway (Interstate 5)
- Riverside Freeway (State Route 91)
- Cost Mesa Freeway (State Route 55)
- Interstate 5 (I-5)/State Route 55 (SR-55) Interchange
- San Diego Freeway (Interstate 405)

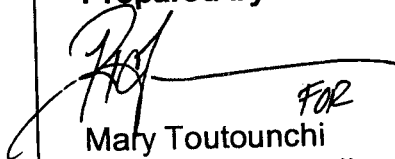
Highlights on the status of chokepoint projects being lead by Caltrans are also presented. A map depicting some of the chokepoint project areas is included for reference (Attachment B).

Summary

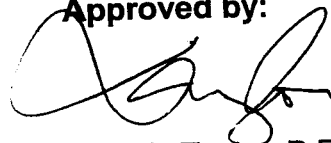
OCTA and Caltrans continue to work together to develop a slate of "shelf-ready" construction projects, which will ease congestion at key freeway chokepoint locations throughout Orange County. Significant progress has been made with several projects moving forward into the next development phases. A progress report on the status of these projects is presented for review. Staff will return with an update in six months.

Attachments

- A. Chokepoint Program Status Report
- B. Orange County Freeway Chokepoint Projects

Prepared by:

Mary Toutouchi
Section Manager II
Project Development
(714) 560-5874

Approved by:

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



Chokepoint Program Status Report

September 2004

San Diego Freeway (Interstate 5)

Location	Description	Const. Cost	Phase	Target Date
(Interstate 5) I-5 southbound (SB) off-ramp at Culver Drive (OCTA)	Widen SB off-ramp to two lanes	\$1,405,000	PR/ED	Dec 2004
I-5 SB at Oso Parkway (OCTA)	Widen SB off-ramp to two lanes and construct SB auxiliary lane	\$12,532,000	PR/ED	Dec 2004
I-5 SB at Camino Capistrano (OCTA)	Widen SB off-ramp, widen Camino Capistrano and construct SB auxiliary lane	\$7,041,000	PR/ED	July 2005
I-5 SB at Avenida Pico (Caltrans)	Widen SB off-ramp	\$1,815,000	Design	Aug 2004

There are currently three chokepoint projects along the I-5 Freeway managed by OCTA. Work on the SB I-5 Culver Drive PR/ED began December 2003, and is two months ahead of schedule for completion in December 2004. A noise study completed as part of the PR/ED indicates peak hour noise levels below state and federal criteria of 67 decibels. Project noise level increases of less than one decibel will not be discernable to residents in the vicinity.

Cooperative efforts with the City of Irvine ensure that the city's efforts to improve Culver Drive and Trabuco Road are being coordinated with OCTA's chokepoint project. In addition, a Caltrans safety project, which addresses the SB I-5 Culver off-ramp terminus (signal modification and additional signage), is also underway and coordinated with preparation of the PR/ED. The design of the Caltrans safety project has been finalized and funded through the State Highway Operation and Protection Program (SHOPP).

Work is continuing on the PR/ED for the I-5 at Camino Capistrano project to add a SB I-5 auxiliary lane and the widening of the SB off-ramp and Camino Capistrano. Staff is currently evaluating a request from the City of San Juan Capistrano to incorporate a raised sidewalk on the west side of Camino Capistrano. The completion of the PR/ED is ahead of schedule as a result of Project Development team efforts to streamline the PR/ED process where it is possible. The final PR/ED originally scheduled for November 2005, is now expected July 2005.

The PR/ED underway for the SB I-5 Oso Parkway project proposes to widen the SB off-ramp and northbound (NB) on-ramp, as well as construct a SB auxiliary lane. In June 2004, the OCTA Board authorized the additional technical work needed to complete the environmental process. The preparation of a topographic survey and traffic noise

impact study has begun. The scheduled completion of the PR/ED was extended six months, from June 2004 to December 2004, to accommodate the additional work.

The final design for the widening of the SB I-5 Avenida Pico off-ramp has been extended by one month and is currently being circulated for signature. The completion of the design phase is expected in August 2004. Opportunities to advance the programming of construction funds from fiscal year (FY) 2005-06 to 2004-05, are being explored to ensure construction can begin once project design is completed.

Riverside Freeway (State Route 91)

Location	Description	Project Cost Est.	Next Steps
SR-91 eastbound (EB) from State Route 241 (SR-241) to State Route 71 (SR-71) (OCTA)	Add EB auxiliary lane and improving SR-71 connector ramps	\$32.3 M to \$52.9 M	PR/ED Procurement
SR-91 westbound (WB) from the Costa Mesa Freeway (State Route 55) to Tustin Avenue (OCTA)	Extend WB auxiliary lane, ramp improvement	\$17.2 M to \$42.9 M	Seeking funds for future phases
SR-91 WB from SR-57 to I-5 (OCTA)	Extend WB auxiliary lane	\$9 M to \$13.4 M	Seeking funds for future phases
SR-91 EB/WB from SR-241 to Imperial Highway: EB from State Route 55 (SR-55) to Lakeview Avenue (OCTA)	Adding mixed flow lanes/ auxiliary lane	\$37 M	Seeking funds for future phases

The proposed improvements on the EB SR-91 will complement the WB Lane Drop Restoration and Restriping Projects completed in spring 2004. These WB projects eliminated a chokepoint condition east of the Coal Canyon Road interchange. The projects provided near-term congestion relief by dissipating the traffic volume and smoothing weaving movements, and represented the first major improvements to the SR-91 since OCTA eliminated the "non-compete" constraints by purchasing the privately owned toll road.

The elimination of the toll road non-compete agreement has allowed four chokepoint project PSRs to be completed for improvements along the SR-91. The PSR to improve the EB SR-91 between the SR-241 to SR-71 has been approved by Caltrans. The PSR proposes to add an EB auxiliary lane, as well as, widen all existing EB lanes and shoulders to standard widths. In April 2004, the Board authorized the use of 91 Express Lanes toll revenues to fund the next phase of the project, and a scope of work for the PR/ED stage has been submitted for Caltrans review. However, further discussion is needed on new state requirements regarding the delegation of California Environmental Quality Act (CEQA) lead agency responsibility and preparation of the environmental documents. OCTA staff has requested clarification from Caltrans before releasing Request for Proposals.

Three additional PSRs for improvements along the SR-91 have been completed and are now "shelf-ready" for environmental clearance. The proposed improvements will enhance traffic operations and relieve peak hour congestion. Staff is exploring opportunities to fund the next stages of project development, pending the findings of the SR-91 Major Investment Study expected in fall 2005.

Santa Ana Freeway (Interstate 5)/Costa Mesa Freeway (State Route 55) Interchange

Location	Description	Phase	Target Date
I-5/SR-55 Interchange (OCTA)	Improve weave and merging through interchange improvements	PSR	March 2005

Work on the PSR for the I-5/SR-55 interchange will identify potential improvements for the interchange area between the 4th Street off-ramp to the north and Newport Boulevard to the south on the I-5, and on SR-55 from 4th Street to the north and Edinger Avenue to the south. The planning effort underway is intended to surface reasonable and feasible improvements that will become part of an overall strategy to improve the Orange County freeway system.

Cooperative efforts with Caltrans and the Cities of Tustin and Santa Ana continue to refine alternatives that avoid or minimize environmental impacts to the greatest extent feasible. The project schedule was extended three months to address local concerns regarding ramp closures. The preparation of a traffic operational analysis for each alternative is currently underway. A status report on the project, along with the conceptual solutions being explored, was presented to the Board in July 2004. Staff will return in October 2004 to present a final set PSR alternatives and a public outreach plan.

Costa Mesa Freeway (State Route 55)

Caltrans recently initiated two PSRs to enhance operations and ease congestion along both directions of SR-55. The PSR work underway explores the addition of an auxiliary lane in each direction between Dyer Road and Edinger Avenue. One PSR is being developed for the NB auxiliary lane and the other covering the SB auxiliary lane. The two PSRs are scheduled for completion in summer 2005.

Orange Freeway (State Route 57)

Location	Description	Phase	Status
State Route 57 (SR-57) NB Orangethorpe to Lambert Road (OCTA)	Adding NB through lane	PSR	PSR completed March 2003 PR/ED to be initiated in FY 04/05
SR-57 NB Katella Avenue to Lincoln Avenue (OCTA)	Add auxiliary lane and fully standard median	PSR- PDS	PSR complete June 2003 shelf-ready

The PSR and PSR/PDS for two chokepoint projects along SR-57 are complete and shelf-ready. The proposed widening of the NB SR-57 from Orangethorpe Avenue to Lambert Road is being advanced to the PR/ED stage. The project proposes the addition of a NB mixed-flow lane, broaden medians and shoulders to standard widths, as well as widen the NB off-ramps at Imperial Highway, Lambert Road and adding northbound auxiliary lane in advance of the off-ramps. The procurement process for selection of a consultant to prepare a PR/ED is expected to begin in December 2004.

San Diego Freeway (Interstate 405)

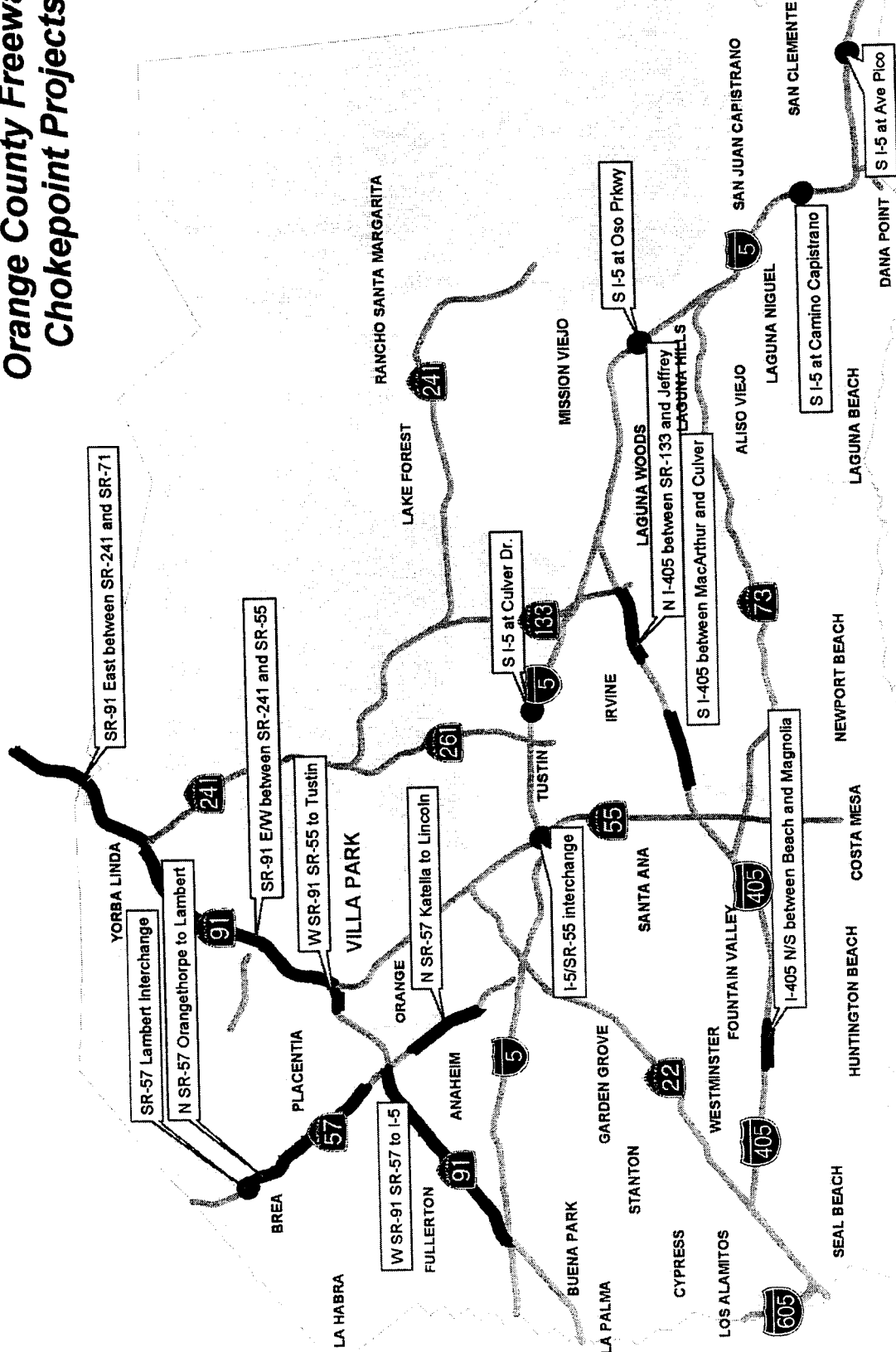
Caltrans has completed the PR/ED for auxiliary lanes along both directions of Interstate 405 (I-405) between Magnolia Avenue and Beach Boulevard. The final design of the project is scheduled to begin in September 2004. Fiscal year 2005-06 and 2006-07 STIP funds have been programmed for the design and construction of the project. The analysis of the ultimate improvement to the I-405 will be addressed as part of the I-405 Major Investment Study, which is currently underway for completion fall 2005.

Caltrans Chokepoint Projects

In addition to the chokepoint projects managed by OCTA, the following table highlights some of the chokepoint projects being lead by Caltrans.

Location	Improvement Concept	Status
I-5 NB/SB at La Paz Road	Reconstruct interchange to increase storage capacity of ramps	PSR to be completed Aug 2004 pending revised scope for local improvements
I-5 NB/SB at Avery Parkway	Reconstruct under crossing/local street widening	PSR in progress with draft study currently in review
I-5 SB at Jamboree Road	Add auxiliary lane before off-ramp and widen off-ramp to two lanes	PSR in progress to be completed Nov 2004, included in 2004 STIP recommendation
I-5 NB at Jamboree Road	Widen access from Jamboree Road to NB on-ramp	PSR in progress to be completed Nov 2004
I-5/SR-74 Separation	Re-build interchange including widening of SR-74 over crossing	City of San Juan Capistrano lead PSR to be completed in Oct 2004, Design fact sheets submittal pending PSR vs. PDS exemption
I-5 El Toro interchange	Add SB off ramp, new SB on-ramp at Laguna Hills Mall	PSR in progress to be completed in Sept 2004
I-405 NB Lake Forest to Irvine Center	Add second truck bypass lane from I-5 NB to I-405 NB	PR/ED to be completed Oct 2004 - Construction programmed for 2006 SHOPP
SR-57 NB Lambert-Tonner Cyn.	Truck climbing lane	PSR complete - Shelf-ready Seeking federal demo funds for future phases
SR-57 NB Lambert interchange	New NB on-ramp	PSR complete - Shelf-ready; City and Caltrans to discuss funding & next steps (T21 \$0.9M is insufficient)
I-405 NB/SB Magnolia-Beach	Add auxiliary lane	PR/ED complete with design to begin Oct 2004
I-405 SB Irvine Center Drive	Add 2nd auxiliary lane - SR-133 to Irvine Center	PSR complete - Shelf-ready Proposed for 2008 SHOPP
I-405 SR-133 to Jeffrey	Auxiliary Lane	Design complete - Construction to begin Dec 2004; SHOPP
I-405 Jeffrey to Culver	Auxiliary Lane	PSR complete - On hold due to non-compete issue

Orange County Freeway Chokepoint Projects





February 7, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Selection of Consultant for Chokepoint Program Project Management Services

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, the Board approved the procurement of project management services to support Strategic Planning Division in developing, managing, and monitoring projects within the Freeway Chokepoint Program. Proposals to perform this work were solicited and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board approval is requested to execute an agreement.

Recommendation

Authorize the Chief Executive Officer to execute Agreement C-4-1146 between the Orange County Transportation Authority and APA Engineering, Inc., in an amount not to exceed \$145,000, for project management services in support of the Freeway Chokepoint Program. This is a one year agreement.

Background

The Orange County Transportation Authority (OCTA) Ten-Year Strategic Plan includes an initiative to eliminate bottlenecks along the county's freeway system. Presently, there are over 40 improvement projects within the OCTA Freeway Chokepoint Program that are in various stages of development by either California Department of Transportation (Caltrans) or OCTA. These projects offer cost-effective, near-term mobility improvements aimed at maximizing the efficiency and operation of the Orange County freeway system. The goal of the program is to develop shelf-ready projects that are ready for design and construction and can be brought forward as limited state funds or other funding opportunities become available.

In support of this goal, the project management support services will assist staff in developing, managing, and monitoring projects within the OCTA Freeway Chokepoint Program. This work includes:

- Active daily management of technical consultant teams, which includes monitoring project progress and resolving key issues.
- Conduct quality assurance and quality control for all on-going projects to ensure compliance with OCTA and Caltrans standards, as well as various state and federal guidelines.
- Review environmental documents in accordance with the regulations of the California Environmental Quality Act (CEQA), National Environmental Protection Act (NEPA), and Federal Highway Administration (FHWA).
- Evaluate the feasibility and effectiveness of project alternatives, accuracy of cost estimates, as well as the potential benefits and impacts to the local and regional transportation system, community, and environment.

Overall, the work effort will provide the on-going assistance needed in ensuring that projects are moving smoothly through the development process, are properly coordinated, and kept on time and within budget, while ensuring technically sound projects. The successful completion of this work will ensure the goals of the Freeway Chokepoint Program are reached, and allow projects to qualify for State Transportation Improvement Program (STIP) funds for design and construction.

Discussion

This procurement was handled in accordance with OCTA's procedures for professional and technical services. In addition to cost, many other factors are considered in an award for professional and technical services. Therefore, the requirement was handled as a competitively-negotiated procurement. Award is recommended to the firm offering the most effective overall proposal considering such factors as staffing, prior experience with similar projects, approach to the requirements, and technical expertise in the field.

A Request for Proposals (RFP) was sent on November 22, 2004, to 472 firms registered on CAMMNET. The project was advertised on November 22, 2004, and November 29, 2004, in a newspaper of general circulation. Addendum No.1 to the RFP was issued on December 1, 2004, to provide responses to questions submitted by prospective bidders.

On December 15, 2004, seven offers were received. An evaluation committee composed of staff representing Project Development, Project Planning, and Transportation Analysis Sections, as well as the Contracts Administration and Materials Management Department, was established to review all offers submitted. The offers were evaluated on the basis of the firm qualifications, staffing and project organization, work plan, and price. Based on proposal reviews, the evaluation committee short-listed three firms that were determined to be the most technically qualified to meet the project requirements. Interviews were conducted with the three firms. The evaluation committee recommends APA Engineering, Inc. be retained to perform the project management work based on an excellent interview presentation that demonstrated knowledge and ability to provide project management support.

Fiscal Impact

This project was approved in the Orange County Transportation Authority's Fiscal Year 2004-05 Budget, Strategic Planning Division, Planning and Programming Department, Account 1537-7519-A4500-ASC, and is funded through the Orange County Unified Transportation Trust Fund.

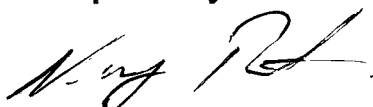
Summary

Based on the material provided, staff recommends award of Agreement C-4-1146 to APA Engineering, Inc., in an amount not to exceed \$145,000, for project management services to support the Freeway Chokepoint Program.

Attachment

None.

Prepared by:



Mary Toutounchi
Section Manager II
(714) 560-5874

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject Congestion Mitigation and Air Quality Funds for Fiscal Year 2004-05

Regional Planning and Highways Committee

February 7, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Approve the use of \$35 million of fiscal year 2004-05 Congestion Mitigation and Air Quality funds for the purchase of Metrolink rolling stock needed for the intracounty service, the design and construction of Keller Yard Storage Facility, and the Los Angeles Union Station Mail Dock Demolition and Restoration Project.
- B. Authorize staff to process necessary Regional Transportation Improvement Program and State Transportation Improvement Program amendments as required by the above actions.
- C. Authorize staff to process necessary cooperative agreements with the California Department of Transportation, the Southern California Regional Rail Authority and its member agencies as required by the above actions.



February 7, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Congestion Mitigation and Air Quality Funds for Fiscal Year 2004-05

Overview

Due to changes in the way the State Department of Transportation manages federal funds, staff has reviewed impacts to projects in Orange County and is recommending strategies to ensure that all federal funds are available for use in the region.

Recommendations

- A. Approve the use of \$35 million of fiscal year 2004-05 Congestion Mitigation and Air Quality funds for the purchase of Metrolink rolling stock needed for the intracounty service, the design and construction of Keller Yard Storage Facility, and the Los Angeles Union Station Mail Dock Demolition and Restoration Project.
- B. Authorize staff to process necessary Regional Transportation Improvement Program and State Transportation Improvement Program amendments as required by the above actions.
- C. Authorize staff to process necessary cooperative agreements with the California Department of Transportation, the Southern California Regional Rail Authority and its member agencies as required by the above actions.

Background

Orange County Transportation Authority (OCTA) receives annual apportionments from the Congestion Mitigation and Air Quality (CMAQ) Program. The estimated annual apportionment for fiscal year (FY) 2004-05 is \$38.5 million. CMAQ funds are subject to the timely use provisions of

Assembly Bill (AB) 1012, which states that an agency has three years from the date of apportionment in which to obligate funds or they will be lost to the agency.

Consistent with the AB 1012 guidelines, the California Department of Transportation (Caltrans) has historically allowed regional agencies up to three years to expend the funds. This has allowed Caltrans to manage reserves and deficits for regions over time to provide a level of flexibility in project funding needs while ensuring equity in the apportionment of federal funds. This process has served OCTA well by recognizing and providing for variations in regional funding needs. However, after three years of borrowings, shifts and transfers of transportation funds, the cash balance of the State Highway Account is at a critically low level. This low cash balance has severely limited the flexibility of Caltrans to manage state and federal funds. Specifically, Caltrans is now limited in its ability to allow regional agencies to carry over federal funds from year to year. This limited flexibility requires that OCTA obligate all federal funds in the apportionment year.

Discussion

The state budget crisis and its watershed impact on transportation projects is likely to affect critical Metrolink projects designed to alleviate overcrowding and expand services. Current funding plans call for \$35 million of CMAQ funds to be used on The CenterLine Project for final design services in FY 2004-05. Based upon the current CenterLine Project schedule, and the inability to carry over the CMAQ funds to the following fiscal year, staff is recommending that these funds be redirected to other CMAQ eligible shelf-ready projects to ensure that the funds are not lost to the region. Additional CMAQ funds will be programmed to The CenterLine Project in FY 2010-11 and 2011-12 as needed. This shift will allow the Metrolink projects to proceed as planned without impacting the overall CenterLine funding plan.

Staff recommends the following Metrolink Commuter Rail projects:

1. Purchase of rolling stock needed for the implementation of the Metrolink intracounty service. The equipment is needed for the implementation of the Orange County Line intracounty frequent service (30-minute headways between Fullerton and Laguna Niguel). This service scenario is the Phase III of the Commuter Rail Strategic Assessment that was approved by the OCTA Board on June 14, 2004, proposed to be implemented by 2009. This level of service enhancement will alter the perception of the Orange County Line as a commuter service oriented to Los Angeles, and

allow it to perform a transportation function linking Fullerton, Anaheim, Orange, Santa Ana, Tustin, Irvine, and Laguna Niguel. This phase is an important step because it will create a very visible and accessible mobility option within the County to its major activity centers. It is estimated that four train sets (four cab cars, eight trailer cars, and four locomotives) will be needed for the initiation of this service. The cost of this equipment is estimated at \$31.6 million. Staff is recommending use of \$27.9 million of CMAQ funds and \$3.7 million of Commuter & Urban Rail Endowment (CURE) funds for the rolling stock purchase.

2. Design and construction of the Keller Street Storage Facility needed for Metrolink rolling stock. This facility will be located adjacent to Metrolink's Orange County Line at Keller Street about 0.6 miles south of Los Angeles Union Station (LAUS). This yard will be used to store trains that have been serviced at outlying points and do not need to go the Central Maintenance Facility (CMF) or for trains that have already been maintained in the midday period. The yard will also reduce "deadhead" movements to Southern California Regional Rail Authority (SCRRA) CMF, thereby creating capacity for Metrolink and Amtrak in the congested Control Point (CP) Mission to CP Dayton segment. This new Los Angeles storage facility would allow OCTA to accommodate the ongoing growth of the Metrolink system. The estimated cost of this project is \$5 million and is the responsibility of SCRRA member agencies. The OCTA share of this project is approximately \$1 million. Staff is proposing the use of \$4.4 million of CMAQ and \$600,000 of CURE funds for this project at this time, conditioned upon an agreement from the other members of SCRRA to pay OCTA's share of other future Metrolink capital projects.

3. Los Angeles Union Station Mail Dock Demolition and Restoration Project. This project is to restore an unused track for passenger services by demolishing a mail dock, reconfiguring the skylight, and constructing a new passenger platform and connecting ramps. The project includes platform amenities (canopy, lights, ticket validating machines, message signs) and an Americans with Disabilities Act compliant platform/ramp system. The new platform and additional track would increase the capacity at LAUS by allowing up to two more trains to enter the station. This results in a significant increase in capacity and flexibility at the station and will accommodate growth in Metrolink and Amtrak service in the peak periods. The estimated cost of this project is \$3 million and is the responsibility of all SCRRA member agencies. The OCTA share of this project is approximately \$600,000. Staff is proposing the use of \$2.7 million of CMAQ and \$300,000 of CURE funds for this project at this time,

conditioned upon an agreement from the other SCRRA members to pay OCTA's share of other future Metrolink capital projects.

Summary

Due to changes in the way the State Department of Transportation manages federal funds, staff has reviewed impacts to projects in Orange County and is recommending strategies to ensure that all federal funds are available for use in the region. Staff recommends CMAQ funds apportioned for FY 2004-05 and programmed to The CenterLine Project be reprogrammed to the Metrolink Commuter Rail projects.

Attachment

None.

Prepared by:



Darrell Johnson
Section Manager II
(714) 560-5343

Approved by:



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



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Citizens' Advisory Committee

Executive Committee

February 7, 2005

Present: Chairman Campbell, Vice Chairman Brown, Directors Cavecche, Norby, Pringle, Ritschel, Silva, Wilson, and Winterbottom

Absent: None

Committee Vote

The item was passed by all Committee Members present.

Committee Recommendations

To approve staff's recommendations, except to stagger the terms at one and two-year terms over two-year appointments.

The Committee also suggested that the recipients of the resolutions be invited to the Board meeting.

- A. Approve the recommended Orange County Transportation Authority Citizens' Advisory Committee structure and direct staff to initiate recruitment of participants.
- B. Recommend the Board of Directors adopt resolutions of appreciation 2005-11 through 2005-52 for members of the 2004 Citizens' Advisory Committee.



February 7, 2005

To: Executive Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Citizens' Advisory Committee

Overview

It is recommended the Orange County Transportation Authority Board of Directors consider the structure of and appointment process for the Citizens' Advisory Committee. A summary of the current committee structure and recommendations are provided with this report.

Recommendations

- A. Approve the recommended Orange County Transportation Authority Citizens' Advisory Committee structure and direct staff to initiate recruitment of participants.
- B. Recommend the Board of Directors adopt resolutions of appreciation 2005-11 through 2005-52 for members of the 2004 Citizens' Advisory Committee.

Background

In its role as County transportation commission, the Public Utilities Code (PUC) 130105 requires the Orange County Transportation Authority (OCTA) to appoint a Citizens' Advisory Committee (CAC) to provide input on the OCTA's transportation projects, programs and services. PUC 130105 states that, the commission shall..."Appoint...a citizens' advisory committee, which membership shall reflect a broad spectrum of interests and all geographic areas of the county."

Originally, OCTA's predecessor agency the Orange County Transportation Commission (OCTC) Board of Directors appointed two members each to the CAC. Given five OCTC Board members, the CAC at that time had ten members. In 1991, after consolidation and the formation of the OCTA, the

practice of appointing two members for each Board Member continued. The CAC between 1991 and 1996 reflected 22 members.

In 1996, at the request of the CAC membership, the Board of Directors restructured the committee. The committee structure was developed to enhance citizen participation by providing a "pool" of citizens to be called upon as needed to provide input into OCTA's programs and services. The committee was made up of two appointees per Board Member including alternates which totaled 28 committee members. The committee met as a whole only annually but throughout the year, committee members were sought to volunteer to serve on ad hoc committees, participate in roundtable discussions, and hear and advise on various transportation projects, programs and services.

