



BOARD AGENDA

Orange County Transportation Authority Board Meeting
Orange County Transportation Authority Headquarters
First Floor - Room 154, 600 South Main Street
Orange, California
Monday, January 11, 2010, at 9:00 a.m.

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.

Agenda Descriptions

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

Public Comments on Agenda Items

Members of the public wishing to address the Board of Directors regarding any item appearing on the agenda may do so by completing a Speaker 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.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Call to Order

Pledge of Allegiance

Director Glaab

Invocation

Director Pringle



BOARD AGENDA

Special Matters

1. Administration of Oaths of Office to New and Returning OCTA Board Members

Oaths of office will be administered to Directors Cavecche, Dalton, Glaab, Hansen, and Pringle.

2. Election of Orange County Transportation Authority Board Chair

3. Election of Orange County Transportation Authority Board Vice Chair

4. Salute to Chairman Peter Buffa

5. Recognition of Staff for Completion of California Highway Patrol Inspections

Darrell Johnson

The California Highway Patrol conducts Annual Terminal Inspections at the bus bases from which fixed route services are operated by the Orange County Transportation Authority. These inspections evaluate the condition of the vehicle fleet, verify that vehicle maintenance records are in order, check various files and operating procedures to ensure compliance with commercial driver's regulations and Department of Motor Vehicle certifications. The inspections for the three operating and maintenance bases were completed during the last quarter of calendar year 2009; all three bases received satisfactory ratings. A representative group of staff from the Anaheim, Santa Ana, and Garden Grove bases will attend the Board of Directors' meeting of January 11, 2010, for recognition of this accomplishment.



BOARD AGENDA

Consent Calendar (Items 6 through 8)

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

Orange County Transportation Authority Consent Calendar Matters

6. **Approval of Minutes**
7. **Agreement for 91 Express Lanes Electronic Toll and Traffic Management System Upgrade**
Kirk Avila/Kenneth Phipps

Overview

In September 2003, the Orange County Transportation Authority deployed the electronic toll and traffic management system for the 91 Express Lanes. Much of the computing hardware and vehicle identification equipment are at the end of their useful lives and require upgrades to various components of the aging system. A proposal was solicited and received from Sirit Corporation in accordance with the Orange County Transportation Authority's sole source procurement procedures.

Recommendations

- A. Authorize the Chief Executive Officer to execute Agreement No. C-8-1379 between the Orange County Transportation Authority and Sirit Corporation, in the amount of \$1,842,826, for the upgrade of the 91 Express Lanes' Electronic Toll and Traffic Management system.
- B. Transfer funds, in the amount of \$1,000,000, from the State Route 91 Toll Road, Account 0036-9027/B0001-H3E and amend the State Route 91 Toll Road budget, in the amount of \$842,826, to fund the remaining portion.



BOARD AGENDA

Orange County Transit District Consent Calendar Matters

8. **Selection of Consultants for On-Call Architectural and Engineering Services for Facility Modifications**

James J. Kramer/Darrell Johnson

Overview

The Orange County Transportation Authority solicited proposals for on-call architectural and engineering design and construction support services. Offers were received in accordance with Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to select the on-call consultants and execute the agreements.

Recommendations

- A. Select Dahl, Taylor & Associates, Inc., Jacobs Engineering Group, Inc., MVE Institutional, Inc., NAC Architecture, Inc., dba Jubany-NAC/Architecture, and STV, Inc., as the top-ranked firms to provide on-call architectural and engineering services for facility modifications.
- B. Authorize the Chief Executive Officer to request a cost proposal from Dahl, Taylor & Associates, Inc., Jacobs Engineering Group, Inc., MVE Institutional, Inc., NAC Architecture, Inc., dba Jubany-NAC/Architecture, and STV, Inc., and negotiate agreements for the firms' services.
- C. Authorize the Chief Executive Officer to execute agreements between the Orange County Transportation Authority and Dahl, Taylor & Associates, Inc. (Agreement No. C-9-0859), Jacobs Engineering Group, Inc. (Agreement No. C-9-0856), MVE Institutional, Inc. (Agreement No. C-9-0857), NAC Architecture, Inc., dba Jubany-NAC/Architecture (Agreement No. C-9-0589), and STV, Inc. (Agreement No. C-9-0858), in an aggregate amount not to exceed \$2,000,000, for architectural and engineering services for facility modifications.



BOARD AGENDA

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

9. **Memorandum of Understanding for Improved Passenger Rail Services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor**
Michael Litschi/Darrell Johnson

Overview

As a means to further integrate and develop the Los Angeles – San Diego – San Luis Obispo rail corridor, the Orange County Transportation Authority has been asked to enter into a memorandum of understanding to implement a series of short-term actions that will have a direct, positive impact on passengers in the Los Angeles – San Diego – San Luis Obispo rail corridor. The memorandum of understanding also calls for the development of a business plan for the corridor that will decide upon the appropriate institutional and organizational structure for the future success of the Los Angeles – San Diego – San Luis Obispo rail corridor.

Recommendations

- A. Authorize the Chief Executive Officer to enter into a memorandum of understanding with the eight member agencies of the Los Angeles – San Diego – San Luis Obispo Joint Powers Authority, the California High-Speed Rail Authority, National Railroad Passenger Corporation, Southern California Association of Governments, and Southern California Regional Rail Authority for improved passenger rail service in the Los Angeles – San Diego – San Luis Obispo rail corridor.
- B. Authorize the use of \$20,000 in Commuter Urban Rail Endowment funds for fiscal year 2009-10 to initiate work efforts discussed in the memorandum of understanding.



BOARD AGENDA

10. **Results of 91 Express Lanes 2009 Customer Satisfaction Survey**
Stella Lin/Ellen S. Burton

Overview

The Orange County Transportation Authority routinely conducts surveys of 91 Express Lanes toll road users to monitor customer satisfaction and usage patterns, identify customer characteristics and assess attitudes and awareness levels. This report summarizes the results of the September 2009 survey.

Recommendation

Receive and file as an information item.

Discussion Items

11. **Short Message Service (SMS) for Bus Arrival Schedules**
Stella Lin/Ellen S. Burton

A new mobile communication program has been developed to enable Orange County Transportation Authority customers to obtain next bus arrival schedules using Short Message Service (SMS) via cell phones. Staff will present the application with a video demonstration.

12. **State Budget Update**
Kenneth Phipps

On January 8, 2010, the Governor will release his 2010-2011 fiscal year state budget proposal. Major expenditure cuts are anticipated to all programs including additional cuts to transit. State Relations staff will provide an analysis of the state budget impacts on January 8, which will be used by Finance staff to assess the impact on the Orange County Transportation Authority's financial assumptions and bus service reduction plan.

13. **OCTA Board Committee Meetings**
James S. Kenan/Will Kempton

Board Committee meeting frequency will be discussed.



BOARD AGENDA

14. 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.

15. Chief Executive Officer's Report

16. Directors' Reports

17. Closed Session

Pursuant to Government Code Section 54957.6 to discuss negotiations with Teamsters Local 952 regarding the coach operators. The lead negotiator for the Orange County Transportation Authority is Paddy Gough, and the Teamsters Local 952 negotiator is Patrick Kelly.

18. Adjournment

The next regularly scheduled meeting of this Board will be held at 9:00 a.m. on Monday, January 25, 2010, at Orange County Transportation Authority Headquarters.

Minutes of the Meeting of the
Orange County Transportation Authority
Orange County Service Authority for Freeway Emergencies
Orange County Local Transportation Authority
Orange County Transit District
Board of Directors
December 14, 2009

Call to Order

The December 14, 2009, regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chairman Buffa at 9:00 a.m. at the Orange County Transportation Authority Headquarters, Orange, California.

Roll Call

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

Also Present: Will Kempton, Chief Executive Officer
James S. Kenan, Deputy Chief Executive Officer
Wendy Knowles, Clerk of the Board
Laurena Weinert, Assistant Clerk of the Board
Kennard R. Smart, Jr., General Counsel
Members of the Press and the General Public

Directors Absent: William J. Dalton
Paul Glaab
Allan Mansoor

Invocation

Director Green gave the invocation.

Pledge of Allegiance

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

Public Comments on Agenda Items

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

Special Matters

1. Presentation of Resolution of Appreciation to Director Cathy Green

Chairman Buffa presented Orange County Transportation Authority Resolution of Appreciation No. 2009-70 to Director Cathy Green for her service on the Board of Directors.