In 2000, as OCTA considered revamping the bus system, the CAC was expanded again to ensure broad representation from OCTA's transit community. One additional appointment per Board Member was authorized. This brought the committee membership roster to 42.

Given Assembly Bill 710 expansion of the OCTA Board of Directors, the CAC under its current structure would grow to 51 members. This number creates an even larger committee structure. Staff is proposing the committee be restructured and its original composition be reinstated. Under this proposal, Board Members would appoint two members each to the CAC creating a committee with broad representation with a total of 34 members.

Discussion

Under the proposal, the focus of the CAC would reflect the original intent in PUC 130105. The committee would meet as a whole twice per year to hear about upcoming transportation projects. During the year, committee members would volunteer to serve on ad hoc committees, participate in roundtable discussions, and hear and advise on various transportation projects, programs and services. The committee's responsibilities would include:

- Commenting on significant transportation issues, suggesting possible solutions and making recommendations to the OCTA Board of Directors;
- Identifying opportunities for community input;
- Recommending mechanisms and methodologies for obtaining public opinion on specific transportation issues;
- Serving as a liaison between the public and OCTA.

Terms of Service

If approved by the OCTA Board of Directors, the initial terms for the 2005 Citizens' Advisory Committee would be staggered at two and three years. The names would be selected by lottery to determine duration of term for each individual member.

It is recommended the Board approve the CAC committee structure that allows for two appointments per Board Member for a total 34 members. In addition, it is recommended the Board approve resolutions of appreciation for existing members (Attachment A). It is also recommended the Board direct staff to solicit applications for the new CAC from both interested prior members as well as from others in the community. This would be accomplished via newspaper advertisements. Following a 30-day response period, staff would return to individual Board Members with applicants from their respective districts.

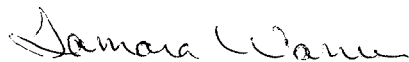
Summary

The OCTA Citizens Advisory Committee plays a vital role in OCTA's efforts to provide public input into our activities. Approval is requested to restructure the committee as proposed.

Attachment

- A. Sample Resolution and List of CAC Members

Prepared by:



Tamara Warren
Community Relations Officer
(714) 560-5590

Approved by:



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



ORANGE COUNTY
TRANSPORTATION AUTHORITY

RESOLUTION

LEONARD LAHTINEN

WHEREAS, the Orange County Transportation Authority Board or Directors recognizes and commends the valuable contribution of Leonard Lahtinen to the Authority's public outreach process; and

WHEREAS, be it known that Leonard Lahtinen has served on the Citizens' Advisory Committee providing advice and recommendations to the Authority on reaching public consensus concerning Orange County transportation matters; and

WHEREAS, Mr. Lahtinen has assisted the Authority in identifying significant transportation issues and suggested possible solutions; and

WHEREAS, representing the citizens of Orange County, Mr. Lahtinen displayed a keen perception and understanding of issues and the complexities of the Authority's programs and services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors does hereby acknowledge the dedicated efforts of Mr. Lahtinen and his willingness to volunteer personal time to provide advice on public outreach activities and act as a liaison between the public and the Authority.

Dated: February 28, 2005

Bill Campbell, Chairman
Orange County Transportation Authority



2004 Citizens' Advisory Committee Resolutions of Appreciation

<u>CAC Member Name</u>	<u>Resolution No.</u>
1. Fred Ameri	2005-11
2. Susan Ann Barry	2005-12
3. Ralph Bauer	2005-13
4. Brent Beasley	2005-14
5. Don Bondi	2005-15
6. Phyllis Boydston	2005-16
7. Vince Buck	2005-17
8. Lupe Briseno	2005-18
9. Terry Coakley	2005-19
10. Burnie Dunlap	2005-20
11. Floyd Farano	2005-21
12. Irving Glasser	2005-22
13. Donald Godfrey	2005-23
14. Nancy Green	2005-24
15. Micki Harris	2005-25
16. Bud Henry	2005-26
17. Dick Hutchins	2005-27
18. Connie Jones	2005-28
19. Francesca Juarez	2005-29
20. Wayne King	2005-30
21. Victor Kobett	2005-31
22. Larry Labrado	2005-32
23. Jay Laessi	2005-33
24. Leonard Lahtinen	2005-34
25. Michael Macres	2005-35
26. Mike McNally	2005-36
27. Roberta Menn	2005-37
28. Kyle Minnis	2005-38
29. Mike Neben	2005-39
30. Brian O'Neal	2005-40
31. Irv Pickler	2005-41
32. Diane Pritchett	2005-42
33. Marvin Reid	2005-43
34. Jane Reifer	2005-44
35. Arlene Schafer	2005-45
36. David Schaffer	2005-46
37. Roy Shabazian	2005-47
38. Sheldon Singer	2005-48
39. Marty Stradtman	2005-49
40. Walt Storch	2005-50
41. Bill Ward	2005-51
42. Carolyn Wood	2005-52



MEMO

February 7, 2005

To: Members of the Executive Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: **Citizens' Advisory Committee - Item 5**

Attached is a memo from the 2004 Citizens' Advisory Committee (CAC) Chairman, Leonard Lahtinen. The memo summarizes the committee's suggestions for restructuring the committee given the increase in the Board of Directors. The memo was sent on December 8, 2004 to past Chairman Greg Winterbottom and was used in the development of the recommended restructuring of the CAC before you today in Item 5.

Please include the attached memo with Item 5 on your agenda.

Thank you.



December 8, 2004

To: Chairman Gregory Winterbottom
From: Leonard Lahtinen, CAC Chairman
Subject: **Citizens Advisory Committee Fall Quarterly Meeting Actions**

Thank you for attending our last meeting of the year and providing us with an overview of what OCTA accomplished throughout 2004.

I wanted to take this opportunity to inform you of the discussion and committee action that took place regarding the passage of AB 710 and its possible affects on the structure of the Citizens Advisory Committee. I understand that any decision regarding the structure of the CAC will be made by the Board, but the members of the CAC wanted the opportunity to express their recommendations.

- **Size of the CAC**

Given the increase in the Board of Directors, it is recommended that the Board reduce the number of appointees per Board member from three to two. This would allow for a more manageable committee and help alleviate meeting attendance issues.

- **Structure of the CAC**

The Board originally decided that among the three appointees per director, one of the appointments be a transit user or a representative of a transit dependent constituency. If the Board were to decide to reduce the number of appointees to two members per Director, the CAC recommends that this requirement be stricken. However, committee members want to ensure that the CAC will continue to include members with a multi-modal perspective.

I would be pleased to meet with you and the rest of the Board members to further discuss this issue. You can call me at (714) 995-5365 or email me at len.jan@juno.com.



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board ^{WK}
Subject Purchase Order for 91 Express Lanes Property Insurance

Finance and Administration Committee

January 26, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to issue Purchase Order C-4-1187 between the Orange County Transportation Authority and Marsh Risk and Insurance Services, in an amount not to exceed \$450,000, to purchase property insurance for the period of March 1, 2005, to February 28, 2006.



January 26, 2005

To: Finance and Administration Committee
From: Arthur T. Leahy, ^{MV} Chief Executive Officer
Subject: Purchase Order for 91 Express Lanes Property Insurance

Overview

The Orange County Transportation Authority has a property insurance policy for the 91 Express Lanes with Continental Casualty Company which expires on February 28, 2005.

Recommendation

Authorize the Chief Executive Officer to issue Purchase Order C-4-1187 between the Orange County Transportation Authority and Marsh Risk and Insurance Services, in an amount not to exceed \$450,000, to purchase property insurance for the period of March 1, 2005, to February 28, 2006.

Background

The Orange County Transportation Authority (OCTA) purchases property, earthquake, flood and terrorism insurance for the roadway, and structures and business personal property, including business interruption coverage for the 91 Express Lanes. The 91 Express Lanes is currently insured with Continental Casualty Company for \$105,800,011, in total property values for an annual premium of \$401,094. OCTA's broker, Marsh Risk and Insurance Services (Marsh), surveys the market to obtain the best possible rates for these coverages.

OCTA, as well as other organizations in the public and private sectors, have recently encountered a somewhat more favorable property insurance market. Currently, the property insurance market has experienced a five to ten percent reduction in rates. However, the flood and earthquake insurance market is experiencing a transition caused by insurance carriers using a new modeling program to determine loss estimates that aids them in determining the limits and premiums that they will offer. In particular, Zone E rates which includes Riverside County and the 91 Express Lanes, may be adversely affected

because earthquake faults in this area may be more active than prior models estimated. In addition, the possible impact that the tsunami might have on the property market place is still unknown but could cause insurers who sustained losses to increase pricing overall.

Discussion

Insurance companies determine property insurance quotes based upon current insurance market conditions affecting rates per \$100 in property values and the total value of property to be insured. The current rate with the incumbent insurance carrier, Continental Casualty is 0.3717 per \$100 of 91 Express Lanes property value or \$401,094. This includes property, earthquake, flood and terrorism insurance for the roadway, and structures and business personal property, including business interruption coverage.

OCTA's broker of record, Marsh is surveying the market to competitively obtain the lowest quotes. It is policy and procedure for the Finance, Administration and Human Resources Division to obtain the best pricing from Marsh for 91 Express Lanes property insurance.

Marsh Risk and Insurances Services, is the largest subsidiary of Marsh & McLennan Companies, Inc. (MMC). Marsh has been the insurance broker of record for OCTA since 1986 and assists OCTA in the marketing and placement of property, excess liability, excess workers' compensation, 91 Express Lanes property and crime insurance coverage. The annual insurance premiums paid by OCTA in fiscal year (FY) 2004 was \$1,757,570. The broker fee paid by OCTA to Marsh in FY 2004 was \$30,000.

Marsh has been involved in an investigation conducted by New York Attorney General Elliot Spitzer concerning allegations that market services agreements or contingency commission agreements between Marsh and large insurers create a conflict of interest to the disadvantage of Marsh clients. In addition, an investigation focused on bid-rigging has resulted in an arrest of a Marsh client services representative in New York.

Marsh representatives presented their plan for an independent investigation to the OCTA Finance and Administration Committee on November 24, 2004. Steve Hobbs, Managing Director of Marsh, assured the members of the committee that OCTA's insurance procurements were not involved, but that the OCTA insurance procurements will be specifically included in the investigation underway. The final results of that investigation are expected to be disclosed in late January or early February 2005.

Fiscal Impact

Funds of \$150,000 are available in the FY 2004-05 budget and \$300,000, will be requested in the FY 2005-06 budget.

Summary

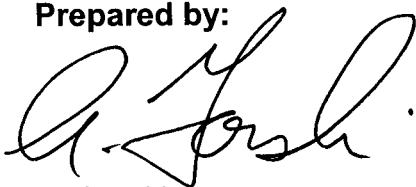
Marsh Risk and Insurance Services, broker of record under Agreement C-4-0275 for Marketing, Placement and Administration of Property and Liability, will obtain competitive quotes from the insurance market and award to the insurance firm providing the best pricing and property coverage to Orange County Transportation Authority.

Staff recommends the approval of Purchase Order C-4-1187 between the Orange County Transportation Authority and Marsh Risk and Insurance Services, in an amount not to exceed \$450,000, to purchase property insurance for the period of March 1, 2005 to February 28, 2006.

Attachment

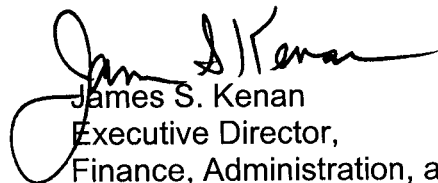
None.

Prepared by:



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

Approved by:



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



Item 21.

BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement for Janitorial Services

Transit Planning and Operations Committee

February 10, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-2-1189 between the Orange County Transportation Authority and Diamond Contract Services, Inc., in an amount not to exceed \$700,000, to exercise the second option year for janitorial services at all Orange County Transportation Authority owned facilities.

BOARD COMMITTEE TRANSMITTAL



February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Amendment to Agreement for Janitorial Services

This item will be considered by the Transit Planning and Operations Committee on February 10, 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.



February 10, 2005

To: Transit Planning and Operations Committee
From: ^{ATL/ER} Arthur T. Leahy, Chief Executive Officer
Subject: Amendment to Agreement for Janitorial Services

Overview

On February 6, 2003, the Board of Directors approved an agreement with Diamond Contract Services, Inc. to provide janitorial services at all Orange County Transportation Authority owned facilities for a one-year period with two one-year options.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement C-2-1189 between the Orange County Transportation Authority and Diamond Contract Services, Inc., in an amount not to exceed \$700,000, to exercise the second option year for janitorial services at all Orange County Transportation Authority owned facilities.

Background

The Orange County Transportation Authority (Authority) owned facilities include 38 buildings and structures totaling more than 400,000 square feet situated on 61 acres of property throughout Orange County. These facilities require janitorial services on a daily basis. The Authority requires the vendor to furnish a qualified labor force sufficient in number to complete all specified requirements in the prescribed time and to furnish all materials and equipment to perform these services.

Agreement C-2-1189 was established to provide on-going janitorial services for the Authority's bases, transportation centers, and park and ride facilities. The current agreement expires on February 28, 2005.

Discussion

This procurement was handled in accordance with the Authority's procedures for procurement of professional and technical services. The original agreement awarded on March 1, 2003, was for \$582,782. A 2% increase in pricing was negotiated during the original procurement for each option year. This is the second option year. An additional 15% was included for the second option year to account for the new Santa Ana base.

Fiscal Impact

The additional work described in Amendment No. 4 to Agreement C-2-1189 was approved in the Authority's Fiscal Year 2004-05 Budget, Operations Division/Maintenance Department, Account 7615, and is funded through Local Transportation Funds.

Summary

Based on the material provided, staff recommends approval of Amendment No. 4, for \$700,000, to Agreement C-2-1189 with Diamond Contract Services, Inc.

Attachment

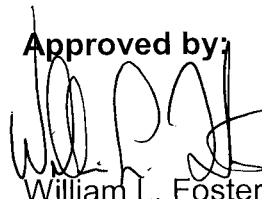
- A. Diamond Contract Services, Inc., Agreement C-2-1189 Fact Sheet

Prepared by:



Al Pierce
Manager, Maintenance
714-560-5975

Approved by:



William L. Foster
Executive Director, Transit Operations
714-560-5842

ATTACHMENT A

**Diamond Contract Services, Inc.
Agreement C-2-1189 Fact Sheet**

1. March 1, 2003, Agreement C-2-1189, \$582,782, approved by Board of Directors.
 - To provide janitorial services at all Authority owned facilities
2. March 1, 2003, Amendment No. 1 to Agreement C-2-1189, no cost increment, approved by Manager of Maintenance Procurement.
3. March 1, 2004, Amendment No. 2 to Agreement C-2-1189, \$594,438, approved by Board of Directors.
 - To exercise the first option year
4. March 1, 2004, Amendment No. 3 to Agreement C-2-1189, \$7,500, approved by Manager of Maintenance Procurement.
 - Extra services to clean overhead areas of the shop at Garden Grove base and to include the parts, body, and tool rooms
5. March 1, 2005, Amendment No. 4 to Agreement C-2-1189, \$700,000, pending approval by Board of Directors.
 - To exercise the second option year

Total committed to Diamond Contract Services, Inc., Agreement C-2-1189: \$1,884,720.



Item 22.

BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Cooperative Agreement with Regional Center of Orange County

Transit Planning and Operations Committee

February 10, 2005

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

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-5-0056 between the Orange County Transportation Authority and the Regional Center of Orange County, in an amount not to exceed \$564,000, to share in the cost of providing transportation services to consumers of the Regional Center through June 30, 2006.

BOARD COMMITTEE TRANSMITTAL



February 14, 2005

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Cooperative Agreement with Regional Center of Orange County

This item will be considered by the Transit Planning and Operations Committee on February 10, 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.



February 10, 2005

To: Transit Planning and Operations Committee
ATL/EA
From: Arthur T. Leahy, Chief Executive Officer
Subject: Cooperative Agreement with Regional Center of Orange County

Overview

The Orange County Transportation Authority and the Regional Center of Orange County propose to enter into a cooperative agreement to establish a partnership to provide transportation services to Regional Center consumers in cooperation with day programs that have successfully been awarded funds for service vehicles through Section 5310.

Recommendation

Authorize the Chief Executive Officer to execute Cooperative Agreement C-5-0056 between the Orange County Transportation Authority and the Regional Center of Orange County, in an amount not to exceed \$564,000, to share in the cost of providing transportation services to consumers of the Regional Center through June 30, 2006.

Background

In October 2004, the Orange County Transportation Authority (OCTA) Board of Directors approved the Paratransit Growth Management Implementation Plan which includes a directive for coordination with other agencies to manage the growing demand for ACCESS and develop alternative transportation resources.

Currently, OCTA has a cooperative agreement with the Regional Center of Orange County (RCOC) to provide ACCESS service to RCOC consumers who qualify for eligibility under the Americans with Disabilities Act (ADA). Under this agreement, RCOC reimburses OCTA for each approved ACCESS trip provided to RCOC consumers attending day programs at a negotiated rate. With nearly 800 RCOC consumers using ACCESS, RCOC trips account for nearly one-third of all ACCESS trips. ACCESS does not meet all trip demand

for RCOC consumers; RCOC also contracts with Western Transit Systems (WTS) for transportation to approximately 600 RCOC consumers.

An Anaheim-based RCOC day program, the Orange County ARC (OCARC), considered providing transportation for their program participants and applied for Section 5310 funds in 2003 to acquire the necessary vehicles. As a part of the grant process, the City of Anaheim indicated a desire to provide the required 20 percent local match in return for use of the vehicles midday. Since notification of the grant award, the City of Anaheim can no longer participate and OCARC has sought new partners to ensure these funds remain available to purchase vehicles.

Discussion

RCOC consumers travel to a number of programs located throughout Orange County. Frequently, both ACCESS and WTS provide service to the same day programs, resulting in an overlapping of routes, and providing an opportunity to improve service efficiencies through better coordination; this opportunity exists with OCARC.

WTS has agreed to lease the 5310 vehicles from OCARC to provide transportation to OCARC for RCOC consumers; the four agencies, RCOC, OCARC, WTS, and OCTA, will participate in a demonstration project as described in Attachment A. Under this arrangement, OCTA would contribute an operating subsidy of \$10.55 per trip for trips to OCARC that have been moved from ACCESS to WTS (Attachment B). Moving RCOC clients from ACCESS to WTS would free vehicle capacity during peak service hours.

Fiscal Impact

This project was not included in the OCTA Fiscal Year 2004-05 Budget; however, funds have been identified and are included in Operations Division, Community Transportation Services Department, Account 2131-7831, funded through the Local Transportation Fund.

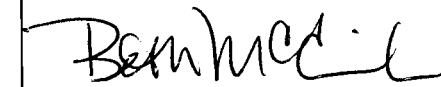
Summary

The Orange County Transportation Authority and the Regional Center of Orange County propose to enter into a cooperative agreement to continue a long-standing partnership to provide transportation services to Regional Center consumers. Staff recommends the Board of Directors approval for the Chief Executive Officer to execute Cooperative Agreement C-5-0056, in the amount of \$564,000, with the Regional Center of Orange County.

Attachments

- A. Scope of Work, Transportation Services for Regional Center of Orange County
- B. Cost Analysis, Operating Subsidy for RCOC/OCARC Transportation

Prepared by:



for Dana Wiemiller
Community Transportation Coordinator
(714) 560-5718

Approved by:



William L. Foster
Executive Director, Bus Operations
(714) 560-5842

Scope of Work Transportation Services for the Regional Center of Orange County

I. Project Background

Regional Center of Orange County

The Regional Center of Orange County (RCOC) assists people with developmental disabilities and their families in securing services and support which maximize opportunities for quality living and integration into the community. As part of these services, the RCOC is also responsible for arranging and purchasing transportation for its consumers. RCOC purchases a variety of transportation services including OCTA fixed route bus passes, Americans with Disabilities (ADA) complementary paratransit services known as ACCESS, and privately contracted paratransit services.

Orange County ARC

Orange County ARC (OCARC) is a day program located in Anaheim which provides educational and vocational skills training, placement and support for developmentally disabled adults. Currently, 690 RCOC clients participate in OCARC programs. In 2004, OCARC received 5310 grant funds to purchase vehicles for transportation services to OCARC program participants.

Western Transit Systems

Western Transit Systems (WTS) is currently under contract with RCOC to provide transportation services for their consumers. WTS intends to lease the 5310 vehicles from OCARC to operate transportation service for RCOC consumers attending OCARC programs and provide the 20 percent local match required by the 5310 program.

II. Work Plan

- A. Currently, OCTA provides more than 8,700 ACCESS trips to OCARC each month, with 98 percent of those trips scheduled for RCOC consumers. OCTA will participate in a jointly-funded demonstration program to provide specialized paratransit service to RCOC clients using an alternative transportation provider.
- B. RCOC has contracted with WTS to provide transportation services for their clients to/from the OCARC program. Under the demonstration program, all RCOC clients traveling to OCARC will be moved from ACCESS service to the service provided by WTS.

- C. OCTA will enter into a cooperative agreement with RCOC to subsidize the cost of transportation services operated by WTS for RCOC clients traveling to/from the OCARC program in the amount of \$10.55 per trip through June 30, 2006. The agreement may be extended for an additional year through July 30, 2007.

III. Data Collection and Reporting

RCOC will collect, or require their contractor to collect, data required for National Transit Database (NTD) reporting for trips provided to/from OCARC and submit that data by the 10th calendar day of the following month.

**Cost Analysis
Operating Subsidy for RCOC/OCARC Transportation**

	FY 04/05	FY 05/06	FY 06/07	Totals
Trips (one-way)	6,720	20,000	20,000	46,720
Total cost @ \$15.05	\$101,136	\$ 301,000	\$ 301,000	\$ 703,136
OCTA subsidy @ 70%	\$ 70,896	\$ 211,000	\$ 211,000	\$ 492,896
RCOC subsidy @ 30%	\$ 30,240	\$ 90,000	\$ 90,000	\$ 210,240
ACCESS cost @ 54.31/revenue service hour*	\$364,963	\$1,086,200	\$1,086,200	\$2,537,363
Annual costs deferred through subsidy	\$294,067	\$ 875,200	\$ 875,200	
Total costs deferred through subsidy				\$2,044,467

*Cost per revenue service hour for paratransit service included in OCTA Fiscal Year 2004-05 Approved Budget.

Note: RCOC trips on ACCESS going to/from OCARC = 8,700/month



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Orange County Grade Crossing Safety Enhancement Program Update

Regional Planning and Highways Committee

February 7, 2005

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

Committee Vote

The Committee voted 6 to 3 to approve the City of Placentia's request for up to \$3 million of additional funding for the Placentia Safety Improvement Program and Quite Zone Project subject to applicable funding program restrictions.

Committee Recommendation

Approve the City of Placentia's request for up to \$3 million of additional funding for the Placentia Safety Improvement Program and Quite Zone Project subject to applicable funding program restrictions.



February 7, 2005

To: Regional Planning and Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Orange County Grade Crossing Safety Enhancement Program Update

Overview

City of Placentia has submitted a request to Supervisor Chris Norby for \$3 million of funding from Orange County Transportation Authority. The request is for supplemental funding for the City's rail crossing program. An overview of steps taken by the Orange County Transportation Authority with respect to enhancing rail crossing safety is presented for Committee information and discussion.

Recommendation

Receive and file as an information item.

Background

There are currently 102 street crossings of Southern California Regional Rail Authority (Metrolink)/Burlington Northern Santa Fe (BNSF) tracks in Orange County. Thirty-eight are currently grade separated or scheduled to be separated or closed in the near future. The remaining 64 locations provide at-grade crossings with the Metrolink/BNSF tracks. While these crossings meet current Public Utilities Commission (PUC) grade crossing safety standards, there has been an interest to explore new concepts to enhance the crossing further. Concepts such as quad-gates, raised medians/curbs, setback signals, and similar ideas represent more active measures to enhance the overall safety of the at-grade crossings.

In August 12, 2002, the Orange County Transportation Authority (OCTA) Board allocated a one-time rail crossing safety grant to the City of Placentia using \$3.4 million of federal Regional Surface Transportation Program (RSTP) funds (Attachment A). The funding was part of an overall effort by the City of Placentia to eliminate train whistles at railroad crossings. Under the funding plan OCTA agreed to fund 80 percent of the safety enhancement measures

provided the city funds the balance of the safety costs as well as the "Quiet Zone" demonstration costs. In recognition of similar needs in other cities, the Board directed staff to prepare a comprehensive inventory of all at-grade crossings, and to develop a competitive countywide rail crossing safety program with guidelines and funding for rail crossing improvements, and return to the Board for review and adoption.

Discussion

In March of 2004, staff presented a Draft Grade Crossing Enhancement Study with a list of \$19 million of potential improvements to enhance both motorist and pedestrian safety at each of 64 non-separated crossings. The report included criteria to prioritize projects and provided a preliminary ranking of the crossing enhancements based on their impact to safety and a cost-benefit analysis. In reviewing the report, the Board directed staff to provide more detailed information on the proposed evaluation criteria and to consider the effectiveness of safety education efforts versus physical solutions (Attachment B). On April 26, 2004, staff provided the additional information. The Board adopted the Orange County Grade Crossing Study and directed staff to develop a countywide competitive rail crossing safety enhancement program with guidelines and funding for rail crossing improvements (Attachment C).

Funding Plan

Staff has worked closely with the Orange County cities on a funding plan and an implementation strategy for the program, in particular how the funding for this program should be coordinated with OCTA's broader Combined Transportation Funding Program.

Accordingly, on November 8, 2004, staff made an initial recommendation to use \$10 million of future federal RSTP funds as an appropriate source of funding for the \$19 million list of rail crossing enhancements projects identified in the OCTA Grade Crossing Study. (Attachment D).

Following further discussions of the subject with the OCTA Technical Advisory Committee and the high level of interest expressed by local agencies, staff informed the Regional Planning and Highways Committee of intent to recommend an additional \$10 million of RSTP funding for this program, rather than the initial plan for railroad grade separations projects. The change in recommendation was made in consideration of the relative high cost of grade separation projects as well as ability to fully fund the complete list of potential

enhancement improvements. This will result in having \$20 million available to fund all safety enhancements identified in the OCTA Grade Crossing Study.

Implementation Plan and the Call for Projects

At the same time staff has worked with the cities to develop an implementation plan for this program prior to returning to the Board for action on allocations to specific projects. Some of discussion items include whether OCTA and/or Metrolink can be the lead to implement the grade crossing safety enhancement projects given the specialty nature of the projects. Staff is currently reviewing the relative benefits of various options with the affected jurisdictions.

Next Steps

Staff has been working closely with Metrolink staff to examine the most efficient way of implementing this program. Since the implementation would require close coordination with the PUC (who is the regulatory agency in charge of approving all crossings modifications) through a diagnostic team meeting, staff has also started discussion with the PUC staff on this program. A follow up meeting will be held in February 2005 to discuss several different implementation strategies with the affected jurisdictions with the goal of developing a final implementation strategy. Once a consensus has been reached, staff will seek OCTA Board approval of the Implementation Plan and seek authorization to release the Grade Crossing Safety Enhancements Programs Call for Projects in April 2005.

The City of Placentia's request (Attachment E), on initial review, appears to include the Quiet Zone elements of the City's plan for rail crossing improvement in the City. These improvements go beyond the Board approved safety enhancement study both in scope and budget. If directed, staff can explore additional funding for these improvements; however, the Board should be cognizant of the precedent being set for such future requests. The likely funding source would be RSTP funds currently earmarked for street rehabilitation, street widening projects, and/or railroad grade separations programs.

Summary

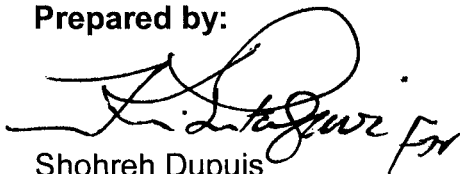
The City of Placentia has requested \$3 million of supplemental funding for rail crossing improvements. OCTA has previously funded a request by the City for these improvements in the amount of \$3.4 million and is in the process of finalizing \$20 million Call for Projects to enhance safety at 64 various at-grade

crossings countywide. The report provides a discussion of the related issues and requests Board direction on next steps.