2. Presentation of Resolutions of Appreciation for Employees of the Month for December 2009

Chairman Buffa presented Orange County Transportation Authority Resolutions of Appreciation Nos. 2009-65, 2009-66, 2009-67 to Manuel Lara, Coach Operator; Paul Bagga, Maintenance; and Andrew Oftelie, Administration, as Employees of the Month for December 2009.

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

Chairman Buffa presented Orange County Transportation Authority Resolution of Appreciation No. 2009-69 to Orange County Sheriff's Sergeant Stuart Greenberg.

4. Public Hearing for Orange County Transportation Authority Section 5307 Urbanized Area Formula Program of Projects for Federal Fiscal Year 2009-10

(A verbatim transcript of this public hearing is on file in the Clerk of the Board's office.)

Adriann Cardoso, Section Manager in Development, presented the Program of Projects to be funded with Federal Transit Administration (FTA) funding, Section 5307.

4. (Continued)

Ms. Cardoso provided background and a summary of the current program of projects and explained the actions being requested for approval at this time. Ms. Cardoso noted that this is the maximum allowable from this typically capital funding program that can be used for operations.

Director Green inquired if rideshare program funds are being used, and Ms. Cardoso responded that this is the same funding source (Congestion Mitigation Air Quality funding); however, originally funds were programmed in 2009-10, 2010-11, and 2011-12, and what would have been programmed in those years is being taken from the \$16.5 million prior funding. The result of this use of funds is that OCTA's obligation to the rideshare program is being met.

Director Pringle asked that information regarding the federal urbanized area designations be provided, as well as a better definition of that term. (This information was provided later in the meeting through a hand-out provided to Members.)

Director Green requested information regarding the availability of any remaining rideshare funds.

A motion was made by Director Moorlach, seconded by Director Brown, and declared passed by those present, to:

- A. Consider public hearing comments on the program of projects.
- B. Approve the fiscal year 2009-10 Federal Transit Administration program of projects for capital and operating funding based on the estimated federal apportionment. The amount will be adjusted to reflect actual apportionment when finalized by the United States Department of Transportation.
- C. Approve the use of \$20.2 million in prior year Federal Transit Administration, Section 5307 funds for the Orange County Transportation Authority share of the Metrolink Service Expansion Program Rolling Stock Acquisition Project.
- D. Approve the use of \$16.5 million in federal Congestion Mitigation and Air Quality funds originally programmed to bus rapid transit (\$8.15 million), Metrolink Service Expansion Program operations (\$8.15 million), and Metrolink station improvements (\$0.20 million) to the rideshare program (\$2.24 million) and the Metrolink Service Expansion Program Rolling Stock Acquisition Project (\$14.26 million).
- E. Authorize the Chief Executive Officer to submit and execute the federal fiscal year 2009-10 Section 5307 and other federal transit funding grant applications to the Federal Transit Administration.

4. (Continued)

F. Authorize staff to process all necessary amendments to the Regional Federal Transportation Improvement Program and execute all necessary agreements to facilitate the above actions.

5. Public Hearing for the 2009 Orange County Congestion Management Program

(A verbatim transcript of this public hearing is on file in the Clerk of the Board's office.)

Charlie Larwood, Manager of Transportation Planning, provided an update on this program and stated that if the final Congestion Management Program documents presented at this time are approved by the Board, those documents would be forwarded to the Southern California Association of Governments for regional transportation planning consistency review.

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

- A. Consider public hearing comments received on the 2009 Orange County Congestion Management Program.
- B. Adopt the 2009 Orange County Congestion Management Program.
- F. Direct staff to forward the 2009 Orange County Congestion Management Program to the Southern California Association of Governments for a finding of regional consistency.

Directors Pulido and Winterbottom were not present to vote on this item.

Consent Calendar (Items 6 through 20)

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

Orange County Transportation Authority Consent Calendar Matters

6. Approval of Minutes

A motion was made by Director Green, seconded by Director Brown, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' regular meeting of November 23, 2009.

Directors Pulido and Winterbottom were not present to vote on this item.

7. **Proposed Board of Directors' Meeting Calendar for the Year 2010**

A motion was made by Director Green, seconded by Director Brown, and declared passed by those present, to adopt the Orange County Transportation Authority and affiliated agencies Board of Directors' meeting calendar for the year 2010.