Attachments

- A. August 12, 2002, Board Report
- B. March 22, 2004, Board Report
- C. April 26, 2004, Board Report
- D. November 8, 2004, Board Report
- E. January 27, 2005, Letter from the City of Placentia

Prepared by:



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

Approved by:



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

BOARD COMMITTEE TRANSMITTAL



August 12, 2002

To: Members of the Board of Directors
From: Olga Gonzalez ^D Clerk of the Board
Subject: Placentia Rail Crossing Safety Project

Committee Referrals

Transit Planning and Operations Committee

August 1, 2002

Present: Directors Brown, Keenan, Spitzer, Ward and Winterbottom
Absent: None
Vote: Unanimous vote of Directors present.

Committee Recommendations

- A. Provide a one-time Rail Crossing Safety grant to the City of Placentia using \$3.4 million of Regional Surface Transportation Program funds, provided the City matches with \$500,000 local funds.
- B. Direct staff to monitor the implementation process and operational issues involved with improved at-grade rail crossings.



August 1, 2002

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Placentia Rail Crossing Safety Project

Overview

Ongoing noise and traffic safety concerns in the City of Placentia have led to a city request for \$5 million of street/railroad crossing improvements. The Orange County Transportation Authority Board directed staff to work with the city to develop an action and funding plan to address these concerns. A plan for OCTA participation and joint funding is presented for Board approval.

Recommendations

- A. Provide a one-time Rail Crossing Safety grant to the City of Placentia using \$3.4 million of Regional Surface Transportation Program funds, provided the City matches with \$500,000 local funds.
- B. Direct staff to monitor the implementation process and operational issues involved with improved at-grade rail crossings.

Background

Freight and passenger trains blow warning whistles at street crossings along the 68 miles of Southern California Regional Rail Authority (Metrolink) tracks in Orange County. For many years, due to an understanding between the railroad and the City of Placentia, trains on the Burlington Northern Santa Fe (BNSF) line did not blow their whistles through Placentia. Recently, however, a pending federal whistle use rule, as well as several safety-related/liability issues led, the railroads to once again blow their whistles.

Since then, the City of Placentia has been working on a Rail Crossing Safety project to improve street/rail grade crossings and provide insurance so that Metrolink and freight rail trains would not have to blow their whistles. The

City's proposals are currently being reviewed by the California Public Utilities Commission (CPUC), and ultimately must be approved by the Federal Railroad Administration (FRA). The improvements consist of street median and signal improvements and installation of "quad" gates at rail crossings. Attachment A describes the City's proposed project.

In May 2002, the City asked that Orange County Transportation Authority (OCTA) fund \$9.2 million of safety improvements in Placentia (\$6 million for the rail safety features of the Safety Project and \$3.2 million for train control improvements.) The request was presented with urgency due to the April 2002 collision between two trains. On May 13, 2002, the Board asked staff to evaluate the City's request and respond. The Board also stressed their interest in seeing other funding participants in addition to OCTA.

Staff reviewed the City's request and determined:

- The City initially requested improvements to the BNSF train communication system (\$3.2 million), which they have since determined would have no impact on future train-to-train safety. The City has clarified this situation and subsequently dropped this request.
- The initial \$6 million project included improvements at three (3) street crossings that are planned to be grade separated or closed in the near future. The City has reduced the cost estimate to \$5 million for quad gates, raised medians/shoulders, and setback signals at eight (8) remaining street crossings. The improvements could be implemented once approved by the Public Utilities Commission (PUC); however, this would not result in a Quiet Zone without approval by the Federal Railroad Administration and additional insurance provided by the City.

OCTA has long supported rail grade-separation projects, in the interest of both safety and improving traffic flow. In January 2000, \$15.2 million was allocated to cities, including \$4 million to Placentia for their Orangethorpe rail-lowering project. An additional \$1.1 million was allocated by OCTA in January 2002 to fund the Placentia Avenue grade-separation project. However, in the past, cities have been responsible for street safety projects, including at-grade rail crossings.

Discussion

One of OCTA's roles as the regional transportation agency has been to encourage innovative projects that are beyond the resources of individual cities. OCTA has similar partnerships to fund grade separations, improve city

traffic signal systems, maintain city streets, and implement the Master Plan of Arterial Highways. In addition, at-grade rail crossing safety is a mutual interest of cities and OCTA, being a partner in the Metrolink commuter rail system.

The street crossings in the City of Placentia are a serious problem. The volume of rail traffic and the long delays of freight trains are particularly aggravating to drivers crossing the tracks. In the past, some have chosen to drive around the gates in a effort to avoid the wait.

The City of Placentia has already made a considerable investment of their own funds to design the at-grade crossing improvements and to apply for PUC approval. It should be noted that the City has also expended approximately \$380,000 to design the project and apply for approvals. An additional \$750,000 of the City funds will be used for Quiet Zone insurance.

A pilot project to assess the challenges and determine effectiveness of at-grade crossing improvements would be very useful to many impacted cities. If the Placentia improvements are approved by the PUC and prove successful, they could be implemented in other locations in Orange County.

Note that OCTA staff does not consider the Quiet Zone to currently be a regional transportation objective. However, the increase in freight traffic and changes in railroad policies on whistle blowing has dramatically and unexpectedly impacted many residents. These issues are likely to become more significant regionally in the future.

Potential Funding Source

If OCTA is to provide funding, it should come from the Regional Surface Transportation Program (RSTP) funds. Due to several recent project cancellations, the County-wide program is in the process of re-allocating funds, and the Board could use a portion to fund rail crossing safety projects. RSTP funds require a minimum 12 percent local match.

In response to OCTA's request for matching funds, Placentia has identified approximately \$500,000 of local funds that are available to match OCTA funds. In addition, the City has indicated that they will assume responsibility for the project's contingency and construction management costs. This will reduce the amount requested from OCTA to \$3.4 million.

The RSTP funds have a "use it or lose it" deadline and staff will need to ensure timely approvals and implementation from the PUC and other agencies. Finally, these funds must also be programmed into the Regional Transportation

Improvement Plan (RTIP), requiring approval by Caltrans, Southern California Association of Governments, and Federal Highway Administration. Approval to expend the funds could take several months.

City staff has not been able to identify other available state or federal grant funds that could be obtained in a timely manner.

Summary

The City of Placentia has requested OCTA funding assistance on a Rail Crossing Safety Project in the Orangethorpe Corridor. Staff has reviewed the request, and is recommending a pilot project grant to the City, conditioned on the city providing the local matching funds.

Attachment

- A. City of Placentia Memorandum Safety Zone Improvements

Prepared by:



Dave Elbaum
Director, Strategic Planning
(714) 560-5745

Approved by:



Dave Elbaum
Director, Strategic Planning
(714) 560-5745

MEMORANDUM

DRAFT

To: Dave Elbaum

From: Chris Becker

Date: June 4, 2002

Re: Safety Zone Improvements

Per your request, this memorandum will serve as background information for the subject project. We have organized the enclosed information as follows:

- 1.0 BACKGROUND**
- 2.0 DESCRIPTION OF IMPROVEMENTS**
- 3.0 COSTS**
- 4.0 SCHEDULE**
- 5.0 CASH FLOW**
- 6.0 CITY CONTRIBUTION-SAFETY ZONE PROJECT**

APPENDIX - ATTACHMENTS A-F

We trust this information suits your needs. If you need additional information or have any questions, please call me anytime at 714.993.8245.

1.0 BACKGROUND

The Orangethorpe rail corridor is unique in that it is one of two "mainline", Class 1 railroads in Southern California. This corridor provides freight rail connection from the Ports of Long Beach and Los Angeles to the mid-west and eastern states. Approximately 70 trains per day, mostly BNSF freight trains, as well as Metrolink and Amtrak commuter trains use the corridor. As world trade continues to increase, this rail corridor will see freight train volumes increase to approximately 100 trains per day in 2010 and 135-150 trains per day in 2020. At the same time, vehicular volumes also are expected to increase on the arterial at-grade street/rail crossings. There are 11 crossings on this 5-mile corridor, spanned by Placentia Avenue on the west to Kellogg Drive on the east.

The proposed rail crossing safety demonstration project is designed to enhance crossing safety to prevent train and vehicle accidents. The project will be implemented at eight crossings, discussed below. Two of the eleven crossings are slated for grade separation (Melrose Street and Placentia Avenue) and another will be closed at the crossing (Bradford Avenue); the safety improvements would not be a cost-effective investment at these locations and will not be part of the project. A secondary benefit of the project is that the corridor will be able to achieve "Quiet Zone" status.

On April 1, 2001, the Burlington Northern Santa Fe (BNSF) Railway began blowing train whistles at all 11 at-grade crossings along the Orangethorpe Corridor in anticipation of a future ruling by the Federal Railroad Administration (FRA) requiring train whistles to be blown at all at-grade crossings. For the last 25 years, the City of Placentia had a no-whistle zone gentlemen's agreement with the BNSF which kept the whistles silent.

The City of Placentia immediately began work to formally establish the corridor as a Quiet Zone pursuant to requirements and processes mandated by the FRA. This process involves a series of steps including field reviews, preliminary design, final design, preconstruction monitoring, construction monitoring, post-construction monitoring and a final report.

In order to achieve Quiet Zone status and receive a no-whistle order from the FRA, the City of Placentia will be required to construct supplemental safety measures, (i.e. grade crossing gates, enhanced signing and signalization, raised medians, etc.) which must be reviewed and approved by the California Public Utilities Commission (CPUC), the affected railway operations, and the FRA.

To date, the City has completed the field reviews and preliminary design and has submitted an application for review and approval by the CPUC. All affected railway operators are in agreement with the proposed supplemental safety measures. It is our understanding that CPUC approval of the Quiet Zone application is in the final stages of review and should be approved in the very near future.

2.0 DESCRIPTION OF IMPROVEMENTS

There are 8 at-grade crossings within the proposed rail crossing demonstration project area summarized, from east to west, as follows:

- Kellogg Drive
- Lakeview Avenue
- Richfield Road
- Van Buren Street
- Jefferson Street
- Tustin Avenue/Rose Drive
- Orangethorpe Avenue
- Kraemer Boulevard

The proposed improvements vary from crossing to crossing. The improvements proposed at each crossing location are illustrated in the accompanying power point presentation (Attachment D) and are depicted graphically on Attachment A in the Appendix of this memorandum. Additionally, detailed plans depicting the improvements, by location, have been completed for the corridor. As depicted on Attachment A, the construction of the safety improvements will be completed by two entities. The BNSF, as the owner of the rail corridor right-of-way, will construct all improvements within the existing railway right-of-way. This includes gates, rail signals, track circuitry, grade crossing panels and other miscellaneous improvements. The City of Placentia will be responsible for constructing all improvements outside the rail right-of-way including, but not necessarily limited to, pavement striping, signing, pre-signals, raised medians and traffic signal modifications.

In addition to the hard improvements at each crossing location, the project also includes a proposed communication system upgrade from Kraemer Boulevard to the west. From Kraemer Boulevard west to the Fullerton Junction, the railway signal communication system infrastructure consists of overhead wires mounted on poles. The project improvements call for upgrading this infrastructure to "electrocode", a system which uses the rail lines as the communication conduit between the rail signals and the railway dispatcher. Electrocode currently exists east of Kraemer Boulevard and west of Fullerton Junction.

The rail crossing demonstration project will be a working model that provides a wealth of field operational data. To our knowledge, there are no similar corridors in the state that offer the added safety elements proposed. The corridor is unique in that it is long, about 4 miles, has 8 closely spaced crossings and has mixed rail use--freight and passenger. The FRA has indicated they will closely monitor the project to assist them in developing background data to be used across the country on other similar projects. Similarly, the City will be required to send the CPUC the results from on-going field review of the safety improvements.

3.0 COSTS

The total estimated cost to construct the rail crossing demonstration project is approximately \$6 million. However, as mentioned, the City of Placentia is embarking on the construction of fully-funded "jump start" projects on the west end of the corridor at Placentia Avenue, Melrose Street and Bradford Avenue. These projects have a total cost of about \$40 million, funded by the State Traffic Congestion Relief Program, OCTA, BNSF and the City. Under these projects, Melrose Street and Placentia Avenue will be grade separated and Bradford Avenue will be closed. These projects will commence at the end of 2002 and will be completed by mid-2004. As such, the safety improvements at these locations have been deleted from the project and corresponding cost estimate.

The rail crossing demonstration project cost estimate, with the deletion of Placentia Avenue, Melrose Street and Bradford Avenue improvements, is estimated at \$5 million. A construction cost breakdown by location and construction element (BNSF/City construction) is depicted on Attachment B contained in the Appendix.

4.0 SCHEDULE

To date, the City of Placentia has completed Preliminary Design and has packaged and submitted a formal application to the CPUC for approval. This application should be approved any day now. Once approved, the City will need to establish a Construction and Maintenance (C&M) Agreement with the BNSF. A draft agreement is presently being prepared. Once the C&M is executed, the BNSF can order the necessary materials for construction. However, the City must have the project funding in hand before the BNSF will place equipment orders.

The lead time is approximately 4 months to obtain the required gates, signals, crossing materials, etc. During this time, the City is required to conduct 4 months of pre-construction video monitoring of the major crossing locations. These activities will happen concurrently, after which construction can commence. During construction, the City is required to video monitor the "during construction" condition, with daytime locomotive whistle use. At the end of this period, the FRA will be requested to issue the order to cease whistle use. Finally, 4 months of monitoring will be required at the completion of construction with no whistles being used, at which time a final report is prepared.

The FRA has recently issued "cease use of whistle orders" in Coon Rapids, Minnesota, Yakima, Washington and Louisville, Kentucky. In each case, a significant decrease in driver violations at the grade crossings resulted from project implementation. The proposed rail crossing safety demonstration project includes a greater level of safety improvements than these other corridors (due to the very large rail and traffic volumes) and is expected to result in significant drop-off in dangerous driver behavior and corresponding vehicle violations. A schedule for the rail crossing demonstration project is contained in the Appendix as Attachment C.

5.0 CASH FLOW

Based upon the schedule outlined in Section 4.0 herein and the project costs and schedule depicted on Attachments B and C, respectively, the required cash flow needs for the project will be as follows:

FY 02/03	\$ Required
1 st Quarter (July – Sept)	\$0
2 nd Quarter (Oct – Dec)	\$2,000,000
3 rd Quarter (Jan – Mar)	\$2,155,000
4 th Quarter (Apr – June)	<u>\$ 845,000</u>
TOTAL...	\$5,000,000

All funding for the project will be needed in the 2003/03 fiscal year.

6.0 CITY CONTRIBUTION

The City of Placentia has incurred, and will continue to incur, significant project costs over and above the stated \$5M construction cost estimate for the Quiet Zone Improvements. A brief summary of the City of Placentia costs (*past, current and future*) which are attributable to the safety zone project are as follows:

- Preliminary Design/CPUC Application.....\$125,000
- Final PS&E\$150,000
- City Contract Administration.....\$75,000
- BNSF Insurance (1)\$500,000
- Metrolink Insurance (2)\$120,000
- Preconstruction Monitoring\$65,000
- Post Construction Monitoring\$65,000

Total City Commitment \$1,100,000

In addition, the City has spent about \$10.3 million (Attachment F) on the engineering, environmental clearance and outreach for the entire corridor. If allowable, the City has \$250,00.00 in GMA funds that could be programmed for this project as well (Attachment E).

Notes:

- (1) Mandated BNSF Insurance Policy – in- place (Policy increased from \$100,000 to \$250,000 annual premium on 6-1-02)
- (2) Mandated Metrolink Insurance Policy – will be in place upon project operational phase

APPENDIX

- **Attachment A – Proposed Quiet Zone Improvements**
- **Attachment B – Summary of Quiet Zone Costs**
- **Attachment C – Project Schedule**
- **Attachment D – Power Point Presentation**
- **Attachment E – GMA NO. 1 - Information**
- **Attachment F – City Contribution-Entire Corridor**

ATTACHMENT A
Crossing-safety demonstration project elements

Construction Element	CROSSING LOCATION														
	KELLOGG	LAKEVIEW	RICHFIELD	VAN BUREN	JEFFERSON	TUSTIN / ROSE	ORANGETHORPE	KRAEMER	BRADFORD	MELROSE	PLACENTIA	STATE COLLEGE	ACACIA	RAYMOND	FULLERTON JCT.
BNSF CONSTRUCTION															
Remove existing Gates / Signals	◆			◆		◆	◆	◆	◆	◆					
Remove existing Gate Lamps		◆	◆		◆			◆			◆				
Install Quad Gates	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆				
Install Gate Lamps	◆							◆							
Modify Track Circuits	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆				
Install Concrete Track Panels			◆	◆	◆	◆			◆	◆					
Install Cantilever Signal Pole				◆		◆		◆							
Construct DC to Electrocode Conversion								◆	◆	◆	◆	◆	◆	◆	◆
CITY CONSTRUCTION															
Construct Raised Medians	◆	◆	◆	◆	◆	◆	◆		◆	◆	◆				
Construct Curb & Gutter / Berm	◆			◆	◆	◆				◆					
Pavement Markings / Striping	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆				
Install Signing	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆				
Install Pre-Signals	◆	◆	◆	◆	◆	◆		◆							
Construct Traffic Signal Modifications					◆	◆		◆							
Install Barricades / K-Rail / Fencing		◆			◆					◆					
Construct Sidewalls				◆		◆									

◆ Construction element required at this location

◆ Work at this designated location is proposed to be deleted due to impending improvements at Placentia, Melrose and Bradford Avenue.

ATTACHMENT B
SUMMARY OF QUIET ZONE COSTS

CROSSING LOCATION	(1) CITY IMPS.	(2)* BNSF IMPS.	(3) BNSF dc-el conv.	TOTAL
KELLOGG	\$75,000	\$155,000		\$230,000
LAKEVIEW	\$106,000	\$200,000		\$306,000
RICHFIELD	\$70,000	\$165,000		\$235,000
VAN BUREN	\$98,000	\$180,000		\$278,000
JEFFERSON	\$74,000	\$170,000		\$244,000
TUSTIN	\$96,000	\$165,000		\$261,000
ORANGETHORPE	\$906,000	\$165,000		\$1,071,000
KRAEMER	\$99,000	\$200,000	\$300,000	\$599,000
BRADFORD	\$731,000	\$170,000	\$100,000	\$1,001,000
MELROSE	\$132,000	\$150,000	\$100,000	\$382,000
PLACENTIA	\$45,000	\$550,000	\$100,000	\$695,000
STATE COLLEGE			\$300,000	\$300,000
ACACIA			\$200,000	\$200,000
RAYMOND			\$180,000	\$180,000
FULLERTON JUNCTION			\$105,000	\$105,000
TOTAL	\$2,432,000	\$2,270,000	\$1,385,000	\$6,087,000

LESS: plac/mel/brad imps

(\$1,778,000)*

<i>ADJUSTED TOTAL</i>	\$4,309,000
<i>CONTINGENCY (10%)</i>	\$430,900
<i>CONSTRUCTION MGT (6%)</i>	\$258,540
GRAND TOTAL	\$4,998,440

USE \$5M

COLUMN (1) = CITY IMPS. (pre-signals, medians, etc.)

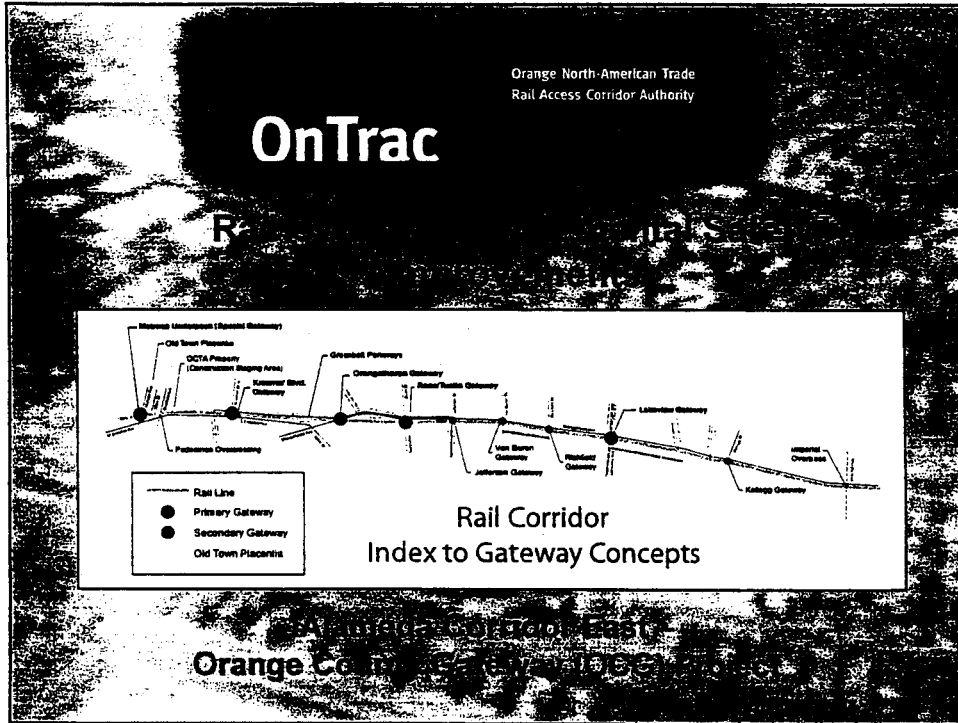
COLUMN (2) = BNSF IMPS (crossing gates, signals, etc.)

COLUMN (3) = BNSF COMMUNICATION IMPS (dc to electrocode w/o Kraemer)

* denotes \$ values which need to be verified (pending from BNSF)

ID	Task Name	Duration	Start	Finish	Jun '02	Jul '02	Aug '02	Sep '02	Oct '02	Nov '02	Dec '02	Jan '03	Feb '03	Mar '03	Apr '03	May '03	Jun '03	Jul '03	Aug '03	Sep '03	Oct '03	Nov '03	Dec '03	
1	CPUC Application Process	4 wks	6/3/02	6/28/02	1	2	3	4																
2	CPUC Approval	0 days	6/28/02	6/28/02																				
3	BNSF C&M Agreement	8 wks	6/3/02	7/28/02	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
4	C&M Agreement Executed	0 days	7/28/02	7/28/02																				
5	Procure BNSF Materials	18 wks	7/29/02	11/15/02																				
6	Prepare Final PS&E	12 wks	7/29/02	10/18/02																				
7	Preconstruction Video Monitoring	16 wks	7/29/02	11/15/02																				
8	Bid Advertisement (City)	0 days	10/18/02	10/18/02																				
9	Bid Period (City)	4 wks	10/21/02	11/15/02																				
10	Bid Opening (City)	0 days	11/16/02	11/16/02																				
11	Award Contract (City)	4 wks	11/16/02	12/13/02																				
12	Begin Construction (BNSF/City)	0 days	12/13/02	12/13/02																				
13	Construction	24 wks	12/16/02	5/30/03																				
14	Construction Completed	0 days	5/30/03	5/30/03																				
15	Post-Construction Monitoring	16 wks	6/2/03	9/19/03																				
16	Prepare Final Report	2 wks	9/22/03	10/3/03																				
17	Final Report Review	2 wks	10/6/03	10/17/03																				
18	Project Approved / No Whistle Order	0 days	10/17/03	10/17/03																				

ATTACHMENT C
Quiet Zone Project Schedule



OnTrac

Safety Concerns

High speed rail project will impact

- > 5-mile mainline corridor with 11 at-grade crossings
- > Over 300 daily school bus crossings
- April 23, 2002 Train to Train Accident



OnTrac

Safety Concerns

Equates to Safety Concerns

- > Frustrated motorists try to "beat the train"
- > Motorists can possibly get trapped on the tracks



Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Safety Concerns



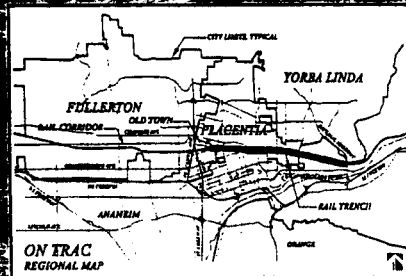
- > Pedestrians also risk their safety
- > Longer wait time at crossings = motorists stress and safety risk

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Safety Plans

- > An application has been filed with the CPUC requesting approval to install the supplemental safety measures
- > Project Cost: \$5 million
- > Innovative technologies will serve as model/demonstration for other safety zones



Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Community Impacts

Land use adjacent to rail lines is predominantly residential

- Noise from train whistles disturbs thousands of residents



Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Community Impacts

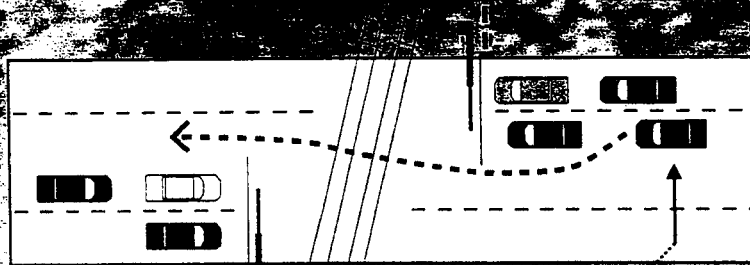
- Train Impacts are a major regional issue
- Safety Zone is widely supported by residents & elected leaders alike



Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Safety Concerns



Existing conditions - motorists may drive around rail crossing gates

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

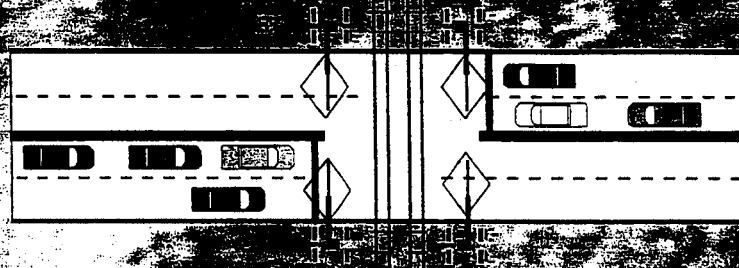
Safety Concerns

Raised median may physically prevent motorists from driving around the lowered crossing gates

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Safety Concerns



Proposed Plan: Installation of raised concrete medians and 4 quadrant gates will prevent drive-arounds.

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Safety Solutions

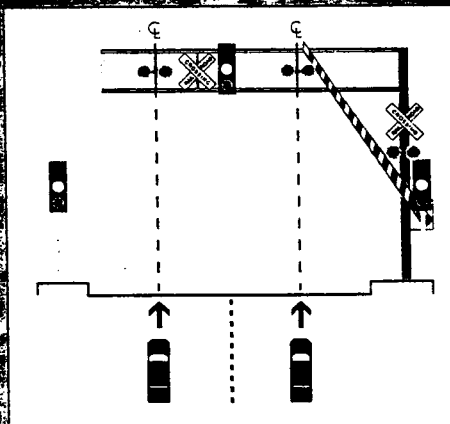


Sidewalks and raised curbs will provide for pedestrian safety and assist in keeping cars from going around gates.

OnTrac

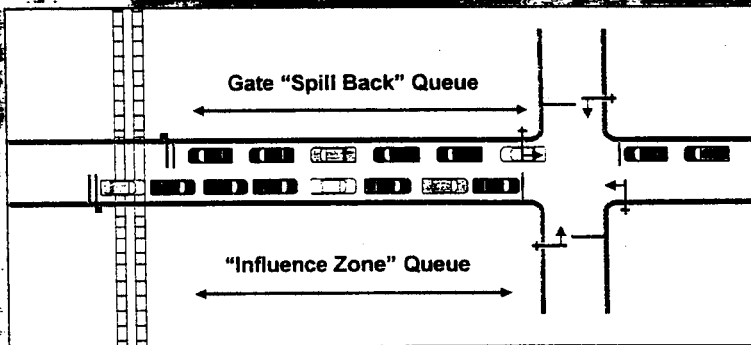
Safety Solutions

All crossing
equipment will be
updated using the
latest technology



OnTrac

Safety Solutions

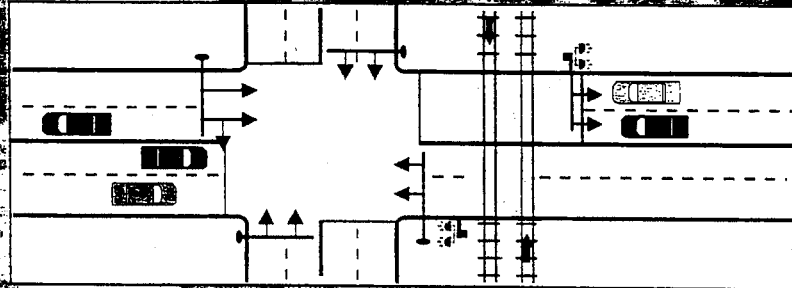


Traffic signals will be upgraded to prevent
rail crossing and intersection blockage

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Safety Solutions

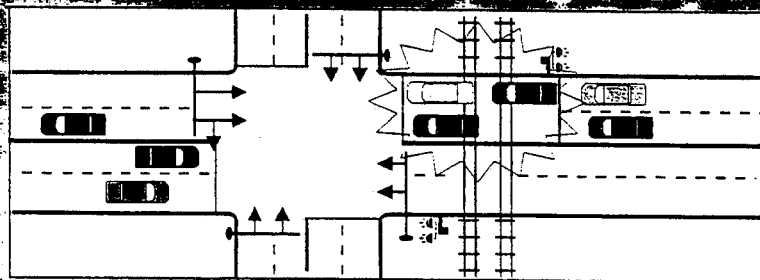


Pre-signals will be installed to prevent queuing of vehicles across the tracks

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Safety Solutions



There is a danger when vehicles are caught on tracks while waiting at traffic signal

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Safety Solutions

- Remove above ground poles and railroad communication lines and

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Project Schedule

Concerns affecting the schedule:

- PUC and FRA processes
- Identification of funding
- Railroad equipment ordering

OnTrac

Project Process

Best possible schedule:

California Public Utilities Commission (CPUC) Application	Pending
FRA Phase 1 Study ➤ Existing conditions Data collection ➤ Identify funding source(s)	4 months

OnTrac

Project Process

FRA Phase 2 Study ➤ Order equipment ➤ Begin installation ➤ Continue data collection	4-6 months
--	------------

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

Project Process

- | | |
|--------------------------------------|----------|
| FRA Phase 3 Study | 4 months |
| > FRA issues order to cease whistles | |
| > Data collection continued | |
| > Construction completed | |
| Final ruling issued by FRA | |

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

THANK YOU FOR YOUR PATIENCE
AS WE WORK TO IMPROVE SAFETY

Combined Transportation Funding Programs (CTFP)
Growth Management Area (GMA) #1

Agency	Project #	Project	Cur Alloc Year	FY92/93	FY93/94	FY94/95	FY95/96	FY96/97	FY97/98	FY98/99	FY99/00	FY00/01	FY01/02
Anaheim	00-ANAH-GMA-3003	Weir Canyon Rd / La Palma Ave Intersection Impro.	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Anaheim	00-ANAH-GMA-3003	Weir Canyon Rd / La Palma Ave Intersection Impro.	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Anaheim	99-ANAH-GMA-1006	Imperial Highway Soundwall	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,425	\$ -
Santa Ana	00-SNTA-GMA-3164	Edinger/Newhope East-West Signal Modification	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Santa Ana	97-SNTA-GMA-1135	Edinger / Newhope Signal Modification	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Yorba Linda	93-YLND-GMA-1117	Orangethorpe Ave @ Imperial Hwy	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000
IA #1	Anaheim	00-ANAH-GMA-3001	Brookhurst St Widening-SR-91 to La Palma Av (GMA1)	FY05/06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Anaheim	00-ANAH-GMA-3002	East Street/SR-91 Interchange	FY04/05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Anaheim	92-ANAH-GMA-1001	Yorba Linda Blvd @ La Palma Ave	FY92/93	\$ 191,305	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Anaheim	93-ANAH-GMA-1001	Harbor Blvd / Lemon St / Patt St @ SR-91 interchanges	FY94/95	\$ -	\$ -	\$ 68,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Anaheim	93-ANAH-GMA-1001	Harbor Blvd / Lemon St / Patt St @ SR-91 interchanges	FY93/94	\$ -	\$ 130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Anaheim	95-ANAH-GMA-1001	Harbor Blvd/Lemon/Patt @ SR-91	FY96/97	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Anaheim	96-ANAH-GMA-1035	State College Blvd @ SR-91	FY99/00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,000	\$ -	\$ -
IA #1	Anaheim	96-ANAH-GMA-1035	State College Blvd @ SR-91	FY97/98	\$ -	\$ -	\$ -	\$ -	\$ 38,000	\$ -	\$ -	\$ -	\$ -
IA #1	Anaheim	96-ANAH-GMA-1036	Tustin Ave @ SR-91	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000
IA #1	Anaheim	96-ANAH-GMA-1036	Tustin Ave @ SR-91		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Anaheim	97-ANAH-GMA-1002	East Street / SR-91 Interchange	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
IA #1	Anaheim	97-ANAH-GMA-1005	Imperial Hwy @ La Palma	FY98/99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Anaheim	98-ANAH-GMA-2007	La Palma @ Chnsden	FY99/00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -
IA #1	Brea	00-BREA-GMA-3021	Brea / SR-57 Transit Corridor Study	FY05/06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Brea	00-BREA-GMA-3022	SR 57 Corridor CCTV & Intertie	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
IA #1	Brea	00-BREA-GMA-3023	State Route 57 / Lambert Rd Interchange Preliminary	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000
IA #1	Brea	92-BREA-GMA-1020	Imperial Hwy (Randolph to SR-57)	FY92/93	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Brea	93-BREA-GMA-1011	SR 57 / Kamp improvements (Lambert @ Imperial)	FY97/98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Brea	93-BREA-GMA-1011	SR 57 / Kamp improvements (Lambert @ Imperial)	FY98/99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Brea	95-BREA-GMA-1021	SR 57 / Kamp improvements (Lambert \ Imperial)	FY98/99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Brea	97-BREA-GMA-1028	Birch Street @ State College Blvd	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
IA #1	Brea	97-BREA-GMA-1028	Birch Street @ State College Blvd	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000
IA #1	Brea	97-BREA-GMA-1028	Birch Street @ State College Blvd	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
IA #1	Brea	97-BREA-GMA-1029	Brea Blvd @ Central	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
IA #1	Brea	98-BREA-GMA-1115	SR-57 @ Lambert Interchange	FY99/00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ -	\$ -
IA #1	Brea	99-BREA-GMA-1019	Rose Drive @ Valencia	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Brea	99-BREA-GMA-1024	SR 57 and Lambert Rd. Interchange Preliminary Eng	FY99/00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	00-BPRK-GMA-3025	Commonwealth Avenue Widening (Indiana to Beach)	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	00-BPRK-GMA-3025	Commonwealth Avenue Widening (Indiana to Beach)	FY04/05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	93-BPRK-GMA-1013	Dale Street Bndge s/o Malvern	FY94/95	\$ -	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	93-BPRK-GMA-1013	Dale Street Bndge s/o Malvern	FY94/95	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	94-BPRK-GMA-1033	Beach Blvd @ Artesia Blvd	FY94/95	\$ -	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	95-BPRK-GMA-1024	Artesia Blvd @ Beach Blvd	FY97/98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	95-BPRK-GMA-1024	Artesia Blvd @ Beach Blvd	FY97/98	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	95-BPRK-GMA-1024	Artesia Blvd @ Beach Blvd	FY99/00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -
IA #1	Buena Park	95-BPRK-GMA-1025	Dale St Widening	FY95/96	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	97-BPRK-GMA-1033	Artesia Blvd Improvements @ I-5 Fwy.	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000
IA #1	Buena Park	97-BPRK-GMA-1033	Artesia Blvd Improvements @ I-5 Fwy.	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
IA #1	Buena Park	97-BPRK-GMA-1036	Inter-County Arterial Highway Study	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000
IA #1	Buena Park	98-BPRK-GMA-2008	Knott Avenue Bridge	FY98/99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -
IA #1	Buena Park	99-BPRK-GMA-1025	Commonwealth Avenue Widening	FY04/05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	99-BPRK-GMA-1025	Commonwealth Avenue Widening	FY03/04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Buena Park	99-BPRK-GMA-1025	Commonwealth Avenue Widening	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Orange	00-ORCO-GMA-3043	Tustin Avenue (at Orangethorpe)	FY05/06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Combined Transportation Funding Programs (CTFP)
Growth Management Area (GMA) #1**

Program	Agency	Project	Project	City Alloc Year	FY92/93	FY93/94	FY94/95	FY95/96	FY96/97	FY97/98	FY98/99	FY99/00	FY00/01	FY
IA #1	Orange	99-ORCC-GMA-1047	Tustin Avenue Widening	FY03/04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA #1	Dana Point	95-DPNT-GMA-1069	Pacific Coast Hwy Orangethorpe Ave (1/4P to State College Blvd)	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,000	\$
IA #1	Fullerton	92-FULL-GMA-1050	Orangethorpe Ave (Stanton to St College)	FY92/93	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	93-FULL-GMA-1053	Orangethorpe Ave (Stanton to St College)	FY93/94	\$ -	\$ 172,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	93-FULL-GMA-1053	Orangethorpe Ave (Stanton to St College)	FY93/94	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	95-FULL-GMA-1072	Euclid St @ SR-91	FY97/98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	95-FULL-GMA-1073	GMA #1 Administration	FY99/00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$
IA #1	Fullerton	95-FULL-GMA-1073	GMA #1 Administration	FY97/98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	95-FULL-GMA-1073	GMA #1 Administration	FY95/96	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	95-FULL-GMA-1073	GMA #1 Administration	FY98/99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$
IA #1	Fullerton	95-FULL-GMA-1073	GMA #1 Administration	FY96/97	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	95-FULL-GMA-1074	GMA #1 Administration	FY93/94	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	95-FULL-GMA-1074	GMA #1 Administration	FY94/95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	96-FULL-GMA-1046	Brookhurst St @ SR-91	FY97/98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	97-FULL-GMA-1070	GMA #1 Administration	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$
IA #1	Fullerton	97-FULL-GMA-1070	GMA #1 Administration	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000
IA #1	Fullerton	98-FULL-GMA-1117	Highland Ave Grade Separation	FY99/00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$
IA #1	Fullerton	99-FULL-GMA-1071	GMA #1 Administration	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	99-FULL-GMA-1071	GMA #1 Administration	FY03/04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	99-FULL-GMA-1071	GMA #1 Administration	FY04/05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	99-FULL-GMA-1071	GMA #1 Administration	FY05/06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Fullerton	99-LHAB-GMA-1114	Harbor Blvd @ Lambert Rd Intersection Widening	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	La Habra	00-LHAB-GMA-3109	Lambert Road (Beach to East City Limit)	FY05/06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	La Habra	00-LHAB-GMA-3109	Lambert Road (Beach to East City Limit)	FY04/05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	La Habra	92-LHAB-GMA-1095	Imperial Hwy & Harbor Blvd	FY92/93	\$ 141,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	La Habra	93-LHAB-GMA-1068	Whittier Blvd @ Harbor Blvd Imperial Hwy (West City Limits to Rose)	FY93/94	\$ -	\$ 195,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	La Habra	94-LHAB-GMA-1085	Whittier Blvd @ Harbor Blvd Imperial Hwy (West City Limits to Rose)	FY94/95	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	La Habra	95-LHAB-GMA-1108	Citywide Signal Coordination	FY96/97	\$ -	\$ -	\$ -	\$ -	\$ 102,040	\$ -	\$ -	\$ -	\$ -	\$
IA #1	La Habra	95-LHAB-GMA-1108	Citywide Signal Coordination	FY95/96	\$ -	\$ -	\$ -	\$ 12,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	La Habra	95-LHAB-GMA-1109	Lambert Road Gap Closures	FY97/98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	La Habra	95-LHAB-GMA-1109	Lambert Road Gap Closures	FY98/99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	La Habra	97-LHAB-GMA-1098	Multijurisdictional Traffic Signal Timing	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
IA #1	La Habra	99-LHAB-GMA-1115	Harbor Boulevard Signal Interconnect La Habra Boulevard Signal	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
IA #1	La Habra	99-LHAB-GMA-1116	Harbor Boulevard Signal Interconnect La Habra Boulevard Signal	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000
IA #1	La Habra	99-LHAB-GMA-1117	Lambert Road Signal Interconnect Bastanchury Road @ Kraemer Boulevard	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	00-PLAC-GMA-3149	Madison Avenue @ Bradford Orangethorpe Ave (Kellogg to Placentia)	FY05/06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	92-PLAC-GMA-1122	Madison Avenue @ Bradford Orangethorpe Ave (Kellogg to Placentia)	FY92/93	\$ 38,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	93-PLAC-GMA-1105	Orangethorpe Ave @ Rose Drive	FY93/94	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	93-PLAC-GMA-1105	Orangethorpe Ave @ Rose Drive	FY96/97	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	93-PLAC-GMA-1106	Orangethorpe (Kellogg to Placentia)	FY95/96	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	95-PLAC-GMA-1154	Kraemer Blvd @ Yorba Linda Blvd	FY96/97	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	95-PLAC-GMA-1155	Orangethorpe @ Jefferson	FY98/99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$
IA #1	Placentia	95-PLAC-GMA-1156	Orangethorpe @ Richfield	FY98/99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$
IA #1	Placentia	95-PLAC-GMA-1157	Richfield Road Widening	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
IA #1	Placentia	97-PLAC-GMA-1128	Golden Avenue Bridge	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	97-PLAC-GMA-1129	MiraLoma Avenue Widening Orangethorpe Ave. Lowered Rail Study	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
IA #1	Placentia	98-PLAC-GMA-2009	Orangethorpe Ave. Lowered Rail Study	FY98/99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$
IA #1	Placentia	98-PLAC-GMA-2009	Orangethorpe Ave. Lowered Rail Study	FY99/00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$
IA #1	Placentia	98-PLAC-GMA-2009	Orangethorpe Ave. Lowered Rail Study	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	99-PLAC-GMA-1155	Madison Avenue @ Bradford Avenue	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	99-PLAC-GMA-1156	Orangethorpe Avenue Widening	FY02/03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Placentia	99-PLAC-GMA-1156	Orangethorpe Avenue Widening	FY03/04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
IA #1	Yorba Linda	00-YLND-GMA-3202	Bastanchury widening w/o Rose - GMA	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000

\$150K 02/03

**Combined Transportation Funding Programs (CTFP)
Growth Management Area (GMA) #1**

Agency	Project	Project	Cur. Alloc Year	FY92/93	FY93/94	FY94/95	FY95/96	FY96/97	FY97/98	FY98/99	FY99/00	FY00/01	FY01/02
A # 1	Yorba Linda 00-YLND-GMA-3203	Orangethorpe Corridor Rail Lowering	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
A # 1	Yorba Linda 00-YLND-GMA-3203	Orangethorpe Corridor Rail Lowering	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000
A # 1	Yorba Linda 93-YLND-GMA-1117	Orangethorpe Ave @ Imperial Hwy	FY93/94	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA # 1	Yorba Linda 93-YLND-GMA-1117	Orangethorpe Ave @ Imperial Hwy	FY98/99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -
IA # 1	Yorba Linda 95-YLND-GMA-1208	Esperanza Road Widening	FY96/97	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
IA # 1	Yorba Linda 95-YLND-GMA-1208	Esperanza Road Widening	FY96/97	\$ -	\$ -	\$ -	\$ -	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ -
IA # 1	Yorba Linda 95-YLND-GMA-1210	Fairmont Blvd (Current Terminus to La Palma) Extension	FY95/96	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA # 1	Yorba Linda 95-YLND-GMA-1211	Imperial Hwy @ BNSF Grade Separation	FY95/96	\$ -	\$ -	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA # 1	Yorba Linda 95-YLND-GMA-1211	Imperial Hwy @ BNSF Grade Separation	FY96/97	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
IA # 1	Yorba Linda 95-YLND-GMA-1212	Orangethorpe Ave Railroad Corridor	FY95/96	\$ -	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA # 1	Yorba Linda 95-YLND-GMA-1213	Wier Canyon Rd / Yorba Linda Blvd @ SR-91	FY94/95	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IA # 1	Yorba Linda 97-YLND-GMA-1169	Fairmont Blvd Extension (Esperanza to La Palma)	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
IA # 1	Yorba Linda 97-YLND-GMA-1170	La Palma @ Gypsum Canyon Road	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
IA # 1	Yorba Linda 99-YLND-GMA-1198	Esperanza Road Widening (Fairmont connector to 953' east)	FY00/01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
IA # 1	Yorba Linda 99-YLND-GMA-1199	Hill Station Park & Ride-Esperanza w/o New River	FY01/02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Total				\$ 685,305	\$ 732,000	\$ 513,000	\$ 942,960	\$ 1,347,040	\$ 373,000	\$ 375,000	\$ 1,017,000	\$ 995,425	\$ 1,715,000
Annual Available				\$ 437,200	\$ 721,083	\$ 721,083	\$ 721,083	\$ 721,083	\$ 721,083	\$ 721,083	\$ 721,083	\$ 721,083	\$ 721,083
Cumulative Available				\$ 437,200	\$ 1,158,283	\$ 1,879,366	\$ 2,600,449	\$ 3,321,532	\$ 4,042,615	\$ 4,763,698	\$ 5,484,781	\$ 6,205,864	\$ 6,926,947
Cumulative Programming				\$ 685,305	\$ 1,417,305	\$ 1,930,305	\$ 2,673,265	\$ 4,220,305	\$ 4,593,305	\$ 4,968,305	\$ 5,985,305	\$ 6,980,730	\$ 8,695,730
Less Cumulative Savings													\$ 1,644,333
Net Programming				\$ 685,305	\$ 1,417,305	\$ 1,930,305	\$ 2,673,265	\$ 4,220,305	\$ 4,593,305	\$ 4,968,305	\$ 5,985,305	\$ 6,980,730	\$ 7,051,397
Balance				\$ 472,978	\$ 462,061	\$ 670,144	\$ 448,267	\$ (177,690)	\$ 170,393	\$ 516,476	\$ 220,559	\$ (53,783)	\$ 596,633

Combined Transportation Funding Programs (CTFP)
Growth Management Area (GMA) #1

FY02/03	FY03/04	FY04/05	FY05/06	Total	Status	Payment	Savings
\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000	Planned		
\$ 135,000	\$ -	\$ -	\$ -	\$ 135,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 13,425	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 10,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 10,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 30,000	Complete		
\$ -	\$ -	\$ -	\$ 175,000	\$ 175,000	Planned		
\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 191,305	Complete	\$ 120,884	\$ 70,421
\$ -	\$ -	\$ -	\$ -	\$ 68,000	Complete	\$ 68,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 130,000	Complete	\$ 130,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 700,000	Pending	\$ 520,672	\$ 179,328
\$ -	\$ -	\$ -	\$ -	\$ 137,000	Started	\$ 123,300	\$ 13,700
\$ -	\$ -	\$ -	\$ -	\$ 38,000	Started	\$ 41,800	\$ (3,800)
\$ -	\$ -	\$ -	\$ -	\$ 650,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ -	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Planned	\$ -	\$ 100,000
\$ -	\$ -	\$ -	\$ -	\$ -	Canceled	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 200,000	Complete	\$ 135,457	\$ 64,543
\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 25,000	Started		
\$ -	\$ -	\$ -	\$ -	\$ 300,000	Complete	\$ 300,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	Canceled		
\$ -	\$ -	\$ -	\$ -	\$ -	Canceled		
\$ -	\$ -	\$ -	\$ -	\$ -	Canceled		
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Started	\$ -	\$ 100,000
\$ -	\$ -	\$ -	\$ -	\$ 145,000	Started		
\$ -	\$ -	\$ -	\$ -	\$ 150,000	Started		
\$ -	\$ -	\$ -	\$ -	\$ 50,000	Planned	\$ -	\$ 50,000
\$ -	\$ -	\$ -	\$ -	\$ 175,000	Started	\$ 157,463	\$ 17,537
\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ -	Cancel		
\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	Started		
\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	Started		
\$ -	\$ -	\$ -	\$ -	\$ 160,000	Complete	\$ 160,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 50,000	Complete	\$ 50,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 35,000	Complete	\$ 35,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	Started		
\$ -	\$ -	\$ -	\$ -	\$ 120,000	Started		
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Started	\$ 90,000	\$ 10,000
\$ -	\$ -	\$ -	\$ -	\$ 250,000	Complete	\$ 250,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 220,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Planned	\$ -	\$ 100,000
\$ -	\$ -	\$ -	\$ -	\$ 25,000	Planned	\$ 22,500	\$ 2,500
\$ -	\$ -	\$ -	\$ -	\$ 20,000	Complete	\$ 20,000	\$ -
\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000	Started		
\$ -	\$ 90,000	\$ -	\$ -	\$ 90,000	Started		
\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	Started		
\$ -	\$ -	\$ -	\$ 275,000	\$ 275,000	Planned		

Combined Transportation Funding Programs (CTFP)
 Growth Management Area (GMA) #1

FY02/03	FY03/04	FY04/05	FY05/06	Total	Status	Payment	Savings
\$ -	\$ 425,000	\$ -	\$ -	\$ 425,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 67,000	Started		
\$ -	\$ -	\$ -	\$ -	\$ 15,000	Complete	\$ 13,913	\$ 1,087
\$ -	\$ -	\$ -	\$ -	\$ 172,000	Complete	\$ 157,726	\$ 14,274
\$ -	\$ -	\$ -	\$ -	\$ 25,000	Complete	\$ 25,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Started	\$ 90,000	\$ 10,000
\$ -	\$ -	\$ -	\$ -	\$ 5,000	Pending		
\$ -	\$ -	\$ -	\$ -	\$ 5,000	Pending	\$ 5,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,000	Pending	\$ 5,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,000	Pending	\$ 5,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,000	Pending	\$ 5,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	Canceled		
\$ -	\$ -	\$ -	\$ -	\$ -	Canceled		
\$ -	\$ -	\$ -	\$ -	\$ 110,000	Started	\$ 99,000	\$ 11,000
\$ -	\$ -	\$ -	\$ -	\$ 5,000	Complete	\$ 5,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 5,000	Complete	\$ 5,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 300,000	Started	\$ -	\$ 300,000
\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	Planned		
\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000	Planned		
\$ -	\$ -	\$ 5,000	\$ -	\$ 5,000	Planned		
\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	Planned		
\$ 151,000	\$ -	\$ -	\$ -	\$ 151,000	Planned		
\$ -	\$ -	\$ -	\$ 65,000	\$ 65,000	Planned		
\$ -	\$ -	\$ 35,000	\$ -	\$ 35,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 141,000	Complete	\$ 136,078	\$ 4,922
\$ -	\$ -	\$ -	\$ -	\$ 195,000	Complete	\$ 61,799	\$ 133,201
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Complete	\$ 100,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 102,040	Complete	\$ 101,837	\$ 203
\$ -	\$ -	\$ -	\$ -	\$ 12,960	Complete	\$ 12,918	\$ 42
\$ -	\$ -	\$ -	\$ -	\$ -	Canceled		
\$ -	\$ -	\$ -	\$ -	\$ -	Canceled		
\$ -	\$ -	\$ -	\$ -	\$ 50,000	Planned	\$ -	\$ 50,000
\$ -	\$ -	\$ -	\$ -	\$ 10,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 40,000	Planned		
\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	Planned		
\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	Planned		
\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 38,000	Complete	\$ 20,792	\$ 17,208
\$ -	\$ -	\$ -	\$ -	\$ 35,000	Pending	\$ 31,500	\$ 3,500
\$ -	\$ -	\$ -	\$ -	\$ 15,000	Pending	\$ 13,500	\$ 1,500
\$ -	\$ -	\$ -	\$ -	\$ 75,000	Complete	\$ 56,810	\$ 18,190
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Started		
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Pending	\$ 90,000	\$ 10,000
\$ -	\$ -	\$ -	\$ -	\$ 75,000	Planned	\$ 67,500	\$ 7,500
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ -	Canceled		
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Planned	\$ -	\$ 100,000
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Started	\$ 90,000	\$ 10,000
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Started		
\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	Started		
\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000	Planned		
\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000	Planned		
\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 175,000	Planned		

Combined Transportation Funding Programs (CTFP)
 Growth Management Area (GMA) #1

FY02/03	FY03/04	FY04/05	FY05/06	Total	Status	Payment	Savings
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 25,000	Planned		
\$ -	\$ -	\$ -	\$ -	\$ 175,000	Complete	\$ 205,000	\$ (30,000)
\$ -	\$ -	\$ -	\$ -	\$ 75,000	Complete	\$ 75,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 50,000	Complete	\$ 19,978	\$ 30,022
\$ -	\$ -	\$ -	\$ -	\$ 325,000	Complete	\$ 157,944	\$ 167,056
\$ -	\$ -	\$ -	\$ -	\$ 300,000	Complete	\$ 300,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 175,000	Pending	\$ 175,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 50,000	Pending	\$ 50,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 125,000	Complete	\$ 124,600	\$ 400
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Complete	\$ 100,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 75,000	Complete	\$ 75,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 80,000	Planned	\$ -	\$ 80,000
\$ -	\$ -	\$ -	\$ -	\$ 50,000	Complete	\$ 50,000	\$ -
\$ -	\$ -	\$ -	\$ -	\$ 100,000	Started		
\$ 916,000	\$ 620,000	\$ 300,000	\$ 670,000	\$ 11,201,730		\$ 4,755,972	\$ 1,644,333
\$ 718,000	\$ 718,000	\$ 718,000	\$ 718,000				
\$ 8,366,030	\$ 9,084,030	\$ 9,802,030	\$ 10,520,030				
\$ 9,611,730	\$ 10,231,730	\$ 10,531,730	\$ 11,201,730				
\$ 7,967,397	\$ 8,587,397	\$ 8,867,397	\$ 9,557,397				
\$ 398,633	\$ 496,633	\$ 914,633	\$ 962,633				

ATTACHMENT F

	FY97-98	FY98-99	FY99-00	Jul-00	Aug-00	Sep-00	Oct-00	Nov-00	Dec-00	01-Jan
Management/Administration/Finance/Insurance/Overhead	63,000.00	226,902.08	391,486.27	68,568.76	87,234.34	84,980.44	62,192.24	79,302.28	56,526.40	80,576.89
Outreach, Public Affairs, Government Affairs, Advocacy, Communications, Economic Development, Urban Planning	0	32,682.06	578,877.27	62,619.44	48,527.91	56,267.68	64,351.38	73,857.12	46,745.51	99,869.30
Engineering, Engineering Program Management, Environmental	45,000.00	127,465.13	694,573.53	179,091.00	230,029.00	278,025.00	109,119.00	245,693.70	80,762.00	85,715.60
Utilities, Right-of-Way, Legal	0	19,200.00	19,875.00	975	450	1,068.20	1,200.00	3,500.00	42,094.00	3,500.00
Construction and Construction Management										
Monthly Totals	108,000.00	406,249.27	1,681,812.07	311,254.20	366,241.25	420,341.32	236,862.62	402,353.10	226,127.91	269,661.79
Cummulative Totals	108,000.00	514,249.27	2,196,061.33	2,507,315.53	2,873,556.78	3,293,898.11	3,530,760.73	3,933,113.83	4,159,241.74	4,428,903.53

	01-Feb	01-Mar	01-Apr	01-May	01-Jun	FY00-01	01-Jul	01-Aug	01-Sep	01-Oct
Management/Administration/Finance/Insurance/Overhead	94,381.68	110,104.56	105,241.17	106,944.53	113,666.70	1,049,719.99	130,925.58	224,363.28	110,574.02	138,691.97
Outreach, Public Affairs, Government Affairs, Advocacy, Communications, Economic Development, Urban Planning	115,582.32	110,185.14	84,071.13	113,485.17	85,488.96	961,051.06	99,829.52	105,900.42	88,910.66	118,645.14
Engineering, Engineering Program Management, Environmental	71,215.50	209,384.84	158,972.47	101,420.65	153,756.58	1,903,185.34	265,613.72	137,677.85	125,059.19	248,338.42
Utilities, Right-of-Way, Legal	3,500.00	3,500.00	30,776.95	3,500.00	15,100.00	109,164.15	9,200.00	21,080.00	20,280.40	22,861.00
Construction and Construction Management										
Monthly Totals	284,679.50	433,174.54	379,061.72	325,350.35	368,012.24	4,023,120.54	505,568.82	489,021.55	344,824.27	528,536.53
Cummulative Totals	4,713,583.03	5,146,757.57	5,525,819.29	5,851,169.64	6,219,181.88	6,219,181.88	6,724,750.69	7,213,772.25	7,558,596.52	8,087,133.04

	01-Nov	01-Dec	02-Jan	02-Feb	02-Mar	02-Apr	02-May	02-Jun	FY01-02	02-Jul
Management/Administration/Finance/Insurance/Overhead	144,347.95	130,987.95	117,177.33	94,211.45	103,659.26	40,325.00	0	0	1,235,263.79	0
Outreach, Public Affairs, Government Affairs, Advocacy, Communications, Economic Development, Urban Planning	99,250.18	105,827.90	123,991.22	141,424.61	117,825.19	15,000.00	0	0	1,016,604.84	0
Engineering, Engineering Program Management, Environmental	271,206.75	228,686.43	135,232.41	161,461.96	125,470.55	15,500.00	0	0	1,714,247.28	0
Utilities, Right-of-Way, Legal	53,066.90	17,970.00	16,410.00	3,910.00	11,736.88	0	0	0	176,515.18	0
Construction and Construction Management										
Monthly Totals	567,871.78	483,472.28	392,810.96	401,008.02	358,691.88	70,825.00	0	0	4,142,631.09	0
Cumulative Totals	8,655,004.82	9,138,477.10	9,531,288.06	9,932,296.08	10,290,987.96	10,361,812.96	10,361,812.96	10,361,812.96	10,361,812.96	10,361,812.96

	May-03	Jun-03	FY02-03	Grand Total	Budget	Budget-Grand Total
Management/Administration/Finance/Insurance/Overhead	0	0	0	2,966,372.12	0	0
Outreach, Public Affairs, Government Affairs, Advocacy, Communications, Economic Development, Urban Planning	0	0	0	2,586,215.23	0	0
Engineering, Engineering Program Management, Environmental Utilities, Right-of-Way, Legal	0	0	0	4,484,471.28	0	0
Construction and Construction Management	0	0	0	324,754.33	0	0
Monthly Totals	0	0	0	10,361,812.96	0	0
Cumulative Totals	10,361,812.96	10,361,812.96	10,361,812.96	0	0	0



BOARD COMMITTEE TRANSMITTAL

March 22, 2004

To: Members of the Board of Directors
From: Wendy Knowles, ^{WK} Clerk of the Board
Subject: Orange County Grade Crossing Study

Committee Referrals

Transit Planning and Operations Committee

March 11, 2004

Present: Directors Ward, Winterbottom, and Brown
Absent: Directors Keenan and Silva
Vote: Unanimous vote of the Directors present

Committee Recommendations

- A. Adopt the Orange County Transportation Authority Grade Crossing Study, including the recommended evaluation criteria for the funding program.
- B. Direct staff to return to the Board in June 2004, with the funding plan and call for projects.