Directors Pulido and Winterbottom were not present to vote on this item.

8. **Conflict of Interest Code and Annual Statement of Economic Interests Filing for 2009**

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

- A. Approve the amended designated positions and disclosure categories for the Orange County Transportation Authority Conflict of Interest Code and direct staff to forward them to the reviewing body, the Orange County Board of Supervisors.
- B. Direct the Clerk of the Board to distribute and monitor Statements of Economic Interests for 2009 for Members of the Board of Directors, the Chief Executive Officer, and certain designated employees, and to file those statements with the Clerk of the Orange County Board of Supervisors by April 1, 2010.

Directors Pulido and Winterbottom were not present to vote on this item.

9. **Performance Evaluation of Sacramento Legislative Advocate, Sloat Higgins Jensen & Associates**

A motion was made by Director Green, seconded by Director Brown, and declared passed by those present, to receive and file the staff evaluation as an information item and provide any additional comments.

Directors Pulido and Winterbottom were not present to vote on this item.

10. **Fiscal Year 2008-09 Comprehensive Annual Financial Report, 91 Express Lanes Fund Financial Statements, and 91 Express Lanes Fund Franchise Agreement Report**

A motion was made by Director Green, seconded by Director Brown, and declared passed by those present, to receive and file the fiscal year 2008-09 Comprehensive Annual Financial Report, 91 Express Lanes Fund financial statements, and 91 Express Lanes Fund Franchise Agreement Report.

Directors Pulido and Winterbottom were not present to vote on this item.

11. **Orange County Employees' Retirement System Early Payment for Fiscal Year 2010-11**

A motion was made by Director Green, seconded by Director Brown, and declared passed by those present, to authorize the early payment of approximately \$15.5 million by January 16, 2010, to the Orange County Employees Retirement System for member contributions for fiscal year 2011.

Directors Pulido and Winterbottom were not present to vote on this item.

12. **Fiscal Year 2009-10 First Quarter Budget Status Report**

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

Directors Pulido and Winterbottom were not present to vote on this item.

13. **First Quarter Fiscal Year 2009-10 Grant Status Report**

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

Directors Pulido and Winterbottom were not present to vote on this item.

14. **Change of Signage on the San Diego Freeway (Interstate 405)**

Director Moorlach pulled this item and inquired as to who is paying for the change of signage and why other cities' names have not been changed.

Kurt Brotcke, Director of Strategic Planning, clarified that the staff item suggests that the replacement of the signage be done through routine maintenance, which would involve replacement of a small sign over the existing one. He further added that one of the recommendations is to work with Caltrans on a formal cost estimate to effect the changes.

A motion was made by Director Green, seconded by Director Moorlach, and declared passed by those present, to adopt Resolution 2009-54 supporting the request of the City of Irvine and authorize the Chief Executive Officer to transmit a request to the California Department of Transportation to initiate the process to designate the City of Irvine as a destination for the southbound San Diego Freeway (Interstate 405) and modify the overhead signage to indicate Irvine/San Diego.

Director Winterbottom was not present to vote on this item.

15. 2010 Long-Range Transportation Plan Status

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

Directors Pulido and Winterbottom were not present to vote on this item.

16. 2010 Regional Transportation Improvement Program and Financial Plan

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

- A. Approve the Orange County Regional Transportation Improvement Program financial plan for fiscal years 2010-11 through 2015-16.
- B. Direct staff to submit the Orange County Regional Transportation Improvement Program for fiscal years 2010-11 through 2015-16 to the Southern California Association of Governments.
- C. Authorize staff to process all necessary amendments to the Regional Transportation Improvement Program and execute all necessary agreements to facilitate programming of projects.
- D. Adopt Resolution 2009-68 of the Board of Directors of the Orange County Transportation Authority, fiscal years 2010-11 through 2015-16, Regional Transportation Improvement Program.

Directors Pulido and Winterbottom were not present to vote on this item.

17. Special Needs in Transit Advisory Committee Appointments and Report of Activities for 2009

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

- A. Approve the appointment of members to serve on the Special Needs in Transit Advisory Committee.
- B. Receive and file the Special Needs in Transit Advisory Committee's Report of Activities for 2009.