March 11, 2004

To: Transit Planning and Operations Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: Orange County Grade Crossing Study

Overview

On August 12, 2002, the Orange County Transportation Authority Board directed staff to develop a countywide competitive rail crossing safety program with guidelines and funding for rail crossing improvements. A Grade Crossing Study developed a list of safety enhancements to both motorist and pedestrian safety at each of 64 non-separated crossings, and developed the evaluation criteria for this countywide funding program. This report provides a summary of the study's findings and recommendations.

Recommendations

- A. Adopt the Orange County Transportation Authority Grade Crossing Study, including the recommended evaluation criteria for the funding program.
- B. Direct staff to return to the Board in June 2004 with the funding plan and call for projects.

Background

There are currently 102 street crossings of Southern California Regional Rail Authority (Metrolink)/Burlington Northern Santa Fe (BNSF) tracks in Orange County. Thirty-eight are currently grade separated or scheduled to be separated or closed in the near future. The remaining 64 crossings remain at grade. All street crossings of Metrolink/BNSF tracks, meet current Public Utilities Commission (PUC) grade crossing safety standards.

Nationwide, however, there are new concepts being tested to improve the safety of at-grade rail crossings. Techniques such as quad-gates, raised medians/curbs, setback signals, and similar ideas will reduce opportunities for cars to be stuck on train tracks, will stop vehicles from driving around the gates, and will enhance the overall safety of the at-grade crossing.

On August 12, 2002, the Orange County Transportation Authority (OCTA) Board allocated \$3.4 million to the City of Placentia for a pilot program to improve grade crossing safety in that city. The Board also directed staff to prepare a comprehensive inventory of all at-grade crossing and to recommend a funding plan.

Discussion

Korve Engineering, one of the Commuter Rail on-call support services consultants, was assigned to develop the OCTA Grade Crossing Study. The purpose of the study was to:

- Provide an inventory of all 64 at-grade crossings in Orange County, detailing the current automatic warning devices and other safety and protection equipment used at each crossing.
- Provide recommendations for enhancements to both motorist and pedestrian safety at each crossing.
- Develop evaluation criteria to be used for the funding program.
- Provide a ranking of the crossing enhancements based on their impact to safety and a cost-benefit analysis.

Candidate Treatments

The study identified various treatments designed to enhance motorist and pedestrian safety at the grade crossings. These were sub-categorized into three areas designed to treat different safety issues. The first category of treatments, Crossing Geometry and Condition Treatments, enhance the overall conditions of the crossing. The second category, Drive-Around Treatments, deters or prevents motorists from driving around the lowered automatic gates arms. The third category, Motor Vehicle on Trackway Treatments, deters or prevents motor vehicles from stopping on the trackway, both intentionally and inadvertently. The total cost of the motorist treatments identified for all crossings in Orange County is estimated to total \$18,443,000.

In addition, the study identified \$673,500 of treatments that can be applied to enhance pedestrian safety. A complete list of all treatments is included in the final report.

Evaluation Criteria and Priority Ranking

The study proposed five main criteria to be used in evaluating and ranking the safety enhancements. The five criteria are: system prevention/safety enhancement, regional significance and intermodal integration, project needs and benefit, the local funding match, and the project cost effectiveness.

Local Jurisdiction Review and Approval

The study's draft report was reviewed and commented on by cities with at-grade crossings (Anaheim, Fullerton, Irvine, Placentia, San Clemente, San Juan Capistrano, Santa Ana, Tustin, and Orange). All cities' comments were addressed and incorporated in the final report. In addition, the final report was reviewed and adopted by the OCTA Technical Advisory Committee (TAC) on January 14, 2004. The committee also approved the evaluation criteria proposed for the funding program.

Next Steps

OCTA staff will be working with the TAC to identify an appropriate source of funds and the recommended match requirements for a rail crossing safety program. Previous grade crossing projects have mostly relied on Federal Regional Surface Transportation Project funds. Staff will return to the Board for review and adoption of the funding plan and a call for projects.


Summary

A Grade Crossing Study was conducted to develop a list of 19 million of enhancements to both motorist and pedestrian safety at each crossing, and to develop the evaluation criteria for the countywide rail crossing safety. This report provides a summary of the study's findings and recommendations.


Attachment

None.

Prepared by:


Shohreh Dupuis
Section Manager III
Commuter Rail Services
(714) 560-5673

Approved by:


Dave Elbaum
Director, Strategic Planning
(714) 560-5745

MEMORANDUM



April 26, 2004

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Orange County Grade Crossing Study Follow-up Report

This item will be considered by the Transit Planning and Operations Committee on April 22, 2004. Following Committee consideration of this matter, staff will provide you (via fax) with a summary of the discussion and action taken by the Committee.

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



April 26, 2004

To: Members of the Board of Directors
From: Arthur T. Leahy, Chief Executive Officer
Subject: Orange County Grade Crossing Study Follow-Up Report

Overview

On March 22, 2004, staff presented a study of potential improvements to enhance both motorist and pedestrian safety at each of 64 non-separated railroad crossings in Orange County. The study also included a proposed evaluation criteria for a potential future countywide funding program. The Board directed staff to provide more detailed information on the proposed evaluation criteria, and consider the effectiveness of engineering solutions versus safety education efforts. This report provides the additional information.

Recommendations

- A. Adopt the Orange County Transportation Authority Grade Crossing Study, including the recommended evaluation criteria for the funding program.
- B. Direct staff to return to the Board in July 2004, with the funding plan and call for projects.

Background

There are currently 102 street crossings of Southern California Regional Rail Authority (SCRRA)/Burlington Northern Santa Fe (BNSF) tracks in Orange County. Thirty-eight are currently grade separated or scheduled to be separated or closed in the near future. The remaining 64 crossings remain at-grade. All street crossings of SCRRA/BNSF tracks, meet current Public Utilities Commission (PUC) grade crossing safety standards.

Nationwide, however, there are new concepts being tested to improve the safety of at-grade rail crossings. Techniques such as quad-gates, raised medians/curbs, setback signals, and similar ideas, will reduce opportunities for cars to be stuck on train tracks, will discourage vehicles from driving around the gates, and will enhance the overall safety of the at-grade crossing.

On August 12, 2002, the Orange County Transportation Authority (OCTA) Board allocated \$3.4 million to the City of Placentia for a pilot program to improve grade crossing safety in that city. The Board also directed staff to prepare a comprehensive inventory of all at-grade crossings and recommend a funding plan.

Discussion

Korve Engineering, one of the OCTA Commuter Rail on-call support services consultants, was assigned to develop the OCTA Grade Crossing Study. The purpose of the study was to:

- Provide an inventory of all 64 at-grade crossings in Orange County, detailing the current automatic warning devices and other safety and protection equipment used at each crossing.
- Provide recommendations for enhancements to both motorist and pedestrian safety at each crossing.
- Develop evaluation criteria to be used for the funding program.
- Provide a ranking of the crossing enhancements based on their impact to safety and a cost-benefit analysis.

Candidate Treatments

The study identified various treatments designed to enhance motorist and pedestrian safety at the grade crossings. These were sub-categorized into three areas designed to treat different safety issues. The first category of treatments, Crossing Geometry and Condition Treatments, enhance the overall conditions of the crossing. The second category, Drive-Around Treatments, deter or prevent motorists from driving around the lowered automatic gates arms. The third category, Motor Vehicle on Trackway Treatments, deter or prevent motor vehicles from stopping on the trackway, both intentionally and inadvertently. The total cost of the motorist treatments identified for all crossings in Orange County is estimated to total \$18.4 million.

In addition, the study identified \$673,500 of treatments that can be applied to enhance pedestrian safety. A complete list of all treatments is included in the final report.

Evaluation Criteria and Priority Ranking

The study proposed five main criteria to be used in evaluating and ranking the safety enhancements. The five criteria are system prevention/safety enhancement, regional significance and intermodal integration, project needs and benefit, the local funding match, and the project cost effectiveness.

Attachment A – Evaluation Criteria provides a detailed description of each criteria and how each one is used for scoring the candidate treatments.

Local Jurisdiction Review, Approval, and Responsibility

The study's draft report was reviewed and commented on by cities with at-grade crossings (Anaheim, Fullerton, Irvine, Placentia, San Clemente, San Juan Capistrano, Santa Ana, Tustin, and Orange). All cities' comments were addressed and incorporated in the final report. In addition, the final report was reviewed and adopted by the OCTA Technical Advisory Committee (TAC) on January 14, 2004. The committee also approved the evaluation criteria proposed for the funding program.

Grade crossing improvements involve multiple jurisdictions each with specific responsibilities in accordance with CPUC General Orders (G.O.) 72-B, 75-C and 88-A. The jurisdictions in Orange County along the Orange and Olive Subdivisions include the following agencies with their respective responsibilities:

OCTA

OCTA is the property owner of the Orange and Olive Subdivisions and is responsible for handling all real estate and permitting issues along these corridors. This includes processing licenses, easements, and lease agreements. In addition, OCTA can allocate state and/or federal funding for grade crossing improvements.

BNSF

BNSF is owner and operator of the San Bernardino Subdivision in Orange County. As such, BNSF handles the real estate and permitting along the corridor. BNSF is responsible for leading maintenance related activities and projects within the trackway including railroad signaling for train operations. Along the Orange and Olive Subdivisions, BNSF is a railroad operator only and has no maintenance responsibilities.

SCRRA

SCRRA is the commuter rail operating agency with maintenance, dispatching, and operational responsibilities along the Orange and Olive Subdivisions. From a construction and maintenance standpoint, the jurisdiction of the crossing area within the two feet of the outer rails belongs to the railroad that operates and maintains the railroad corridor. SCRRA is responsible for leading maintenance related activities and projects within the trackway, including railroad signaling for train operations.

California Public Utilities Commission (CPUC)

The CPUC is the regulating authority with statutory authority of each crossing. The CPUC approves all new grade crossings and their modifications.

Local Agency (City and/or County)

The political subdivision, having jurisdiction over the roadway, has the responsibility of maintaining the roadway beyond two feet of the outer rail, as outlined in CPUC General Order 72-B. The jurisdiction of the roadways at each grade crossing falls under the responsibility of the city (ies) and/or county in which the crossings are located. Local agencies are responsible for leading all roadway maintenance related activities and projects, including upgrading activated warning devices serving vehicular and pedestrian operations at rail crossings. This includes upgrading flashers, adding LED lights, and adding or modifying signal preemption to nearby signalized intersections. Roadway channelization and signage are the responsibility of local agencies. New crossings and roadway widening affecting existing grade crossings are also the responsibility of local agencies.

Optimizing Grade Crossing Safety

Board directed staff to evaluate the effectiveness of engineering solutions in comparison to education and awareness efforts. Kolve has performed extensive research in the field of grade crossing safety, and determined that most experts conclude that the only true way to optimize safety is through a threefold approach consisting of education, enforcement, and engineering (the three E's). Each one of these elements addresses overall motorist and pedestrian behavior in different ways through awareness, reinforcement, and standard engineering practices. The ultimate goal is to optimize right-of-way safety in a manner that yields quantifiable results through a reduction in the number of accidents and injuries.

Operation Lifesaver, a national non-profit education and awareness program dedicated to ending tragic collisions, fatalities, and injuries at highway-rail grade crossings and on railroad rights-of-way, also believes that the safety awareness message is most effectively transmitted when all three "E's" are included in a corridor-wide effort.

Education

Public education programs, staff training, and enforcement techniques vary widely from agency to agency. Although most agencies have comprehensive public education programs, staff training and enforcement activities are highly

variable. SCRRRA, also known as Metrolink, has three full time staffs assigned to safety education, with a budget of approximately \$400,000 annually. One of the staff is based in Orange County at the OCTA offices. Los Angeles County Metropolitan Transportation Authority (LACMTA) has an extensive safety outreach program, tailored to Light Rail Transit (LRT) with a budget of approximately \$250,000 per year. The program also received a federal grant of approximately \$300,000. This grant has allowed the agency to develop a number of multi-media presentations on right-of-way safety. Coaster assigns a staff person to coordinate the safety education program (in addition to other duties), where a large group of volunteers provide education to schools and local civic groups. There is little or no evaluation by agencies on the effectiveness of public education, either from the perspective of specific elements nor to the arena as a whole. However, Operation Lifesaver officials have stated their belief that education provides cost effective results in reducing accidents along railroad rights-of-way.

Enforcement

A major challenge with enforcement is that it is extremely costly for a law enforcement agency to allocate an officer to wait by a crossing to observe a violation. Operation Lifesaver occasionally arranges for a blitz of an area, with a law enforcement officer on a train coordinating with other officers on the ground. These "Trooper on a Train" events do provide an opportunity for local law enforcement to focus briefly on right-of-way safety. However, these events are expensive and do not provide an on-going enforcement effort.

One of the best ways to provide on-going enforcement cost effectively is via photo enforcement. The Los Angeles LRT system (Metro Blue Line) mid-corridor photo enforcement effort has resulted in a significant reduction in accidents and risky behavior associated with the targeted violation (motorists driving around closed automatic gates). At the request of the OCTA Transit Planning and Operation Committee, the feasibility of a photo enforcement program along the Metrolink crossings is currently under review by Korve Engineering.

Engineering

Engineering provides the framework for adequate education, awareness, and enforcement. Engineering addresses rail/highway traffic operations by focusing on those parameters that optimize safety, such as adequate crossing

visibility, sight distance, drive-around prevention, preemption, and pavement condition. Engineering addresses pedestrian issues by signage, controlling right-of-way access via fencing and gates, and ensuring adequate visibility along the tracks. Such engineering elements are complemented by the education programs and law enforcement procedures that target motorist and pedestrian behavior, and focus on the consequences of violating the traffic and trespassing laws. Among the most notable engineering and operational standards that define awareness and enforcement programs are the Manual of Uniform Traffic Control Devices (MUTCD), Federal Railroad Administration (FRA) Operating Procedures, California Public Utilities Commission (CPUC) General Orders, and the California Vehicle Code. Public awareness and enforcement entities such as Operation Lifesaver, the California Highway Patrol, along with local law enforcement agencies respectively, rely on these standards to target motorist and pedestrian behavior.

Next Steps

OCTA staff is working to identify an appropriate source of funds and the recommended match requirements for a rail crossing safety program. Previous grade crossing projects have mostly relied on Federal Regional Surface Transportation Project funds. Staff will return to the Board for review and adoption of the funding plan and a call for projects.

Summary

A grade crossing study was conducted to develop a list of \$19 million in enhancements to both motorist and pedestrian safety at each crossing, and to develop the evaluation criteria for the countywide rail crossing safety. This report provides a summary of the study's findings and recommendations.

Attachments

- A. Evaluation Criteria
- B. Grade Crossing Study Final Report

Prepared by:



Shohreh Dupuis
Section Manager III,
Commuter Rail Services
(714) 560-5673

Approved by:



Kia Mortazavi
Acting Director, Strategic Planning
(714) 560-5741

Evaluation Criteria

The purpose of the proposed criterion is to provide an evaluation tool for OCTA to use when reviewing applications from local agencies for funding the grade crossing enhancements. The criteria were developed to parallel the Los Angeles County Metropolitan Transportation Authority Call for Projects Application for the Regional Surface Transportation Improvements. The five criteria are listed below, followed by a detailed description:

- System Preservation/Safety Enhancements
- Regional Significance and Intermodal Integration
- Project Need and Benefit
- Local Match
- Cost Effectiveness

1. System Preservation/Safety Enhancement:

The purpose of this category is to allocate points to grade crossings based on the safety enhancements recommended throughout the site visits. Each crossing is scored based on the number and type of safety enhancements recommended at the crossing. Treatments with a greater impact on enhancing safety at the crossing receive a higher score. Each type of treatment receives a score of 1-5 as categorized below:

<u>Treatment</u>	<u>Points</u>
Crossing Geometry and Condition Treatment	= 1
Motor Vehicle on Trackway Treatment	= 2
Pedestrian Treatment	= 3
Drive Around Treatment	= 4
Roadway Closure	= 5

The sum of points for each grade crossing is then compared to the list below to determine the points that the crossing receives in the category of System Preservation/Safety Enhancement.

<u>System Preservation/Safety Enhancement</u>	<u>Points</u>
0	= 0
1 - 3	= 1
4 - 6	= 2
7 - 9	= 3
10 - 12	= 4
13 - 15	= 5
16 - 18	= 6
19 - 21	= 7
22 - 24	= 8
25 - 27	= 9
Greater than 27	= 10

2. Regional Significance and Intermodal Integration

For the purpose of this grade crossing study, regional significance takes into account the current roadway and rail volume to determine the amount of potential exposure at the crossing. Roadway ADT is multiplied by the number of daily trains at the crossing to obtain a value for potential exposure. Thresholds have been established to allocate points to crossings based on the value for potential exposure. The thresholds are as follows:

Potential Exposure	Points
Less than 50,000	= 0
50,000 – 400,000	= 2
400,000 – 800,000	= 4
800,000 – 1,200,000	= 6
1,200,000 – 1,600,000	= 8
Greater than 1,600,000	= 10

Intermodal integration is taken into account by determining if a bikeway exists at the crossing (either crossing the tracks or adjacent to the grade crossing). For the purpose of this study, the location of existing bikeways was obtained from the OCTA Orange County Bikeways Map. Caltrans identifies three basic bikeway types; Class I (Bike Path), Class II (Bike Lane), and Class III (Bike Route)¹. Points for intermodal integration are allocated based on the existence of a bikeway, regardless of bikeway classification.

3. Project Need and Benefit

During the data collection phase of this study, a variety of information on the current relative safety of each crossing was obtained. This included accident reports, the incidence of risky driver behavior, and field observations of existing deficiencies at each crossing. This information was used to prioritize the crossings based on safety considerations. The number of train-involved injury accidents over the last ten years, with both motorists and pedestrians, was obtained from the FRA grade crossing database. One point is allocated for each accident, up to a maximum of five points. An additional point is allocated for each fatality resulting from an accident, to a maximum of an additional five points.

Additional points were also allocated based on the average number of broken gates per year at each grade crossing. Broken gates represent risky motorist behavior at grade crossings and can be used as a surrogate safety indicator of the crossing. The broken gate information was requested from Metrolink for the study crossings and will be input into the final report when it is received. Points for project need and benefit associated with broken gate incidents are allocated as follows:

¹ A Class I bikeway, commonly referred to as a "bike path" or "multi-use trail" provides for bicycle and pedestrian travel on a paved right-of-way, separate from a street or highway. A Class II bikeway, commonly referred to as a "bike lane" provides a striped lane for one-way bicycle travel within a roadway adjacent to a curb. Class III bikeways, commonly referred to as "bike routes" are shared routes denoted by signage only and typically connected to other bike lanes or bike paths.

<u>Average Broken Gates per Year</u>	<u>Points</u>
0	= 0
1 - 4	= 1
5 - 8	= 2
9 - 12	= 3
13 - 16	= 4
Greater than 17	= 5

4. Local Match

For the purpose of ranking highway-rail grade crossing treatments to determine funding priority, each project must demonstrate the applicant's local match commitment to the project, if a local match is deemed necessary by OCTA. If federal funding sources are used for the project, a local monetary match requirement of twenty percent (20%) will be established. In this case, greater local match participation above the 20% minimum requirement is encouraged, and will make the project more competitive under the local match scoring criteria. Local match points are scored as follows:

<u>Local Match Percentage</u>	<u>Points</u>
Less than or equal to 20%	= 0
21% - 26%	= 2
27% - 32%	= 4
33% - 38%	= 6
39% - 44%	= 8
45% - 50%	= 10

5. Cost Effectiveness

The estimated costs of the individual recommended treatments range from a low of \$500 for signing to a high of \$730,000 for replacing panels/roadway improvement projects. Those with an estimated cost of \$50,000 or less were considered to be low-cost, those with an estimated cost of \$50,001 to \$300,000 were considered to be moderate-cost, and those with an estimated cost of over \$300,000 were considered to be high-cost. The safety benefits of the individual recommended treatments were also ranked as low, moderate, or high. Among the recommended safety enhancements, those which would provide greater visibility and awareness to the grade crossing were considered to provide a low relative benefit. Those safety treatments which would enhance the crossing surface or would provide active warning devices were considered to provide a moderate relative benefit. Those safety treatments which would physically prevent vehicles or pedestrians from entering the trackway were considered to provide a high relative benefit.

Combining these separate cost and benefit rankings, developed a framework within which to score each of the recommended enhancements according to the relative benefits they would provide. Possible scores range from 4, for low-cost, high-benefit treatments; to a score of 0, for high-cost, low-benefit treatments.

THE GRADE CROSSING STUDY FINAL REPORT

IS ON FILE WITH

THE OCTA CLERK OF THE BOARD'S OFFICE



BOARD COMMITTEE TRANSMITTAL

November 8, 2004

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Combined Transportation Funding Programs 2004 Call for Projects and Guidelines

Regional Planning and Highways Committee

November 1, 2004

Present: Directors Brown, Bilodeau, Norby, Perry, and DeYoung
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

- A. Approve the 2004 Combined Transportation Funding Programs' Guidelines and Evaluation Criteria.
- B. Authorize a Combined Transportation Funding Programs Call for Projects valued at approximately \$248,100,000, for fiscal years 2005-06 through 2009-10.



November 1, 2004

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

Overview

Staff is seeking Board approval of the 2004 Combined Transportation Funding Programs Call for Projects for Measure M and federal Regional Surface Transportation Program funds. This competitive process will provide \$248 million of funding for streets and roads improvement projects over the next five years. The report provides a brief summary of funding levels available for various project types as well as the Combined Transportation Funding Program guidelines.

Recommendations

- A. Approve the 2004 Combined Transportation Funding Programs' Guidelines and Evaluation Criteria.
- B. Authorize a Combined Transportation Funding Programs Call for Projects valued at approximately \$248,100,000, for fiscal years 2005-06 through 2009-10.

Background

The Orange County Transportation Authority (OCTA) issues a Combined Transportation Funding Programs (CTFP) Call for Projects biennially to all eligible local agencies. The CTFP encompasses Measure M streets and roads competitive programs, as well as federal sources such as the Regional Surface Transportation Program (RSTP). CTFP was created to provide local agencies with a common set of guidelines and project selection criteria for a variety of funding programs.

The Measure M element includes the Regional Streets and Roads component including: Smart Streets, Regionally Significant Interchanges, Intersection

Improvements, Signal Coordination, and Transportation Demand Management. The Local Streets and Roads component includes the Master Plan of Arterial Highways and Growth Management Areas. Federal sources are also used in the CTFP to fund capital and street rehabilitation projects.

Discussion

Over the past several months, OCTA staff has worked to update the CTFP guidelines in anticipation of the 2004 Call for Projects. OCTA staff has met with the OCTA Technical Steering Committee (TSC) and the Technical Advisory Committee (TAC) to discuss the guidelines and selection criteria. During these meetings, past issues were discussed and emerging trends were considered to ensure the intent of Measure M and other funding sources were being addressed.

Revisions to individual chapters from the CTFP manual have been reviewed and approved by the TSC and TAC. The changes were primarily minor in nature and focused on clarifications. The guidelines are now submitted for Board of Directors' review and approval. In conjunction with Board approval of the guidelines, staff is also seeking Board's authorization to release the 2004 CTFP Call for Projects. This call will be for the following programs:

- Regional Interchange Program (RIP)
- Intersection Improvement Program (IIP)
- Signal Improvement Program (SIP)
- Transportation Demand Management Program (TDM)
- Master Plan of Arterial Highways Program (MPAH)
- Growth Management Areas Program (GMP)
- Arterial Highways Rehabilitation Program (AHRP)

Funding Targets

To develop the 2004 Call for Projects, staff has completed an analysis of Measure M revenue projections and developed targets for Measure M funding for various streets & roads programs. In addition, to develop recommendations for the federal RSTP Streets and Roads Program, staff has analyzed the previous RSTP Call for Projects to determine the programs where sufficient funds were not available. Based on this analysis, staff developed a proposed funding program and allocations for the federal RSTP Streets & Roads Program for discussion with the TSC and TAC (Table A below).

Table A

Program	Measure M Funding Targets (in millions)	RSTP Funding Targets (in millions)	Total Funding Targets (in millions)
Regional Interchanges	\$ 19.5	\$ 25.0	\$44.5
Intersection Improvements	\$21.5	N/A	\$21.5
Signal Improvements	\$10.0	N/A	\$10.0
Transportation Demand Management	\$ 2.7	N/A	\$ 2.7
Master Plan of Arterial Highways	\$31.0	\$20.0	\$51.0
Growth Management Area	\$13.4	N/A	\$13.4
Grade Separation Projects	N/A	\$20.0	\$20.0
Grade Crossing Safety Enhancements	N/A	\$10.0	\$10.0
AHRP	N/A	\$75.0	\$75.0
Total	\$98.1	\$ 150.0	\$248.1

The TSC and TAC reviewed and approved the finding targets for the federal RSTP Streets and Roads Programs as shown in Table A. These figures are based upon revenue forecasts and may be subject to adjustment as necessary.