Directors Pulido and Winterbottom were not present to vote on this item.

Orange County Service Authority For Freeway Emergencies

18. Agreements for Freeway Service Patrol Services

Director Moorlach pulled this item and requested an update on this issue.

Kennard R. Smart, Jr., General Counsel, responded that this matter may not be discussed in Closed Session, and advised that the issues previously addressed in Closed Session have been resolved.

Director Campbell confirmed that repayments have been received, and Mr. Smart explained that an agreement has been reached whereby all funds not yet repaid will be over a period of time agreed upon by both parties.

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

- A. Authorize the Chief Executive Officer to execute Agreement No.C-9-0719 between the Orange County Transportation Authority and Greater Southern California Towing, Inc., in an amount not to exceed \$1,414,500, to provide Freeway Service Patrol services from January 1, 2010, through November 30, 2013.
- B. Authorize the Chief Executive Officer to execute Agreement No. C-9-0840 between the Orange County Transportation Authority and Top Towing, in an amount not to exceed \$1,157,184, to provide Freeway Service Patrol services from January 1, 2010 through November 30, 2013.
- C. Authorize the Chief Executive Officer to execute Agreement No. C-9-0841 between the Orange County Transportation Authority and A & B Towing, in an amount not to exceed \$2,394,005, to provide Freeway Service Patrol services from January 1, 2010 through November 30, 2013.
- D. Authorize the Chief Executive Officer to execute Agreement No. C-9-0842 between the Orange County Transportation Authority and California Coach Orange, Inc., in an amount not to exceed \$2,936,520, to provide Freeway Service Patrol services from January 1, 2010 through November 30, 2013.

Director Winterbottom was not present to vote on this item.

Orange County Local Transportation Authority Consent Calendar Matters

19. Cooperative Agreements for the Santa Ana Freeway (Interstate 5) Gateway Project for Landscape Construction and Maintenance of the Orange County Monument Sign

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

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-0778 between the Orange County Transportation Authority and the California Department of Transportation to establish the roles, responsibilities, and processes for the implementation of landscaping construction on the Santa Ana Freeway (Interstate 5) Gateway Project, in an amount not exceed \$1,279,000.
- B. Authorize the Chief Executive Officer to negotiate Amendment No. 4 to Agreement No. C-5-2358 between the Orange County Transportation Authority and the City of Buena Park for maintenance of the Orange County monument sign, in an amount not to exceed \$105,000 and return back to the Highways Committee.

Directors Pulido and Winterbottom were not present to vote on this item.

Orange County Transit District Consent Calendar Matters

20. Customer Information Center Update

A motion was made by Director Green, seconded by Director Brown, and declared passed by those present, to direct staff to return to the Board of Directors in six months with an update on the Customer Information Center costs and call volume and the progress of the pilot program.

Directors Pulido and Winterbottom were not present to vote on this item.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

21. Renewed Measure M Early Action Plan Review

Andy Oftelie, Manager of Financial Planning & Analysis, presented this Early Action Plan to the Board and summarized the key objectives which were outlined several years ago, and provided a status on each.

Director Campbell inquired if there is an increase of commercial paper, or allocating within commercial paper program, with respect to the Orange Freeway project. Mr. Oftelie responded that it is the latter, allocating within the existing commercial paper program.

Director Campbell suggested that a recommendation "G" be added to clarify this plan regarding commercial paper.

Director Pringle requested a memo be circulated that shows how the 56 train schedule looks and how the 12 new trains relate to the existing 44 trains.

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

- A. Direct staff to initiate the process to amend the Measure M Expenditure Plan to remove \$22 million intended for Renewed Measure M improvements on the Orange Freeway (State Route 57) project.
- B. Amend the Renewed Measure M Plan of Finance to allocate an additional \$22 million of Tax-Exempt Commercial Paper for the Orange Freeway (State Route 57) project.
- C. Direct staff to include clarifying language in the Renewed Measure M Eligibility Guidelines to address recent audit findings in lieu of amending the Local Transportation Authority Ordinance No. 3.
- D. Direct staff to return with an action plan on Measure M streets and roads project delivery before allocating Renewed Measure M funds to local jurisdictions.
- E. Revise the Metrolink Service Expansion Program to reduce the number of weekday trains from 76 per weekday to 56 per weekday as part of the Renewed Measure M Early Action Plan, with full build-out of 76 trains per weekday to be implemented commensurate with future ridership demand and available funding.