The RSTP funds available in this call have to be allocated in the programmed year due to new Federal Highway Administration (FHWA) requirements. In the past, consistent with the Assembly Bill 1012 guidelines, the California Department of Transportation (Caltrans) has historically allowed regional agencies up to three years to expend RSTP funds. This flexibility allowed local agencies to deal with the peaks and valleys of project delivery process. However, FHWA is now restricting this flexibility because of their concerns with the state transportation funding crisis. Staff will continue to work with Caltrans and FHWA to seek continued flexibility and at the same time work closely with the local agencies to ensure that projects are delivered according to plan. Given this new direction, the \$75 million of RSTP funds allocated for AHRP need to be allocated in the first two years of this call (fiscal years 2006 and 2007). The balance of the RSTP funds will be available in the last three years of this call (fiscal years 2008 through 2010) for capital programs identified in the above table.

With the committee approval of the funding programs and their associated fund targets and the CTFP funding guidelines, staff will seek approval of the release of the 2004 Call for Projects from the OCTA Board of Directors on November 8, 2004. A workshop for the cities will be conducted to present the new application software and to provide training on November 1, 2004, and November 5, 2004. Applications will be due to OCTA on January 24, 2004, and staff will return to the committee and the Board in May 2005, to seek approval of the selected projects.

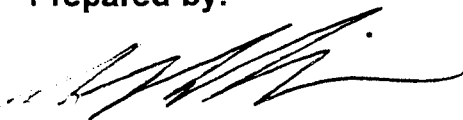
Summary

Staff is recommending the issuance of the 2004 Combined Transportation Funding Programs Call for Projects to fund the Measure M and federal Regional Surface Transportation Program streets and roads projects for the local agency transportation improvements. This competitive process will identify projects for funding over the next five years. This report provides a brief summary of the fund estimates available for each of the Measure M programs, as well as a recommendation for the federal streets and roads programs. Staff is also submitting the Combined Transportation Funding Programs manual for approval.

Attachment

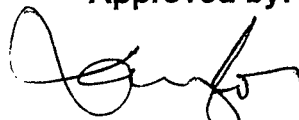
- A. Combined Transportation Funding Programs Manual

Prepared by:



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

Approved by:



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

**THE
ORANGE COUNTY TRANSPORTATION AUTHORITY
COMBINED TRANSPORTATION FUNDING PROGRAMS
2004 GUIDELINES**

NOVEMBER 2004

IS ON FILE

**IN THE
ORANGE COUNTY TRANSPORTATION AUTHORITY
CLERK OF THE BOARD'S OFFICE**

*The People are the City*Mayor
SCOTT F. BRADYCity Administrator
ROBERT C. DOMINGUEZCouncilmembers:
NORMAN Z. ECKENRODE
CHRIS LOWE
RUSSELL J. RICE
CONSTANCE UNDERHILL

401 East Chapman Avenue - Placentia, California 92870

January 27, 2005

RECEIVED
Chris Norby
Supervisor, Fourth District

JAN 28 2005

Chris Norby, Supervisor
Orange County Board of Supervisors
Fourth District
Orange County Hall of Administration
10 Civic Center Plaza, PO Box 687
Santa Ana, CA 92702-0687CN _____ EN _____ BW _____
PN _____ JO SE _____
Scheduling _____ Intern _____
Login _____ Misc _____

Dear Supervisor Norby:

The City of Placentia formally requests that the Orange County Transportation Authority authorize \$3 million for the City's "Rail Corridor Supplemental Safety Improvements". Currently more than 70 trains per day travel through the Orangethorpe Rail Corridor that serves the ports of Los Angeles and Long Beach to destinations throughout the country. This train traffic halts automobile and pedestrian traffic at intersections throughout the City. The safety of drivers and pedestrians is a priority concern. In addition, emergency response services, including police, fire, and ambulance, are subject to delays at the rail crossings.


The City has both a short- and long-term plan to address the rail crossings along the Burlington Northern Santa Fe (BNSF) corridor. The long-term solution is to provide grade separations. The underpass at Melrose Street was completed on January 18, 2005, and the permanent closure of Bradford Avenue will occur in the near future. Other grade separations will be considered as funds become available. The short-term solution will be provided by supplemental safety measures.

The work will consist of improvements at eight (8) BNSF railroad grade crossings in the cities of Anaheim and Placentia and the County of Orange. The project will consist of four quadrant gates, raised and extended medians, and advance signalization to advise and limit conflicts between vehicles and rail traffic. The City's efforts to date on the Rail Corridor Supplemental Safety Improvements total over \$5 million. The City is in need of an additional \$3 million to complete this work.

Chris Norby, Supervisor
Orange County Board of Supervisors
January 27, 2005
Page Two

The City of Placentia has long seen the need to provide enhanced safety measures at rail crossings. The terrible incident that took place in Glendale on January 26 is a clear indication of the need to pursue these needed safety improvements. Attached is the City's breakdown of cost estimates, paid to date amounts, and what is left to be funded. Additional information containing the number of trains anticipated as well as impacts to the community are provided as reference, and, finally, we have provided information concerning the safety issues that have led the City of Placentia to pursue Supplemental Safety Improvements at all of our remaining rail crossings.

Sincerely,



Scott F. Brady,
Mayor

RCD/jld

Attachments: As Stated

Rail Corridor Supplemental

Safety Improvements

Contractor/Vendor	Contract Total	Paid to Date	To be Paid
Preliminary & Final Engineering	\$537,463	\$497,463	\$40,000
BNSF Construction	4,590,269	3,400,000*	1,190,269
Hillcrest Contracting (City Contract)	1,623,729	0	1,623,729
AON / BNSF Insurance**	1,500,000	1,150,000	350,000
Orangeview Access	TBD	TBD	TBD
FRA 3 Phase Video Data Reports	341,068	141,068	200,000
Media – Tape transfer to DVD	41,505	21,505	20,000
Permits	1,065	0	1,065
Construction Management	30,000	0	30,000
Construction Phase Public Education	46,619	14,619	32,000
Totals	\$8,711,718	\$5,224,655	\$3,487,063

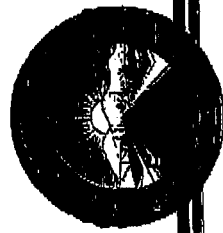
*\$3,400,000 is approved and currently awaiting release from CalTrans to BNSF.

**Insurance costs currently \$350,000 annually. MetroLink insurance will continue for 4 years. Cost TBD.

Study Findings / Problem Identification

- Tripling rail traffic by 2020 will have severe negative community impact, plus trains are getting longer, average 1.5 miles in length
 - Present 75 trains per day
 - 2010 120 trains per day
 - 2025 183 trains per day
- Traffic congestion/delay at arterial streets will be very significant
 - 2001 -2025 annual delay will be 6.1 million person hours
 - 2025 train can be expected every 10 minutes, 24 hours a day
 - Driver delay by 2025 will be equivalent to 175 people working 40 hours a week or 7,000 hours of delay a year
- Community Impacts
 - Emergency Services Delivery - Noise / Air
 - Accidents - Property Values

Source: OCTA study - 1999



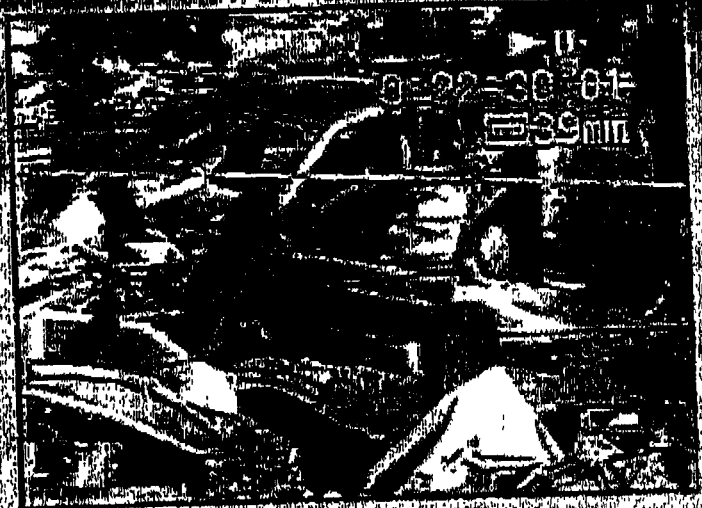
Orange North American Trade
Rail Access Corridor Authority

OnTrac

Safety Concerns

Predicted Safety and Vehicular Growth Impacts

- > 65% increase in all traffic
- > 25% increase in vehicular traffic
- > 300% increase in vehicular delay



Orange North American Trade
Rail Access Corridor Authority

OnTrac

Safety Concerns

Freight and Vehicular Growth Impacts

- > 5-mile mainline corridor with 11 at-grade crossings
- > Over 300 daily school bus crossings
- > April 23, 2002 Train to Train Accident



Orange North American Trade
Rail Access Center Authority

OnTrac

Safety 50 Items

Notes to 50 Items

Frustrated motorists
try to "beat the train"

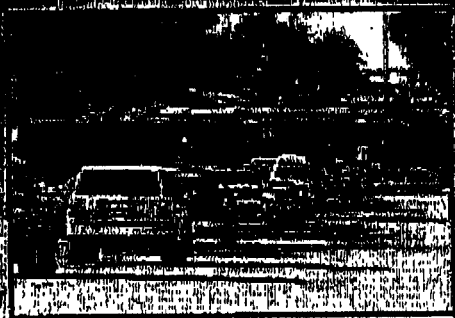
> Motorists can possibly
get trapped on the
tracks



Orange North American Trade
Fair Access Committee Authority

OnTrac

Safety Concerns



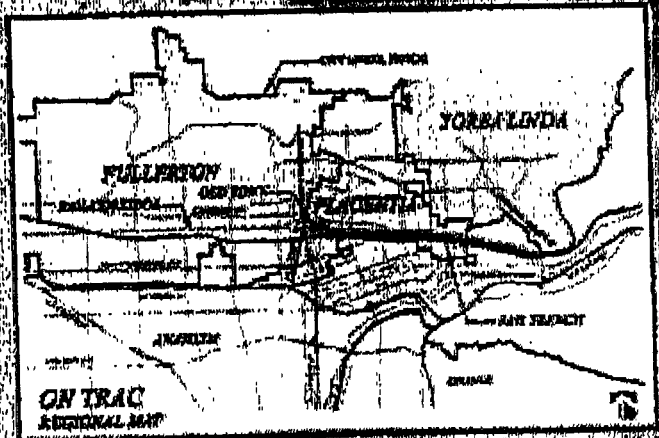
- > Pedestrians also risk their safety
- > Longer wait time at crossings = motorist stress and safety risk

Orange North American Trade
Rail Access Corridor Authority

OnTrac

Key Facts

- An application has been filed with the CPUC requesting approval to install the supplemental safety measures.
- Project Cost: \$50 million
- Innovative technologies will serve as model/demonstration for other safety zones



Orange North American Trade
Rail Access Corridor Authority

OnTrac

COMMUNITY IMPACTS

- Land use adjacent to rail lines is predominantly residential
- Noise from train whistles disturbs thousands of residents



Orange North American Trade
Rail Access Corridor Authority

OnTrac

Community Impact

Train Impacts are a
major regional issue

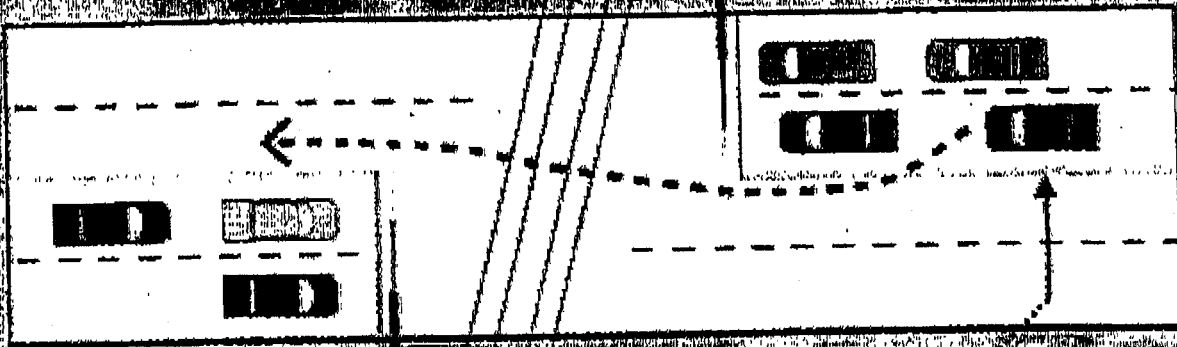
- Safety Zone is widely
supported by residents
& elected leaders alike



Orange North American Trade
Rail Access Corridor Authority

OnTrac

Safety Concerns



Double Yellow Striping -
Vehicle Drives Around Gate

Existing conditions: motorists may
drive around rail crossing gates

Orange North American Trade
Rail Access Corridor Authority

OnTrac

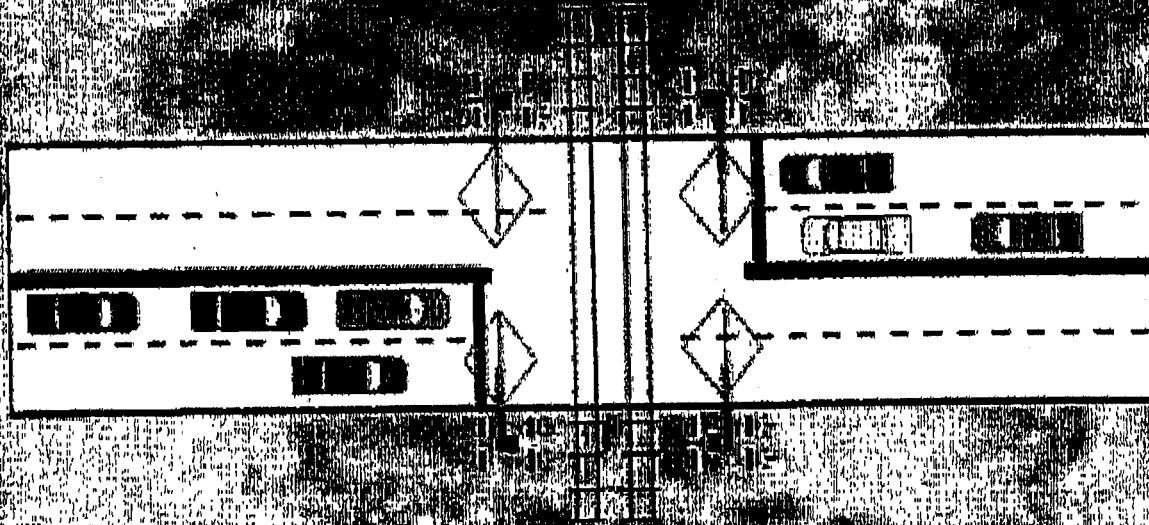
Safety Concerns

**Raised median may physically prevent
motorists from driving around the
lowered crossing gates**

Orange North American Trade
Rail Access Corridor Authority

OnTrac

Sitey Contents

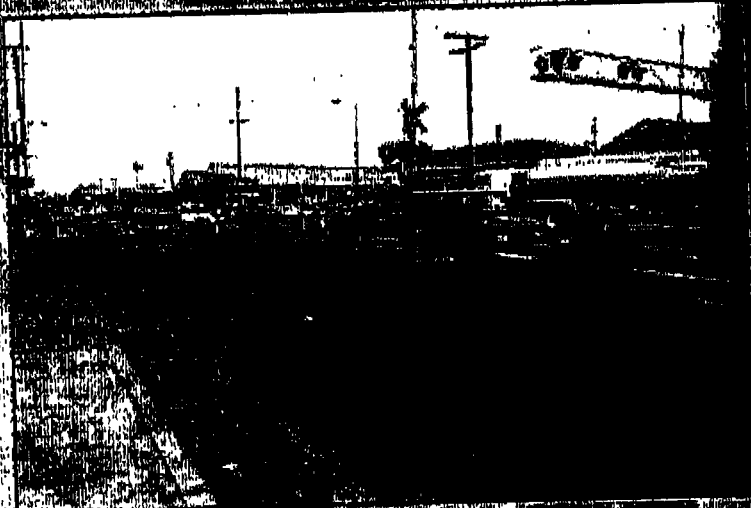


Proposed Plan: installation of raised concrete medians and 4 quadrant gates will prevent drive-arounds

Orange North American Trade
Rail Access Corridor Authority

OnTrac

Safety Solutions



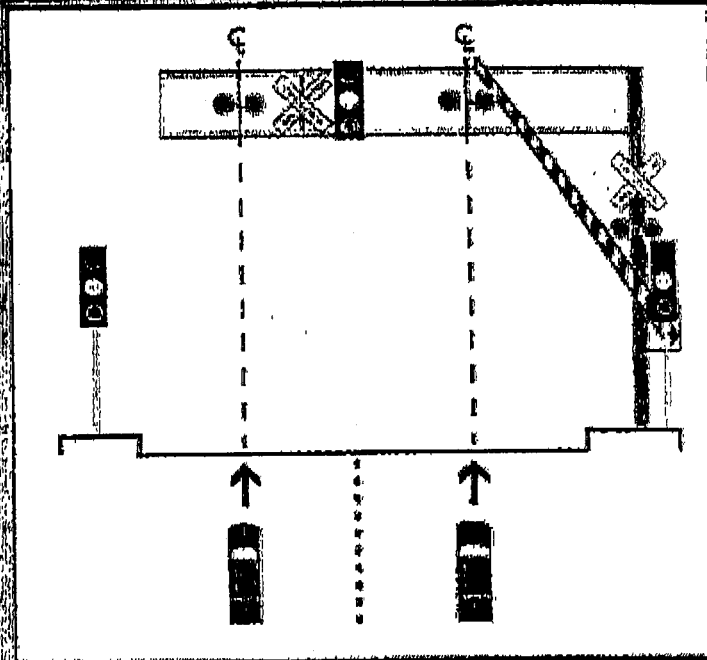
Sidewalks and raised curbs will provide for pedestrian safety and assist in keeping cars from going around gates.

Orange North American Trade
Roll Access Corridor Authority

OnTrac

Safety Solutions

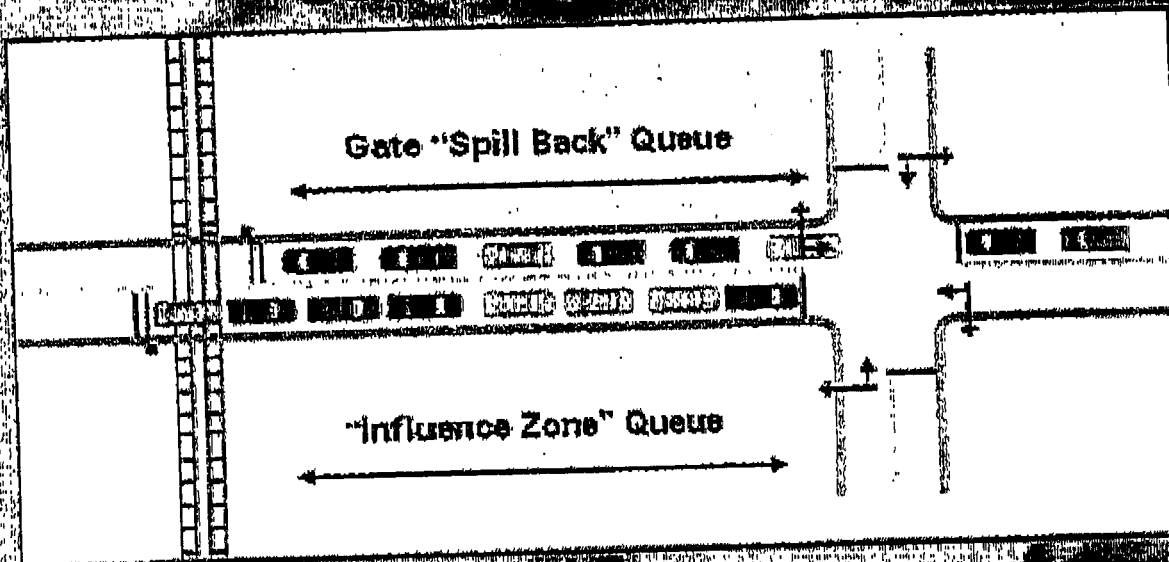
All crossing
equipment will be
updated using the
latest technology



Orange North American Trade
Rail Access Corridor Authority

OnTrac

Safety Solutions

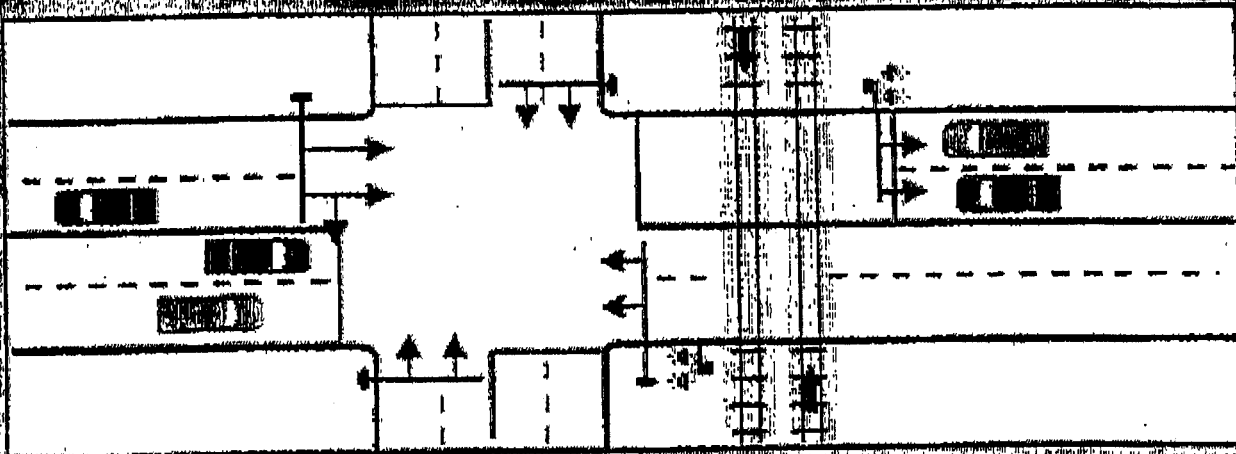


Traffic signals will be upgraded to prevent
rail crossing and intersection blockage

Orange North American Trade
Rail Access Committee Authority

OnTrac

SAFETY SOLUTIONS



Pre-signals will be installed to prevent queuing of vehicles across the tracks

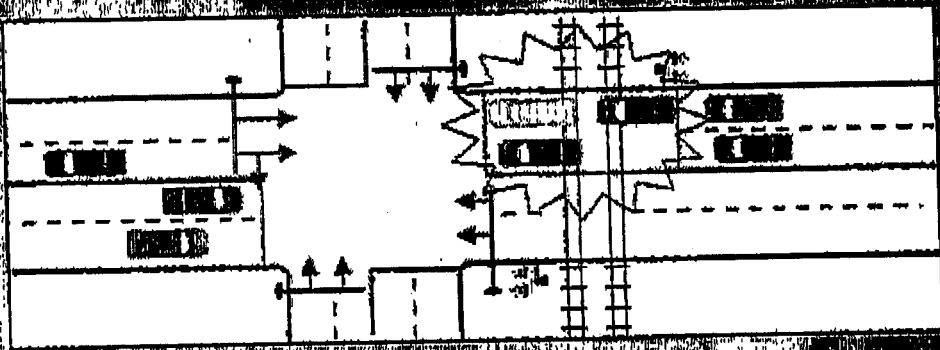
Placentia - Slide 16

[Previous](#) | [Next](#)

George Washington Trade
Rail Access Corridor Authority

OnTrac

SAFER CONDITIONS



The diagram shows a cross-section of a rail crossing. On the left, a road with dashed lines has several cars stopped at a traffic signal. On the right, a set of railroad tracks has a train approaching from the right. The train consists of a locomotive and several cars. The cars on the road are positioned on tracks that cross over the railroad tracks. Arrows indicate the direction of traffic flow for both the road and the train.

There is a danger when vehicles are caught on tracks while waiting at traffic signal.

Orange North-American Trade
Rail Access Corridor Authority

OnTrac

**THANK YOU FOR YOUR PATIENCE
AS WE WORK TO IMPROVE SAFETY.**

Director Norby
#23
Feb 14, 2005

Table 10: Priority Ranking Results

Rank	Crossing	
	Number	Location
1	50	McFadden St.
2	2	Lakeview Ave.
3	12	Raymond Ave
4	49	Lyon St.
5	6	Tustin Ave
6	44	17th Street
7	52	Red Hill Ave.
8	7	Orangethorpe Ave
9	8	Kraemer Blvd
10	45	Santa Ana Blvd.
11	1	Kellogg Drive
12	10	State College Blvd
13	51	Ritchey St.
14	32	State College Blvd.
15	55	Sand Canyon Ave.
16	48	Grand Ave.
17	5	Jefferson
18	38	Chapman Ave.
19	30	Ball Rd.
20	54	Jeffrey Rd.
21	20	Glassell St.
22	53	Harvard Ave.
23	35	Batavia St.
24	61	Palisades/Beach Rd.
25	46	Fourth St.
26	25	La Palma Ave.
27	17	Riverdale Ave.
28	19	Meats Ave.
29	57	Oso Rd.
30	18	Lincoln Ave.
31	47	Chestnut St.
32	43	Santa Clara Ave.
33	62	Avenida Estacion
34	34	Main St.
35	59	Del Obispo St.
36	26	E. Sycamore St.
37	31	Cerritos Ave.
38	21	Taft St.
39	23	Collins Ave.
40	3	Richfield Road
41	36	Walnut St.
42	24	Orangethorpe Ave.
43	28	E. South St.
44	40	Palmyra Ave.
45	42	Fairhaven Ave.
46	16	La Palma Ave.
47	64	Broadway
48	22	Katella Ave.
49	4	Van Buren St.
50	13	Jefferson St.
51	58	La Zanja St.
52	41	La Veta Ave.
53	14	Miraloma Ave.
54	29	E. Vermont Ave.
55	11	Acacia Ave
56	15	Tustin Ave.
57	37	Palm Ave.
58	39	Almond Ave.
59	60	Avenida Aeropuerto
60	56	Rancho Capistrano Pvt. Cr.
61	33	Eckhoff St.
62	9	Bradford Ave
63	27	E. Santa Ana St.
64	63	Pier Service Road

Note: Values in italics represent assumed ADT, because data was not available

#23

OCTA Board Meeting
February 14, 2005
Public Comments
By: Craig Green

Good Morning: Mr. Chairman, Board Members and Mr. Leahy, my name is Craig Green and I am a resident of the City of Placentia and a member of the Citizens For A Better Placentia. Having spoken before this Board before, I want to thank you for taking the time to listen to the various speakers and the issues they bring to this body. Agenda item 23, this morning, is listed with a "receive and file" recommendation from staff. However, the significance of the safety measures for which this grant has been requested goes beyond mere safety and has been more than underscored by recent events and should not be delayed. Therefore, I am asking this Board to act this morning to provide the City of Placentia with the grant funds requested so work can commence immediately to make those grade crossings safer, not just for our citizens, but for everyone using them to get to and from work, school, play, etc. While no amount of effort can stop a crazed individual from using the railroad as their 'weapon of choice' for doing themselves in, the safety measures being pursued in this instance will go a long way to stop those drivers not paying attention, the risk takers and the irresponsible drivers from hurting themselves and others. Having said that, I'm also here to ask that any grant funds provided to Placentia be attached to some substantial "strings" to ensure the funds are expended ONLY for the work for which they have been requested. For over two years many of us have been pursuing questions about the spending habits of OnTrac and the genesis of the JPA itself. While positive changes have been and are being made, some also consider that what is past is past. However, there are still major questions unanswered and the current executive director of OnTrac is under extensive investigation by the District Attorney's office for violation of California's conflict of interest laws as well as other charges. Therefore, I would like to ask that any funds provided to Placentia by this Board, be directed, in some way, to the City Administrator and the Director of Public Works for accountability and spending approval purposes and NOT to a consultant or consulting company. While City Council has recently made a good move to bring OnTrac "In house" and under the supervision of all 5 city councilpersons, it appears there are some on Council that still consider the "status quo" as the best thing going for OnTrac management. Whether it is ignorance of the facts, an inability to discern reality, corporate greed or just plain ole ego that is the driving force behind the "status quo" camp, not

one of those is acceptable and that is the reason for the request for “adult supervision” of the spending of any taxpayer dollars made available to us. I know that what I’ve said here this morning may not be ‘politically correct’ to some, but, drastic times call for drastic measures and to think there may be even the slightest possibility of more taxpayer dollars being diverted, misspent or wasted is unacceptable. Let’s keep our tax dollars safe and out of the hands of those whose sole goal may only be to line their own pockets or enhance their own bottom lines at the expense of our City. I have quoted Mr. Leahy many times at our City Council meetings with “It is much better to have smart staff than smart consultants”. Well, with the addition to city staff of two exceptionally qualified and talented individuals of Mr. Dominguez as our new City Administrator and Travis Hopkins as our new Director of Public Works and, hopefully, the new executive director of OnTrac, the tawdry history of mismanagement and fiscal irresponsibility of OnTrac will be a thing of the past and Placentia can truly remain not only a pleasant place, but a safer place. Thank you for your time and I will answer any questions.