21. **(Continued)**

- F. Direct staff to revisit the conceptual engineering schedules and evaluate financial capacity to advance freeway projects.
- G. Direct staff to re-schedule the planned offerings within the \$400 million commercial paper program and return this plan to the Finance and Administration Committee for review.

Directors Moorlach and Winterbottom were not present to vote on this item.

22. **Approval to Release Request for Proposals for Program Management Consultant for Construction of the Railroad Grade Separation Projects**

Tom Bogard, Director of Highway Project Delivery, provided a presentation on this item.

Discussion followed, with an overall consensus by Members that the timeline on this work is too protracted. Several Members expressed areas of concern regarding this issue and it was suggested that this be continued to a future date.

A motion was made by Director Pringle, seconded by Director Brown, and declared passed by those present, to continue this item

Director Winterbottom was not present to vote on this item.

23. **Orange County Subregional Sustainable Communities Strategy**

Kristine Murray, Executive Director of Government Relations, provided background on this issue, an updated summary of this strategy, as well as the recent conclusion through discussions at meetings held in November.

Implementation of a subcommittee to work on Senate Bill 375 issues was discussed, as well as the purpose of that committee, and several Members expressed their support of the establishing of such a committee.

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

- A. Staff recommends that the Orange County Transportation Authority approve an action to notify the Southern California Associated Governments of its intent to work with the Orange County Council of Governments per the terms of the SB 375 planning requirements agreement on the development of a subregional sustainable communities strategy for Orange County, dependent upon negotiating a memorandum of understanding with Southern California Associated Governments on the terms, roles, and responsibilities for subregional delegation.

23. (Continued)

- B. Staff also recommends that the Orange County Transportation Authority and Orange County Council of Governments establish a joint working committee for SB 375 planning purposes, membership to be designated by the chairs of both boards, to meet as needed during the sustainable communities strategy planning and approval process.

Directors Brown, Pulido, and Winterbottom were not present to vote on this item.

Discussion Items

24. Highway Projects Status Report

Tom Bogard, Director of Highway Project Delivery, provided this status report, including an update on projects, related costs, and an overview of capital projects.

25. Digital Agenda Pilot Program

Ryan Armstrong, Senior Web Developer, and Annette Hess, Section Manager, Information Systems, demonstrated the digital agenda developed over the past several months and explained the pilot program involved. This program will run approximately 90 days with Chairman Buffa and Director Brown participating.

Vice Chairman Amante requested General Counsel provide a briefing on the issue of Members' notes on digitized agendas being subject to public records requests.

26. Chief Executive Officer's Report

Chief Executive Officer (CEO), Will Kempton, reported:

- Information regarding the definition of the federalized urbanized area designations;
- Metrolink Board met last week regarding consideration of a fare increase. Eric Haley, formerly of the Riverside County Transportation Commission, has been hired to serve for the next six months as the interim CEO of Metrolink, following the departure of David Solow;
- Board Member-elect, Don Hansen, will have a New Member Briefing at the OCTA on December 16;
- The Southern California Chapter of the American Public Works Association awarded the Project of the Year to OCTA's traffic signal synchronization project, and Director Pringle was named "Legislator of the Year";
- Upcoming meetings and events.

27. Directors' Reports

Director Campbell reported that the "dry land parade" was held on Sunday, December 13, in Villa Park.

Chairman Buffa recognized the work and participation in the OCTA Christmas party last week.

28. Public Comments

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

Public comment was made by Mark Price, resident of Irvine, who summarized his plan called "string of pearls."

29. Closed Session

A Closed Session was not held.

30. Adjournment

The meeting adjourned 11:43 a.m. The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, January 11, 2010**, at Orange County Transportation Authority Headquarters.

ATTEST

Wendy Knowles
Clerk of the Board

Peter Buffa
OCTA Chairman



BOARD COMMITTEE TRANSMITTAL

January 11, 2010

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Agreement for 91 Express Lanes' Electronic Toll and Traffic Management System Upgrade

Finance and Administration Committee Meeting of December 9, 2009

Present: Directors Amante, Bates, Buffa, Campbell, Green, Moorlach
Absent: Director Brown

Committee Vote

This item was passed by all Committee Members present.