Sincerely,


Craig S. Green

Citizens For A Better Placentia

207-D Crowther

Placentia, California 92870

(714) 854-9100 – Office; (714) 854-9200 – Fax

Home:

650 Nenno Avenue

Placentia, California 92870

(714) 524-8603; (714) 222-8603 – Cell

craig-green@prodigy.net = Email Address



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Options Regarding Rapid Transit

Transit Planning and Operations Committee

February 4, 2005

Present: Directors Winterbottom, Pulido, Brown, Dixon, Duvall, Green, and Silva
Absent: None

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendation

- A. Authorize the Chief Executive Officer to develop a process for further study of rapid transit options selected by the Board, including discussions with the Citizens' Oversight Committee use of Measure M Transit funds for bus rapid transit and/or other selected options, and return with recommendations of resources required.
- B. Authorize the Chief Executive Officer to explore conversion of the current light rail transit project to a bus rapid transit project beginning on the Bristol Street portion of the current light rail project and return with recommendations of resources required, including amending current consultant contracts for project management, preliminary engineering and environmental impact documentation.
- C. Authorize the Chief Executive Officer to develop a process for the Board of Directors to revisit and revise the rapid transit master plan in concert with recently-begun efforts to revise the Authority's Long Range Transportation Plan.



February 4, 2005

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

Overview

At the January 24, 2005, Measure M Workshop, members of the Board of Directors discussed options for proceeding with rapid transit since The CenterLine Light Rail Project was not included in the list of projects approved by the United States Congress in November 2004 to receive funding from the Federal Transit Administration. The Board asked staff to develop options that took into consideration the workshop discussion, develop recommendations that preserve eligibility for federal participation, and bring them to the Transit Planning and Operations Committee and the Board for action.

Recommendations

- A. Authorize the Chief Executive Officer to develop a process for further study of rapid transit options selected by the Board, including discussions with the Citizens Oversight Committee for use of Measure M Transit funds for bus rapid transit and/or other selected options, and return with recommendations of resources required.
- B. Authorize the Chief Executive Officer to explore conversion of the current light rail transit project to a bus rapid transit project beginning on the Bristol Street portion of the current light rail project and return with recommendations of resources required, including amending current consultant contracts for project management, preliminary engineering and environmental impact documentation.
- C. Authorize the Chief Executive Officer to develop a process for the Board of Directors to revisit and revise the rapid transit master plan in concert with recently-begun efforts to revise the Orange County Transportation Authority's Long Range Transportation Plan.

Background

Measure M, passed by the voters of Orange County in 1990, included a list of projects pledged to be completed if the measure and a one-half cent sales tax were approved. Measure M is very specific regarding the projects included in the pledge to the voters and in terms of the allocations of money to categories of projects and specific improvements.

Measure M also contained mechanisms for changing the approved list of projects. These mechanisms were designed to subject any proposed change in the projects to approval by an independent Citizens Oversight Committee (COC) and, in some cases, the voters of Orange County.

The Orange County Transportation Authority (Authority) has worked purposefully over the past 13 years to complete every project contained in the Measure M plan, including a rapid transit system. Progress has been achieved on every project contained in Measure M, and no projects have been removed from the plan committed to in 1990. (The Board of Directors and the Citizens Oversight Committee have approved one additional project, the widening of the Garden Grove Freeway (SR-22)).

Since Measure M was passed in 1990, the Authority has been developing plans for an 87-mile urban rail network throughout Orange County, culminating in environmental and preliminary engineering of The CenterLine Light Rail Project, previously identified as the initial starter segment of the network.

Measure M set aside well over \$300 million for "high-technology advanced rail transit." Over the years, the Board of Directors has committed these funds, as well as federal Congestion Mitigation and Air Quality (CMAQ) funds, to the initial starter segment.

In January, 2004, the Board of Directors approved an initial operating segment for the light rail system from Santa Ana Regional Transportation Center to John Wayne Airport, including a segment to Santa Ana College and the widening of Bristol Street in Santa Ana as the Locally Preferred Alternative for study in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR). Preliminary engineering and the FEIS/FEIR have been completed for the light rail system. The Federal Transit Administration (FTA) has certified the FEIS/FEIR, and it is ready for release to the public.

Costs to design and construct the current alignment of the light rail system are estimated to be \$1.1 billion dollars in year of expenditure. Approximately 50 percent of the costs are slated to come from local funding sources, the

majority of it from Measure M funds. The Authority is seeking Section 5309 New Starts funding from the FTA to cover the remaining 50 percent of the costs for program. The United States Congress must appropriate the New Starts funding; to date, Congress has been unwilling to do so for The CenterLine Project.

As part of the construction costs associated with The CenterLine Project, Bristol Street in Santa Ana between Civic Center Drive and Warner Avenue will be widened. Bristol Street widening is, however, a separate project, estimated to cost \$240 million, that will be funded with highway funds instead of transit funds.

Discussion

At its Measure M workshop, the Board of Directors discussed a wide range of options that could be explored in light of the absence of the federal funding component of the funding plan for The CenterLine Project. Those options included:

- Proceed with a light rail transit starter system based on the current project defined by preliminary engineering and the FEIS.
- Pause and reflect on the current project.
- Reduce the current project to fit the funding available.
- Discontinue rapid transit projects.
- Proceed with a bus rapid transit (BRT) guideway on all or part of the current light rail transit alignment.
- Proceed with Bristol Street widening with or without a reserved future transit median.
- Proceed with expansion of services such as Metrolink, in-street BRT as being implemented next year on Harbor Boulevard, and/or other transit projects.
- Revisit the Authority's rapid transit master plan and then proceed with other rail transit project(s) or extension(s) of current project(s).
- Redeploy funding to different transit projects around the County on a local option basis, allocating money to cities who want rapid transit.
- Seek a vote of the electorate on proceeding with the current project or moving Measure M funds to road/highway projects.

As requested by the Board, staff has begun to analyze those options. Considerations in the analysis include capitalizing on investments made and funds committed while preserving eligibility for federal funding; broadening the base of support by cities; contributing to meeting air quality requirements for the region; getting people out of their cars; and meeting goals of Measure M.

Should the Board of Directors wish to continue the current light rail project, the next steps would be to publish the FEIS/FEIR and procure final design services. Should the Board opt to stop the current project and not consider any other rapid transit project, the next step would be to terminate existing professional services and withdraw the Authority's application for New Starts funding by the FTA.

Pursuit by the Authority of any other option(s) will require a period of analysis and discussion extending over the next few months. To give the Board Members background to begin considering such options, staff has prepared general options for a BRT system; widening Bristol Street for general traffic; acceleration of planned expansion of Metrolink services; an extensive in-street BRT system, and other rapid transit projects that might capitalize on study by cities in west and north Orange County (those cities have been laying the groundwork for several years), provide a circulator system in a city such as Irvine (for which Proposition 116 allocated state rail bond funds that have been included in the funding plan for the initial starter segment), or promote innovations such as the Anaheim Regional Transportation Intermodal Center or the magnetic levitation (maglev) connections to other counties.

The Authority has initiated a comprehensive update of the 2002 Orange County Long-Range Transportation Plan (LRTP). A transit master plan chapter will be a large component of the overall LRTP. The goal of the LRTP transit chapter is to develop a long-range plan for the transit system that best fits with Orange County's current and future travel conditions. Local bus, BRT, light rail transit, express bus, commuter rail, and regional rail (maglev and statewide high-speed rail) will be developed in "layers" of services that best match Orange County travel markets and travel demand. An emphasis will be placed on offering more competitive transit travel times through various projects and services. Some critical issues that will be addressed in the LRTP are

- Light Rail Transit and BRT corridors and/or alignments
- Benefits and costs of BRT service in dedicated lanes versus non-dedicated lanes
- Frequency, span of service, and geographic coverage of local bus service
- Expanding the "reach" of Metrolink beyond the current StationLink bus service
- Responding to requests for new community routes to developing areas
- Travel time benefits of express buses using the carpool lane system
- Role of interregional rail proposals (such as maglev and high speed rail)
- Improving linkages between modes and role of current and planned intermodal centers

Preliminary descriptions of rapid transit options are provided in Attachment A. The salient features of each option are described, including potential funding sources and likely implementation schedule. In order to remain on course to complete a significant project by 2010 and maintain eligibility for potential federal funding, it would be prudent to capitalize on the investment made to date and explore conversion of the light rail project to bus rapid transit, beginning on the Bristol Street portion of the current project. The Board of Directors may choose to study other rapid transit options at the same time while revisiting and revising the Authority's rapid transit master plan.

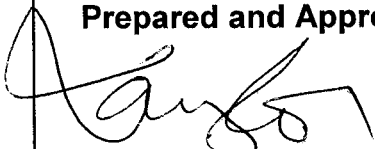
Summary

In order to preserve funding eligibility, capitalize on previous expenditures and maintain its covenant with the voters through Measure M, staff will conduct further analysis on the conversion of the current light rail project to a bus rapid transit project and generate a list of recommendations based on the option(s) selection made by the Board of Directors.

Attachment

- A. Description of Options for Rapid Transit

Prepared and Approved by:



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

Description of Options for Rapid Transit

BASELINE

9.3-MILE LIGHT RAIL STARTER SYSTEM

The baseline option is the current project, or the 9.3-mile Light Rail Transit (LRT) starter segment of Orange County's 87-mile Rail Master Plan of dedicated surface alignment and guideway. The cost for this option is \$1,015 million, all of which would be paid from transit funds. The cost of this LRT Starter System would require a federal funding match. Funding resources for this option would include a combination of Measure M, CMAQ, Proposition 116, and Federal New Starts. This option also includes the Bristol Street Widening Project, which requires an additional \$240 million of roadway funds. This option is achievable by 2010.

OPTION 1

BRT GUIDEWAY ON LRT ALIGNMENT

Bus Rapid Transit, or BRT refers to enhanced bus service with features including limited stop operation (approximately one-mile spacing between stations), transit traffic signal priority, high-frequency all-day service, and operation in either separate guideway or in mixed-flow operation. This option would attempt to capitalize on the \$63 million investment that has been made in the Environmental and Preliminary Engineering efforts over the last 3 years. The basic premise associated with this option is to functionally replace the LRT vehicles and their supporting elements with a BRT system that would operate on all or a portion of the 9.3-mile dedicated surface alignment and guideway the Light Rail would have occupied. The costs associated with the two variations to this option are the entire 9.3-mile LRT alignment or a shorter segment of 4.6 miles on Bristol Street from 17th to Sunflower. The two variations are in the order of \$300 million for the 4.6 miles to \$900 million over the entire LRT alignment. All of the costs would be paid from transit funds. The 4.6-mile segment on Bristol Street is achievable by 2010. Since the BRT would operate in the median of Bristol Street, all the requirements associated with the Bristol Street Widening Project would remain as part of this option. The Bristol Widening requires an additional \$240 million of roadway funds. Since the cost of this BRT option over the entire 9.3-mile alignment exceeds the amount available local dollars, a federal funding match similar to that required by the LRT would be necessary. Funding resources for this option would include a combination of Measure M, CMAQ, Proposition 116, and federal New Starts. A significant investment, both in terms of time and effort, would be required to bring this option to the same design status as the current LRT Starter System.

OPTION 2
ACCELERATED METROLINK SERVICE EXPANSION

This option would essentially forego the LRT corridor work done to date and initiate a new program focused on improvements to MetroLink commuter rail physical facilities and service improvements. This new program would build on the April 2004, Commuter Rail Transit Strategic Assessment that identified a series of phases for the expansion of commuter rail service, with the goal of accelerating the completion of the first four phases from 2015 to 2010 and providing all-day 30 minute commuter rail service within Orange County. The cost of this option would be approximately \$180 - \$200 million. This accelerated MetroLink service expansion would require new environmental and engineering efforts. The funding resources for this option would be Measure M and CMAQ funds.

OPTION 3
BRISTOL STREET WIDENING

This option would attempt to capitalize on a portion of existing \$63 million investment that has been made in the environmental and preliminary engineering efforts over the last 3 years. Since any rapid transit option would operate in the median of Bristol Street, this option would complete the Bristol Street widening between Civic Center Blvd. and Warner Ave. (2.4 miles) and reserve the street median for a future rapid transit operation. The City of Santa Ana has previously widened a portion of Bristol Street between McFadden and St. Andrew (3/4 mile). The Bristol Widening would require \$240 million of roadway funds. The funding source for this option would be future allocations from the State Transportation Improvement Program (STIP). This option could be completed by 2010; however, without a rapid transit component it would not contribute to air quality conformity.

OPTION 4
STREET-RUNNING BRT

Similar to the Accelerated Metrolink option, this option would essentially forego the LRT corridor work done to date and initiate a new program focused on street-running BRT. This new program would be a comprehensive network of street-running with key destinations in Orange and Los Angeles Counties, as well as several Metrolink stations. Much like a BRT on the LRT alignment option, service is characterized by some or all of the following elements: stations spaced less frequently than local bus (approximately one-mile intervals), signal priority at key intersections, new station shelters, and applied Intelligent Transportation Systems (ITS) to reduce run times, and improve schedule adherence, reliability, and information to riders. Buses in this option would operate in mixed-flow traffic sharing the lanes with other vehicles. Although no dedicated lanes are required for this alternative, they would enhance ridership. This option could be

accomplished as stand-alone or in combination with the Metrolink, BRT Guideway, or Bristol Street Widening options. On its own, this option is achievable by 2010.

OPTION 5
OTHER RAPID TRANSIT PROJECT(S)

This option would involve initiation of planning efforts to identify other rapid transit projects for future implementation. The Pacific Electric right-of-way, which is owned by the Authority, remains as an alignment for a potential high-technology advanced rail transit system. A Project Definition study has been performed in conjunction with the West Orange County Cities Association (WOCCA) to improve mobility and connectivity in the western Orange County area through a high-capacity transit system. A variation would be to study potential extensions to the current 9.3-mile LRT starter system, such as the Pacific Electric ROW or an Orange/ARCTIC extension. While this option does not fit within the available local funding resources, the expanded LRT system would also enlarge the number of jurisdictions with access to rail and therefore broaden and enhance the support base for LRT. Similarly, with the objective of providing direct, convenient, transit service to major activity centers in northern Orange County, a North Orange County Transit Feasibility Study was prepared to define the goals and objectives for a future transit system, as well as defining high-level corridors for future study. The costs associated with these options would vary depending on the project(s) identified.

Additional alternatives to embarking on a high-technology advanced rail transit program may include allocating funding to local projects, such as an Irvine circulator or people mover, jump-starting the magnetic-levitation project planned from Anaheim to Las Vegas, or helping develop other transportation technologies that match Orange County's high-tech image.

Since all these options would in one form or another require an entirely new planning and environmental effort, the additional time requirement would result in the implementation beyond 2010.

OPTION 6
FUNDING REALLOCATION TO ROAD PROJECT(S)

Should none of the alternatives for a high-technology advanced rail transit program be selected, this option would reallocate the Measure M advanced rail transit funds to approved freeway and/or local street projects. This option would require the voters of Orange County to reallocate these funds.

54
2/14/05

CenterLine Debundle Analysis

Jack Mallinckrodt
AJM Engineering
(714) 544 3200
8/23/04

The "CenterLine Project" as documented and analyzed in the 2003 OCTA Environmental Impact Report ("EIR")[1] is not just a light rail system. It now consists of a bundle of three elements of so called "independent utility":

- CenterLine Light Rail ("LR")
- CenterLine Bristol Street Widening [1, p.S-15] ("BSW")
- CenterLine OCTA Bus 12% service expansion. [1, p. 2-26], ("BUS")

How much does each element contribute to the overall project benefit? Conspicuously, the EIR does not address this important question. Its findings pertain solely to the bundle as a whole.

The best way to estimate this would be for OCTA to perform comparative OCTAM modeling studies of each of the independent utility elements. AJM has been trying for the past year to persuade OCTA to do so, but they have so far declined to do so. Lacking such separate modeling studies, the fully source referenced data in the attached analysis summary, gleaned from a number of OCTA and primary national sources, are believed to provide the basis of a next best, debundled estimate of the mobility benefits of each independent utility element.

Congestion and all its important consequences, travel-time delay, accidents, energy consumption, and excess air quality emissions are functions of the Regional System Capacity, C¹. For a congested region like Orange County, improvements in congestion, travel-time, emissions and energy consumption due to transportation system enhancements, are roughly proportional to the increase in system capacity irrespective of mode: road, bus, or rail. System capacity is thus key to the comparison of the transportation benefits of transportation alternatives. This estimate, detailed in the spreadsheets following is based on System Capacity analysis.

The mostly street-level, exclusive Right-Of-Way Light Rail (LR) element would provide some congestion benefit by diverting some riders from automobiles and roads. But at the same time, and inseparably, it would cause traffic disruption due to taking street lanes and blocking some, and partially preempting other existing traffic crossings. The results of the 1999 and 2000 EIRs did analyze the LR element by itself and found that the LR build alternatives were uniformly worse than no-build, in terms of congestion and travel-time, [Ref. 2]. This is ample reason for concern that Light Rail may take *more street capacity* than it returns in *rail capacity*, and that its net capacity and mobility contribution may well be *negative*.

The subsystem capacity contributions of the several elements can be estimated from their descriptions in the EIR as detailed in the attached spreadsheet. The bottom line of

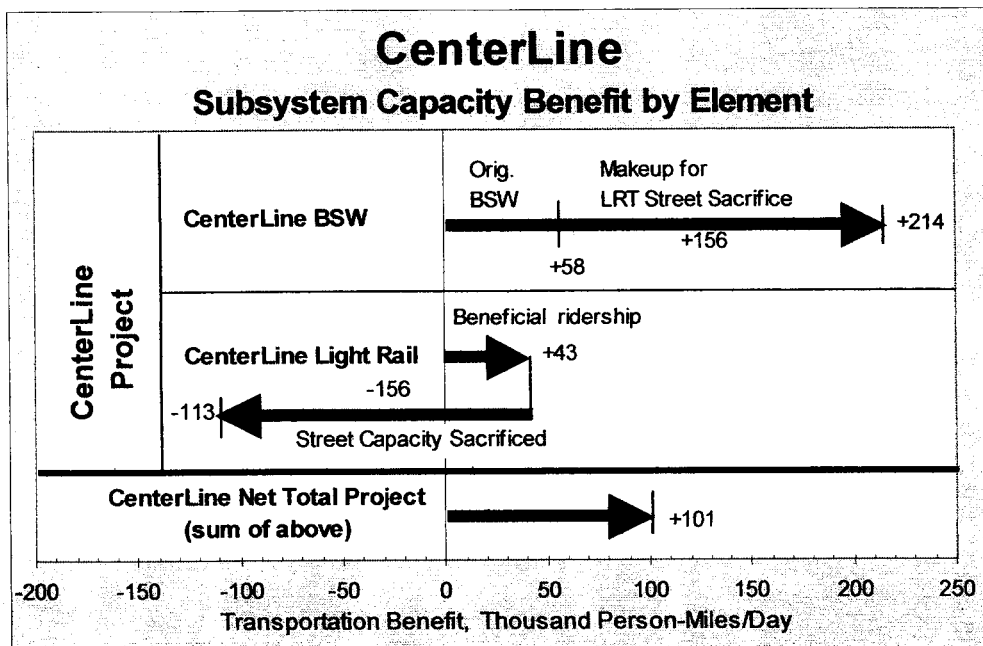
¹ "Regional System Capacity is the maximum volume of traffic, person-miles/day a regional transportation system could reasonably be expected to carry at a given, acceptable level of congestion. SubSystem capacity is the marginal change in System Capacity due to the addition or removal of one of that subsystem, e.g. a road, a bus line, or a rail subsystem.

this analysis is a quantitative estimate of the transportation benefit (congestion improving sub-system capacity), measured in commensurate terms of person-miles/day, for each of the three elements of the CenterLine bundle, BSW, BUS and LR. The following graphic summarizes those estimates:

TABLE 1

Element		Transp. Benefit thousand pers-mi/day	NPV Total Cost millions, 2003\$
BSW		214	185
BUS		85	544
LR	Ridership	43	1043
	St. Cap. Loss	(113)	
CenterLine Project		186	1772
CL Without Light Rail		299	729

Or, graphically,



Among the important implications, IF these estimates are substantially correct:

- **Even disregarding their much smaller cost, the two add-ins, BUS and BSW, are each considerably more beneficial than LR.**
- **The net benefit of LR itself is negative, it sacrifices more street capacity than it returns in beneficial ridership.**
- **A No-LR alternative (leaving only BUS and BSW) would yield approximately 60% greater transportation benefit, at less than half the total project cost.**

The objective findings of the 2003 EIR cannot in any way refute these estimates. They are simply, and conspicuously, silent on this vital issue of individual element performance.

Thus, the best available evidence is that including fixed guideway Light Rail in the CenterLine project is a terribly expensive, counterproductive mistake. In order to make an informed decision on the project, directors should insist that OCTA carry out and document the comparative modeling analysis of the "no-Light-Rail" alternative to confirm or refute these estimates; to establish conclusively how much the light rail element, independently, adds — or detracts — in terms of capacity, travel-time saving, and air quality benefits.

The fully annotated and source referenced derivation summary of these results follows.

January 2005 Update Addendum.

OCTA board and staff have now had these results for 6 months. In July 2004, staff was directed by the board to review and affirm or refute them. Three coordination meetings and numerous written interchanges have supported this effort. Bottom line: there has been *no correction or refutation of any of these analytic results*. The sole rebuttal has been the disingenuous claim, verified here, that the bundled CenterLine **Project** with its significant bus and street elements has an overall positive net impact.

It now seems evident that this very cloaking of light rail counterproductivity was the main, if not sole rationale for the bundling of the bus expansion and Bristol Street widening elements.

References

1. "Supplemental Draft Environmental Impact Statement/Revised Draft Environmental Impact Report for the Orange County CenterLine Project", p. S-15, .OCTA, August 2003. p.S-15.
2. "Critique of the 2003 CenterLine DEIR", AJM Engineering, March 4, 2004. On line at www.urbantransport.org/cl2003critique.pdf

Analysis summary follows.

Net Marginal Transportation Benefit of Light Rail in CenterLine Project -- Summary Analysis

Configuration per IOS alternative of 2003 2/5/2005 J:\CenterLine\2004\CL Data Sheet.xls

Line Item	Units	Value Reference	Comment
LR Gross Beneficial Impact on Road Traffic (Neglecting traffic disruption)			
5	Auto VMT Reduction	veh-mi/day	26,120 FTA3 T.6
6	Auto Avg Veh Occupancy (AVO)	ps/veh	1.63 NHTS 2001
7	Auto PMT (Person Mi Trav) Reduction	ps-mi/day	42,576 =(5)*(6) Congestion Reducing capacity
Lt Rail Net Impact on Overall Capacity and Congestion (Including Traffic Disruption)			
9	Street Lane-Mi taken for LR ROW	ln-mi	13.4 EIR99, Figs 2.2, 2.5, 2.11 Taken for ROW.
10	Bristol Street Current ADT/ln	veh/day/ln	7142 EIR3 T. 3.2-1, 3.2-2
11	St. Cap. Loss due to ROW Taking	ps-mi/day	155,996 =(6)*(9)*(10)
12	Net LR Congestion Reducing Benefit Capacity	ps-mi/day	(113,420) =(7)-(11) Net loss
Effective Capacity Contribution of Centerline Project Elements Other Than Light Rail			
14	CenterLine Add'l Bus Service	veh-hr/day	617 EIR3 p. 2-26
15	OCTA ps-mi/veh-srv-hr experience	ps-mi/veh-hr	138 NTDB 2001
16	Projected CL Add'l Bus Service Ridership	ps-mi/day	85,128 =(14)*(15)
17	Widen Bristol to 6 ln	ln-mi	5.0 EIR3 Figs 2.5, 2.6, 2.7
18	Mitigation for LR Taking	ln-mi	13.4 =(9)
19	Total CL Bristol Street Widening	ln-mi	18.4 =(17) + (18)
20	CL BSW projected Usage	ps-mi/day	214,203 =(6)*(10)*(19)
21	CL Lt Rail Net Effective Capacity	ps-mi/day	(113,420) =(12)
22	CenterLine Project Net Capacity	ps-mi/day	185,911 =(16)+ (20)-(21) 185,060 Add'l Bus Service Hrs/yr / 300 day/yr OCTA Actual
CenterLine Project Costs			
24	Light Rail Element	2003\$	1,043
25	Bus Expansion Element	2003\$	544
26	Bristol Street Element	2003\$	185
27	CenterLine Project Total	2003\$	1,772
Estimated Marginal Impact of DELETING Light Rail from the OCTA proposed bundle of "CenterLine Project" = {Light Rail + Bristol Street Widening + Bus service expansion}			
30	Environmental Impacts Improved thereby		42
31	Environmental Impacts Unchanged		41
32	Environmental Impacts Worsened		1
33	Net Regional Effective Capacity Increase	ps-mi/day	113,420 = - (21)
34	% MORE capacity benefit		61% =(16)+(20)/(22) -1
36	% LESS Cost		59% =(24)/(27)
CenterLine Project Costs			
24	Light Rail Element	2003\$	1,043
25	Bus Expansion Element	2003\$	544
26	Bristol Street Element	2003\$	185
27	CenterLine Project Total	2003\$	1,772
CenterLine Project Costs			
24	Light Rail Element	2003\$	1,043
25	Bus Expansion Element	2003\$	544
26	Bristol Street Element	2003\$	185
27	CenterLine Project Total	2003\$	1,772
Estimated Marginal Impact of DELETING Light Rail from the OCTA proposed bundle of "CenterLine Project" = {Light Rail + Bristol Street Widening + Bus service expansion}			
30	Environmental Impacts Improved thereby		42
31	Environmental Impacts Unchanged		41
32	Environmental Impacts Worsened		1
33	Net Regional Effective Capacity Increase	ps-mi/day	113,420 = - (21)
34	% MORE capacity benefit		61% =(16)+(20)/(22) -1
36	% LESS Cost		59% =(24)/(27)

References

- EIR3 = CenterLine Supplemental Draft Environmental Impact Report, OCTA Oct 2003
- FTA3 = Centerline FY2005 Section 5309 FTA New Starts Report, August 29, 2003
- NHTS = National Household Travel Survey, 2001, for Los Angeles MSA
- NTDB = National Transit DataBase, 2001, Orange County Reported data

Questions or Comments:

Jack Mallinckrodt
714 544 3200

Note A. The terms "volume" and "capacity" as used herein mean person-miles/day summed over an entire system or subsystem.



BOARD COMMITTEE TRANSMITTAL

February 14, 2005

To: Members of the Board of Directors
From: Wendy Knowles^{WK}, Clerk of the Board
Subject 91 Express Lanes Operating Contract

Regional Planning and Highways Committee

February 7, 2005

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

Committee Vote

The Committee discussed how important it is that OCTA maximize the flexibility of all proposers to explore creative approaches to operation of the 91 Express Lanes. Staff has revised attached Table A in the staff report to reflect the Committee's unanimous desire that the Request for Proposals be as flexible as possible with respect to contracting.

Committee Recommendations

- A. Review and comment on the refinements to the 91 Express Lanes approach to operations and contained in the revised Table A (attached.)
- B. Approve exploring refinement in the release of a Request for Proposals for 91 Express Lanes contracted operations that maximizes the flexibility of all proposers to offer creative approaches to operation of the facility.

TABLE A (REVISED)

Recommendation	Benefit / Rationale	Implementation
<p>1. Explore creative approaches to operation of the facility.</p>	<p>Since this is the first opportunity to subject the operation of the 91 Express Lanes to competitive procurement, it is in OCTA's interest to ensure all operating concepts are identified by proposers.</p>	<p>Issue the 91 Express Lanes RFP with provisions allowing an offeror to propose its best-case scenario meeting established performance objectives. Analyze and assess all proposals before recommending Board award of a contract.</p>
<p>2. Explore most cost-effective location of accounting functions.</p>	<p>Under the current contract, there may be duplicative staffing. OCTA has staff accountants and managers as well as a chief financial officer; the contractor currently has similar staff.</p>	<p>Issue the 91 Express Lanes RFP with an option for accounting functions, priced separately. Compare contractor costs with OCTA costs to meet accounting requirements and include recommended action when requesting Board to award a contract.</p>
<p>3. Explore the costs and benefits of having the prime operating contractor supply, and assume the risk for, account management, customer service and violations processing software.</p>	<p>When the 91 Express Lanes were acquired, the private operator was in the process of installing state-of-the-art customer service, account management, violations processing software (called TollPro™, this system is used under contract with Northern Lakes Data Corporation). The system is operational and working fine. However, long-term, an upgraded system is required and a more effective model might be to have the prime operating contractor assume risk for acquiring, installing and maintaining this software.</p>	<p>Issue the 91 Express Lanes RFP with an option for one vendor to provide day-to-day operations as well as the customer account management and violations processing software. Explore the costs and benefits of this approach and include recommended action when requesting Board to award a contract.</p>
<p>4. Explore the costs and benefits of different options for contracting for marketing efforts.</p>	<p>Presently, OCTA outsources the marketing function through contracts with firms selected in a competitive process. In addition, the current operator provides one marketing person.</p>	<p>Issue the 91 Express Lanes RFP requesting that each proposer indicate how much of the facility's marketing efforts, if any, it would propose to provide and price those efforts separately. Explore the costs and benefits of different approaches proposed and include recommended action when requesting Board to award a contract.</p>



February 7, 2005

To: Regional Planning & Highways Committee
From: Arthur T. Leahy, Chief Executive Officer
Subject: 91 Express Lanes Operating Contract

Overview

The Orange County Transportation Authority has owned the 91 Express Lanes toll road franchise since January 3, 2003, and the agreement with its main operating contractor expires January 3, 2006. It is requested the Board of Directors approve exploring certain refinements to the operating approach in the release of a Request for Proposals.

Recommendations

- A. Review and comment on the refinements to the 91 Express Lanes approach to operations.
- B. Approve exploring refinement in the release of a Request for Proposals for 91 Express Lanes contracted operations.

Background

On January 3, 2003, the Orange County Transportation Authority (OCTA) acquired the assets and franchise rights to operate an existing four-lane toll facility in the median of the Riverside Freeway / State Route 91 (91 Express Lanes) in eastern Orange County. The toll road was purchased from the California Private Transportation Company (CPTC) for \$207.5 million.

One of the conditions of the purchase was that OCTA enter into an operating agreement with Cofiroute Global Mobility (Cofiroute), one of the seller's partners. A three-year 91 Express Lanes Operating Agreement was approved by the OCTA Board of Directors with an initial term from January 3, 2003, to January 3, 2006. The agreement also includes two, one-year renewal options.

OCTA's operating strategy was to utilize the skills and experience of the private company that had been operating the toll road. This approach recognized the limitations of OCTA's toll road operating experience, the very short transition period to implement the change from private to public ownership, and the need to make the ownership change transparent to users of the road. A subsequent reason for the strategy came into play when OCTA financed the acquisition. The financial community valued the continuity and capabilities of using an experienced operating company to maintain the efficient and professional operation of the toll road.

In the almost two years of OCTA ownership, the 91 Express Lanes have continued to operate smoothly to provide a safe and time saving alternative to motorists using the Riverside Freeway. The record number of vehicles and travelers using the toll lanes is a testament not only to growing demand, but also to effective operations.

For example, OCTA has implemented toll policies that encourage carpooling and mitigate congestion in the lanes. OCTA has also invested in improving operations by replacing the outdated electronic toll and traffic management system. Customer service has also been enhanced by opening a customer service outlet at OCTA's headquarters in Orange augmenting the primary customer service center in Corona.

On July 16, 2004, the OCTA Board of Directors directed staff to develop a Request for Proposals (RFP) for a new operating agreement to determine efficiencies that could be realized through a competitive procurement process.

In September 2004, a Request for Information was released to members of the toll trade organization, the International Bridge Tunnel and Turnpike Association. The goal was to "ask the industry" their perspectives on the contract and to explore various operating approaches. Based on this and other information, staff has prepared several refinements to the existing operating approach. If approved, the RFP for 91 Express Lanes contracted operations will be released.

Discussion

The current toll road operations are mostly privatized with five in-house positions added - general manager, transportation analyst, secretary, customer relations representative and accountant. This staff relies heavily on support from other OCTA staff to help when needed. Substantive resources are required from the Information Systems (IS) area since the toll road is so heavily reliant on technology.

OCTA owns all of the toll road assets. This includes:

- Anaheim office lease (8,000 square feet)
- Corona office lease (4,000 square feet)
- Furniture, fixtures, equipment – computers, networking, phones/integrated voice response system, traffic operations center
- In-lane equipment – toll plaza, electronic toll and traffic management system, variable message signs, tow and service trucks (beneficiary interest)
- Customer service / account management / violations processing software (TollPro™ license)

Contracted operations cover a wide variety of functions:

- Accounting and budgeting activities
- Customer service
- Violations processing and collections
- Payment/other mail processing
- Traffic operations and incident management
- Customer Assistance Patrol (tow and service vehicle personnel)
- Roadway and toll road systems maintenance
- Hardware and software maintenance
- Traffic and revenue forecasting
- Financial advisory services

Cofiroute (now known as Cofiroute USA) provides most day-to-day operations at a cost of approximately \$5 million per year under a firm fixed price contract. Cofiroute staff is located at both the Anaheim and Corona offices. SIRIT Technologies, integrator of the \$3 million electronic toll and traffic management system, provides equipment maintenance and transponders at a cost of about \$1.4 million annually. Other contracts include those issued to the State of California Department of Transportation (Caltrans) for roadway maintenance, the California Highway Patrol, Law Enforcement Systems for violations collections services, Northern Lakes Data Corporation for maintenance of the TollPro account management and violations processing software and Vollmer Associates for traffic and revenue forecasting services.

Operational Refinements

It is recommended that refinements be made in the approach to operating the 91 Express Lanes. These changes respond to a variety of factors that have emerged during the first two years of OCTA's ownership. Most of the factors

relate to the transition from private company to a public agency ownership. These public agency factors include:

- Oversight by a public board of directors
- Staffing of a multi-county advisory committee and related reporting and/or information requirements
- Requirements to conform to governmental accounting standards
- Potential economies and integration of using existing resources at OCTA to benefit the toll lane operations
- Public expectations placed on a program operated by a public agency in terms of toll pricing, toll policies, notification and access to information
- The transfer of operating and financial risk to OCTA.

In addition to the above factors, changes in the organization/staffing at OCTA and the current contractor have also surfaced opportunities to update the approach to operating the toll program. These factors, and the experiences of the past two years, comprise the context in which staff prepared the recommendations contained in Table A.

TABLE A

Recommendation	Benefit / Rationale	Implementation
<p>1. Explore costs of transferring accounting functions to OCTA.</p>	<p>Eliminate duplicative staffing. OCTA has staff accountants and managers as well as a chief financial officer and does not require contracted services for these functions. Eliminating duplicative staffing could reduce costs. In addition, financial reporting would be more consistent with OCTA practices</p>	<p>Issue the 91 Express Lanes RFP with an option for accounting functions, priced separately. Compare contractor costs with OCTA requirements, which would be to add two staff accountants. Return to the Board with a recommendation.</p>
<p>2. Shore up internal Information Technology staffing by adding one OCTA staff chief technology officer, stationed at the Anaheim facility where toll road systems are housed.</p>	<p>Toll road operations are highly dependent on technology, which is changing rapidly. OCTA needs a technology expert to identify needs, minimize risk, perform quality control oversight and arbitrate contractor disputes.</p>	<p>Include in the proposed OCTA budget for FY05-06 up to \$165,000 annually (including salary and benefits) for a new position of chief technology officer for the Express Lanes</p>

Recommendation	Benefit / Rationale	Implementation
<p>3. Explore the costs and benefits of having the prime operating contractor supply, and assume the risk for, account management, customer service and violations processing software.</p>	<p>When the 91 Express Lanes were acquired, CPTC was in the process of installing state-of-the-art customer service, account management, violations processing software, called TollPro™. This system is provided by Northern Lakes Data Corporation. The system is operational and working fine. However, long-term, an upgraded system is required and a more effective model might be to have the prime operating contractor assume risk for acquiring, installing and maintaining this software.</p>	<p>Within the scope of the RFP, offer an option for one vendor to provide day-to-day operations as well as the customer account management and violations processing software. Explore the costs and benefits of this approach.</p>
<p>4. In-source marketing functions. Reduce marketing efforts in contract Scope of Work.</p>	<p>Presently, there is duplication of efforts between operator and OCTA marketing staff.</p>	<p>Reduction in contracted marketing costs estimated at \$50,000 annually or more.</p>

Evaluation Procedure

The RFP to solicit competitive offers will be issued in February 2005. Although a defined Scope of Work based on performance standards has been prepared in which offerors can propose against, OCTA is also interested in receiving alternative approaches in meeting the performance criteria established under the Scope of Work.

OCTA anticipates proposals to be submitted in early June 2005. An evaluation committee will be appointed to review all proposals received. The committee will be comprised of OCTA staff and will include representatives from Caltrans and the Riverside County Transportation Commission. The committee members will evaluate each proposal using the following criteria:

- Project approach / work plan
- Qualifications and experience
- Staffing capability
- Price

During the evaluation, the committee will interview all top-ranked firms. The interview may consist of a short presentation by the offeror after which the evaluation committee will ask questions related to the firm's proposal and qualifications.

At the conclusion of the evaluation process, the committee will recommend to the Regional Planning and Highways Committee an offeror with the highest final ranking. The Board Committee will review the evaluation committee's recommendation and take action. The Board Committee's decision will be forwarded to the full Board of Directors for final action.

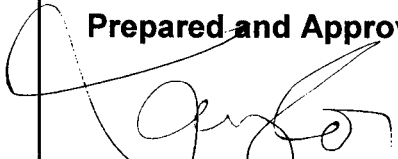
Summary

The Board of Directors has directed staff to re-bid the 91 Express Lanes operating contract. Information has been gathered, refinements to operations recommended and a Scope of Work prepared. Based on Board direction, an RFP for 91 Express Lanes operating services will be released in February 2005 in anticipation of a contract award in summer 2005.

Attachment

None.

Prepared and Approved by:



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

2/14/05

CHAIRMAN'S COMMENTS FROM THE EXECUTIVE COMMITTEE MEETING OF FEBRUARY 7, 2005

91 EXPRESS LANES OPERATING CONTRACT

The Committee discussed how important it is that OCTA maximize the flexibility of all proposers to explore creative approaches to operation of the 91 Express Lanes. In particular, since this is the first time operation of the Lanes has been subjected to competitive procurement, members wished the Request for Proposals to be as flexible as possible with respect to contracting for functions. Staff has revised Table A in the staff report in the following way

1. To explore creative approaches to operation, allow an offeror to propose its best-case scenario meeting established performance objectives.
2. To explore the most cost-effective location of accounting functions, allow an offeror to propose an option for accounting functions, priced separately.
3. To explore the costs and benefits of having the contractor supply new operational software, allow an offeror to propose an option to provide day-to-day operations as well as the customer account management and violations processing software.

4. To explore the costs and benefits of different options for contracting for marketing efforts, request that each proposer indicate how much of the facility's marketing efforts, if any, it would propose to provide and price those efforts separately.

Staff will analyze and assess all alternative proposals and option for costs and effectiveness and include a recommended action in these areas when requesting the Board award a contract for operation of the 91 Express Lanes.

OPTIONS REGARDING RAPID TRANSIT

Following directly from discussion by the Board at the recent workshop, staff presented a series of possible options and the Committee discussed how to evaluate options while

- Completing the commitment made in Measure M
- Capitalizing on the investment made to date
- Maintaining eligibility for federal funding

Members stressed the importance of keeping focus on options serving as many communities as possible and establishing a new vision for our master plan of rapid transit. There was a consensus OCTA should not select a "second or third best" option just because it could be completed quickly. The Committee looks forward to full

exploration of modes of rapid transit, including bus rapid transit, comparing them with the 9-mile light rail project.

The widening of Bristol Street into a multimodal corridor was discussed; specific questions were asked about required property acquisitions (177 for the widening alone; another 69 to include rapid transit), the cost (\$240 million), and what the City of Santa Ana will have spent (about \$60 million in addition). There was interest in possibly reprogramming Bristol Street funds for more bus service and in pursuing federal funds for the entirety of the Bristol Street Multimodal Corridor. Those two questions will require further study.

To meet these objectives, staff is recommending very small first step: continued study through June of rapid transit options, exploring another mode on Bristol Street and elsewhere, and comparing them with the light rail baseline. Bus rapid transit on several streets would be among the alternatives. Also by June, the Board will go through a process to revisit and revise the rapid transit master plan.

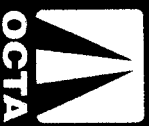


Orange County Transportation Authority

ITEM. 25

91 Express Lanes Operating Contract

**Board of Directors Meeting
February 14, 2005**



Background

- OCTA acquired the 91 Express Lanes on January 3, 2003
 - Purchased from CPTC
 - Cost of \$207.5 million
- Continued operation by Cofiroute Global Mobility
- OCTA's strategy for transition
 - Utilize skills and experience from prior owner



Current Operating Contract

- Current Operator: Cofiroute Global Mobility
- Term of Contract: 1/3/03–1/2/06
 - Three-year contract with two one-year renewal options
- Base Year Fee: \$4,994,000
 - Annual increase based upon CPI and Labor Index factor



Operational Refinements

- Transfer of operating and financial risk to OCTA
- Oversight by public board of directors
- Multi-county advisory committee
- Requirements to conform to governmental accounting standards
- Potential for economies



Operating Approach

- Explore creative approaches to operation
- Maximize flexibility to decide on responsibility for:
 - Accounting
 - New Operational Software
 - Marketing



Next Steps

Issue RFP	February 2005
Proposals Due	June 2005
Recommendation to Committee and Board	August/September 2005
New Contract	January 2006



Orange County Transportation Authority

ITEM. 24

Options Regarding Rapid Transit

**Board of Directors Meeting
February 14, 2005**



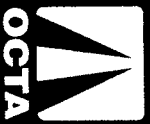
Workshop Discussion

- Proceed on course
- Pause and reflect
- Reduce the project to fit budget
- Bristol with BRT and other transit projects
- Bristol and other uses for money
- Vote on moving money to roads/highways
- Revisit Transit Master Plan
- Redeploy money to different transit projects around the county
- Local option—allocate money to cities who want rail project



Directions to Staff

- **Revise options based on input, develop recommendations and bring to TP&O Committee and then the Board for action**



Revised Options from Workshop

- 9.3-Mile Light Rail Starter System
- Other Guideway on LRT Alignment
- Accelerated Metrolink Service Expansion
- Bristol Street Widening
- Street-Running Bus Rapid Transit (BRT)
- Other Rapid Transit Project(s)
- Funding Reallocation to Road Project(s)



Objectives

- Complete Measure M Commitment
- Maintain eligibility for federal funds
- Capitalize on investment to date
- Significant project(s) to reduce emissions by 2010



Significance of 2010

- By 2010, the air basin must meet emission-reduction targets
- Plan to meet them includes hundreds of transportation control measures
- One such measure is CenterLine



What Can Be Done by 2010

- Light rail on current route with federal funds
- Another mode using all or part of the current route
- Accelerated Metrolink service expansion
- Bus system improvements without new construction
- Bristol Street widening without transit



CenterLine

- Preliminary engineering is complete
- Project is technically sound
- Final EIS/EIR is ready for release
- No Federal Funds in sight but \$400-\$500 million in local funds can be used
- Pause to compare other options with the light rail project

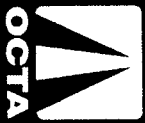


Funds We Have Will Buy

- Rapid transit on part of the current route
- Accelerated Metrolink service expansion
- Bus system improvements without new construction

Recommendations

- A. Continue study of rapid transit options and compare with light rail baseline
- B. Explore another mode such as BRT beginning on Bristol Street
- C. Revisit rapid transit master plan (including BRT)



Study Other Options

- Basic concept design and costs by June
- Need to modify existing technical consultant agreements
- Return to Board to approve modifications to agreements
- In June, Board can decide option(s) to pursue further



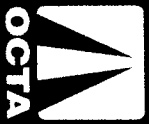
Revisit Master Plan

- Revising Long-Range Plan this year
- Chapter on transit modes
 - Bus (local, express and bus rapid transit)
 - Rail (commuter, light/other modes, regional/high-speed)
- Public scoping meetings in May
- Mode components and projects in June



Next Steps

- Tell people on current route what's happening and begin to study options under existing consultant agreements
- In March, request Board approval to modify agreements for study thru June
- From now to June, take new proposals from consultants for further work
- In June, Board decide on options to pursue further and select consultants to proceed



The Longer Term

- Complete environmental analysis
 - By mid-2006 if current route selected
 - End of 2006 or later if other options selected
- Begin final design and property acquisition by start of 2007 at the earliest
- Begin construction by start of 2008 or later

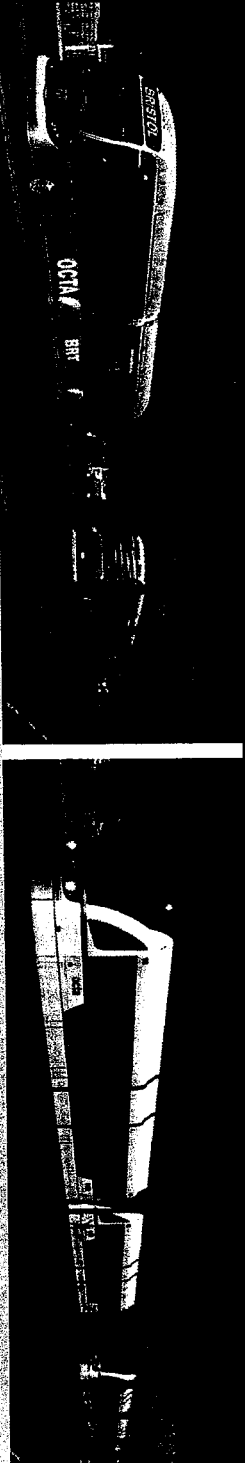


Why Consider BRT?

- Can cost significantly less than light rail
- Service can attract 70 - 80% of riders
- Affordable short segment of guideway usable by BRT routes serving many cities
- BRT on current route keeps schedule to complete by 2010
- Trunk line can be expanded to full network



Light Rail & Bus Rapid Transit

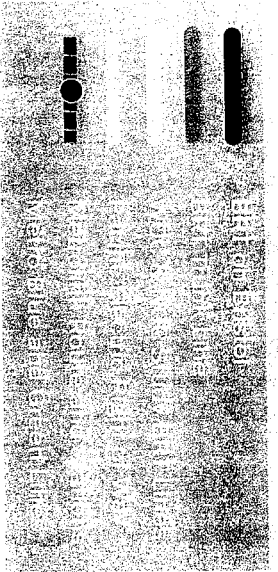
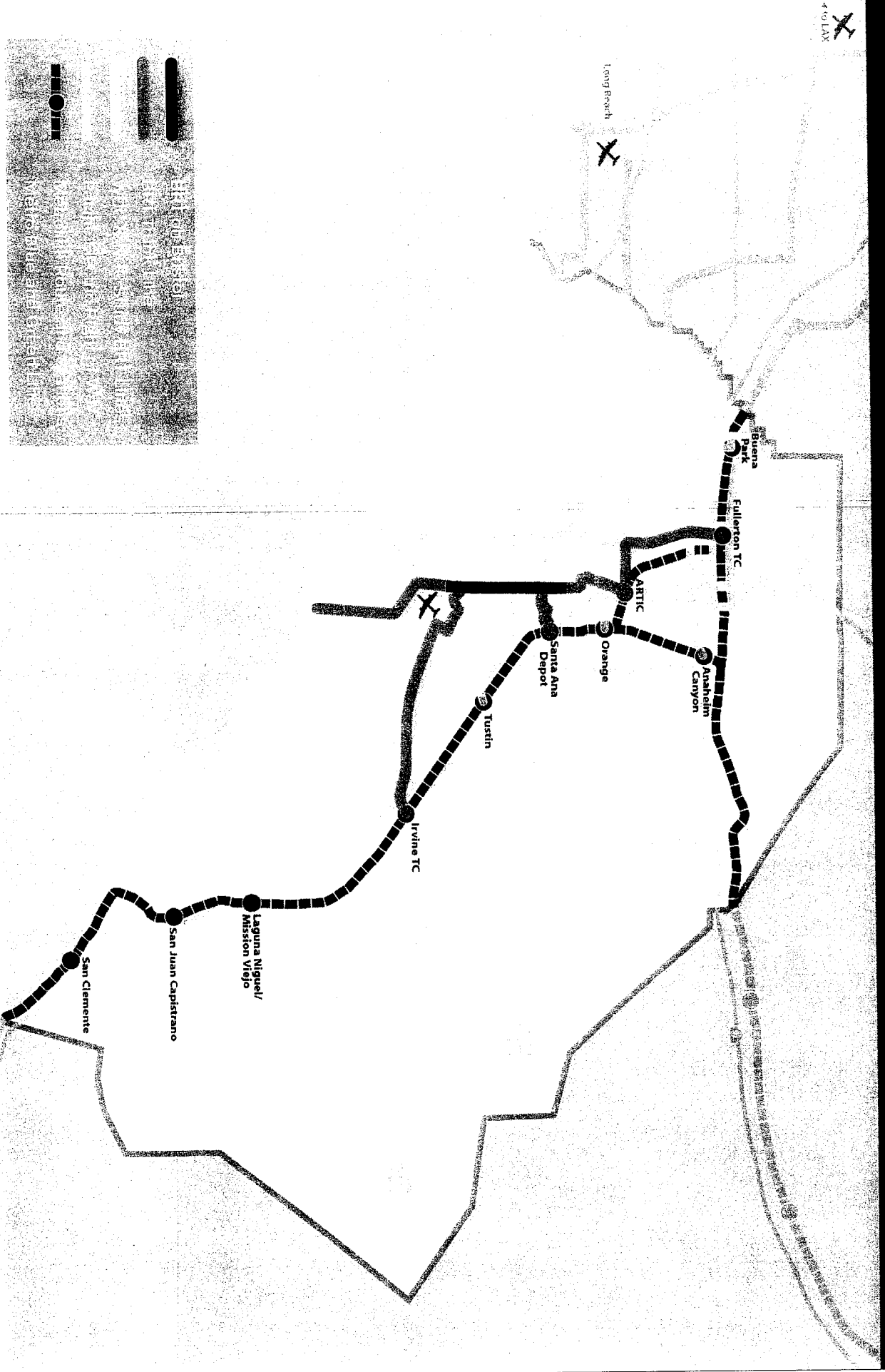


	BUS RAPID TRANSIT	LIGHT RAIL
Vehicles	60' Low Floor Articulated Bus	90' Low Floor Light Rail Vehicle
Powered By	Compressed Natural Gas	Electricity
Fleet Size	40	19
Cost / Vehicle	\$0.5 Million	\$3.5 Million
Capacity / Vehicle	100	195
Avg. Speed	16-18 MPH	18 MPH
Capital Cost / Mile	\$80 - \$100 Million (9.3 miles)	\$121 Million (9.3 miles)
Annual Operations & Maintenance Costs	\$12.5 Million	\$14 Million
Stations	16	16
Travel Time	33 Mins. (one way)	30 Mins. (one way)
Estimated Daily Ridership	16,000-18,000	22,000
Right-of-Way Acquisition	Up to 246 properties	246 properties



OCTA

One Possible BRT Network





NEWS

FOR MORE INFORMATION:

Ted Nguyen
(714) 560-5334

FOR IMMEDIATE RELEASE:

Feb. 14, 2005

OCTA Board Of Directors Votes To Explore Other Mass-Transit Options

*CenterLine light-rail project is put on hold
as OCTA is directed to consider other solutions*

ORANGE – Members of the Orange County Transportation Authority (OCTA) Board of Directors today discussed options for proceeding with rapid transit. With the absence of federal funding this year for the CenterLine light-rail project, a 9.3-mile starter segment from the Depot at Santa Ana to John Wayne Airport, OCTA has agreed to place the project on hold and start exploring other mass-transit solutions.

Measure M, the one half-cent sales tax passed by voters in 1990 for transportation projects, includes funding for a rapid-transit system. OCTA has planned a light-rail project estimated at \$1.1 billion to fit under this category. The project is technically sound, and about 50 percent of the cost for the project has been secured – \$197 million in Measure M rail funds, \$120 million in state rail-transit funds and \$215 million in air-quality improvement funds. Although preliminary engineering for the project is complete the project did not receive funding this year. So OCTA has decided to study other options.

“We are looking at all mass-transit options to see what is the most realistic and achievable solution,” said Paul Taylor, OCTA executive director of planning, development and commuter services. “OCTA is committed to delivering a fast, reliable transportation system to get people to home and work faster.”

Today, the board voted to authorize the chief executive officer to develop a process for further study of rapid transit options selected by the board, including discussions with the Citizens Oversight Committee on using Measure M transit funds for a bus-rapid transit system (BRT).

The board also authorized the chief executive officer to explore changing the current light-rail transit project to another transportation mode, including consideration of a BRT project beginning on the Bristol Street portion of the current light-rail project and return with recommendations of resources required.

Finally, the board asked the chief executive officer to develop a process for the Board of Directors to revisit and revise the rapid-transit master plan in conjunction with recently begun efforts to revise OCTA’s long-range transportation plan.



NEWS

(MORE)

OCTA Board Votes to Study Mass Transit
Page 2

OCTA will look at additional opportunities to help ease traffic problems in Orange County and to offer commuters more choices. Those options include: another mode using part or all of the current route from the Depot at Santa Ana to John Wayne Airport; increased Metrolink service expansion; explore another method such as BRT beginning on Bristol Street and revisit rapid-transit master plan. OCTA staff will return to the Board of Directors in June with recommended next steps.

###



Penny Wise

RECEIVED

From: BHA in L.A. [bha_in_la@yahoo.com]
Sent: Monday, February 14, 2005 10:18 AM
To: Penny Wise
Cc: BHA in L. A.
Subject: Penny, I have been involuntarily delayed.

FEB 14 2005

OCTA
CLERK OF THE BOARD

**Penny, I have been involuntarily
delayed.
Even now, I cannot predict when I can send what I
called you about.**

After I talked to you at about 8:50 AM today, my neighborhood suffered a power failure. That forced me to reset my answering machine and record a new message. Then, en route here, my bicycle suffered a flat tire. I had to push the inner tube valve out of the wheel rim just to be able to ride it (hobble) the rest of the way here. Then, after I arrived here, I discovered that the very one, single terminal I need to use to send what the board needs to see is being used by someone else. Now I have to await my turn, who knows how long.

Please stay tuned, and recheck your e-mail box periodically. Sorry, and thanks for your forbearance.

Bryan H. Allen
Bryan H. Allen
BHA in Los Angeles
Also Bryan H. Allen in Los Angeles, California

Los Angeles, CA 90065

Do you Yahoo!?
Yahoo! Search presents - Jib Jab's 'Second Term'