Director Green was not present to vote on this item.

Committee Recommendations

- A. Authorize the Chief Executive Officer to execute Agreement No. C-8-1379 between the Orange County Transportation Authority and Sirit Corporation, in the amount of \$1,842,826, for the upgrade of the 91 Express Lanes' Electronic Toll and Traffic Management system.
- B. Transfer funds, in the amount of \$1,000,000, from the State Route 91 Toll Road, Account 0036-9027/B0001-H3E and amend the State Route 91 Toll Road budget, in the amount of \$842,826, to fund the remaining portion.



December 9, 2009

To: Finance and Administration Committee
From: Will Kempton, Chief Executive Officer
Subject: Agreement for 91 Express Lanes Electronic Toll and Traffic Management System Upgrade

Overview

In September 2003, the Orange County Transportation Authority deployed the electronic toll and traffic management system for the 91 Express Lanes. Much of the computing hardware and vehicle identification equipment are at the end of their useful lives and require upgrades to various components of the aging system. A proposal was solicited and received from Sirit Corporation in accordance with the Orange County Transportation Authority's sole source procurement procedures.

Recommendations

- A. Authorize the Chief Executive Officer to execute Agreement No. C-8-1379 between the Orange County Transportation Authority and Sirit Corporation, in the amount of \$1,842,826, for the upgrade of the 91 Express Lanes' Electronic Toll and Traffic Management system.
- B. Transfer funds, in the amount of \$1,000,000, from the State Route 91 Toll Road, Account 0036-9027/B0001-H3E and amend the State Route 91 Toll Road budget, in the amount of \$842,826, to fund the remaining portion.

Discussion

In September 2003, the Orange County Transportation Authority (Authority) deployed the electronic toll and traffic management (ETTM) system for the 91 Express Lanes. The system is comprised of several subsystems that collect and process information at different levels as a complete transaction-based toll collection system. The system identifies and captures vehicle information for customer account billing or violation processing.

Portions of the ETTM system are at the end of their useful life and exceed the vendor mean time between failures (MTBF) specifications. Furthermore, most of the computing platform technologies, such as computer hardware and operating system software, will no longer be supported by their manufacturers. To ensure continued reliable operation of the ETTM system and to protect the toll revenue stream, an upgrade to the ETTM system is needed to address these concerns and to prevent potential problems from occurring.

Sirit Corporation (Sirit) was the firm responsible for the development of the system design, integration, construction, and installation of the ETTM system. Since its deployment in September 2003, the ETTM system has performed continuously, while producing reliable vehicle information with minimal interruptions.

Sirit is uniquely qualified to perform the services for the following reasons: Sirit has first-hand and in-depth knowledge of the system since Sirit designed, developed, and installed the current 91 Express Lanes ETTM system. In addition, Sirit is the provider and original developer of the integral software which incorporates the sensor and vehicle identification technology that is used in the toll plaza into a functional system. This custom software performs the lane-level processing tasks that result in billable revenue transactions. Modification to this custom application software will be required in order to port and integrate to the newly acquired platforms and technologies. Furthermore, vehicle identification equipment, as developed by Sirit, will need to be upgraded. Lastly, Sirit has continued to operate and maintain the ETTM system since its deployment in 2003. This is of importance as the upgraded subsystems will be running in parallel with the old subsystems during the in-lane testing and lane-by-lane deployment phases of the project.

As part of this effort, Sirit will provide the hardware, software, and services required to upgrade very specific subsystems of the aging ETTM system with the latest available and compatible hardware and software technologies to extend the life of the ETTM system. These newer designs have resulted in better reliability with increased performance. In addition, data migration, go-live support, end-user training, and updates to system documentation and as-builts are required objectives and deliverables for this project.

Procurement Approach

This procurement was handled in accordance with the Authority's sole source procurement procedures for professional and technical services.

Sirit is well qualified to provide the required technical assistance to the Authority to upgrade the ETTM system based on their development of the system design, integration, and installation of the current system. Sirit provides over 95 percent of the California Department of Transportation radio frequency identification (RFID) reader and transponder-based electronic toll collection (ETC) technology to government agencies in the Western United States, including the Bay Area Toll Authority, the Golden Gate Bridge, the South Bay Expressway in San Diego and the Transportation Corridor Agencies. The firm has supplied or installed over 600 lanes and 3 million transponders of RFID technology for electronic tolling.

The software used on the 91 Express Lanes is a proprietary product of Sirit and is only available and licensed through Sirit. There are no resellers of the software or support services. Sirit provided the hardware and software for the original deployment of the ETTM system. Awarding this contract to Sirit would fully realize the Authority's investment and eliminate the substantial duplication of costs and timely delays of a competitive procurement for a new ETTM system.

The contract is firm-fixed price, in the amount of \$1,842,826, for a two-year term.

This is a sole source request over \$50,000; therefore, the Authority's Internal Audit Department was requested to conduct a price review of Sirit's proposed rates. Internal Audit determined the proposed labor rates to be reasonable. Contracts Administration and Material Management Department has used the audit findings for other costs (i.e. direct and hardware costs) as the basis of negotiations with Sirit.

Based on the above, this award is recommended to Sirit.

Fiscal Impact

The project was not included in the Authority's Fiscal Year 2009-10 Budget. Funds, in the amount of \$1,000,000, have been identified and reallocated from the State Route 91 (SR-91) Toll Road, Account 0036-9027/B0001-H3E. An amendment to the SR-91 Toll Road budget, in the amount of \$842,826, is requested to fund the remaining portion.

Summary

Based on the information provided, staff recommends award of Agreement C-8-1379 to Sirit Corporation, in the amount of \$1,842,826, for the upgrade of the 91 Express Lanes' Electronic Toll and Traffic Management system.

Attachment

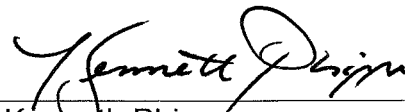
- A. Price Review of Sirit Corporation, Internal Audit Report No. PR10-002

Prepared by:

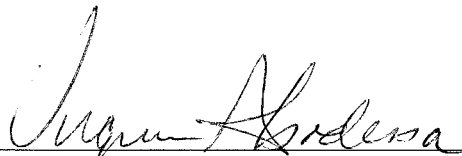


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INTEROFFICE MEMO

October 15, 2009

To: Virginia Abadessa, Director
Contract Administration and Materials Management

From: Ricco Bonelli, Senior Internal Auditor *RTB*
Internal Audit

Subject: **Price Review of Sirit Corporation, Internal Audit Report No. PR10-002**

Attached hereto is the Price Review of Sirit Corporation, Internal Audit Report No. PR10-002.

c: Kathleen O'Connell
Kathy Peale
Kirk Avila
Ellen Lee

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT**



**Price Review of
Sirit Corporation**

**Electronic Toll and Traffic Management
System Upgrade**

INTERNAL AUDIT REPORT NO. PR10-002

October 15, 2009



Internal Audit Team:

Kathleen M. O'Connell, CPA, Internal Audit, Executive Director
Ricco Bonelli, Senior Internal Auditor

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Price Review of Sirit Corporation
October 15, 2009**

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**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Price Review of Sirit Corporation
October 15, 2009**

CONCLUSION

The Internal Audit Department (Internal Audit) of the Orange County Transportation Authority (OCTA) has completed a pre-award price review of a \$1,866,965 fixed price sole source proposal submitted by Sirit Corporation (Sirit) to upgrade the Electronic Toll and Traffic Management (ETTM) system, a proprietary product of Sirit used on the State Route 91 Toll Roads. As support for the fixed price, Sirit provided a detailed project cost summary with labor costs, hardware/software costs, subcontracted costs, and other direct costs.

Sirit's proposed costs include \$977,460 of labor. While Internal Audit found the proposed labor rates to be reasonable, we are unable to opine on the level of effort, or number of hours, required to complete this project because no Independent Cost Estimate was provided.

The remaining costs proposed and reviewed relate to hardware, software, subcontracted costs, and other direct costs. Internal Audit is recommending adjustments of \$112,021 as indicated at Attachments A, B, and C.

BACKGROUND

CAMM issued Request for Proposal (RFP) No. 8-1379 on January 21, 2009, to provide services to upgrade the Electronic Toll and Traffic Management (ETTM) system. Because the software is proprietary and there are no authorized resellers of the software product or support services, this RFP was issued as a sole source request to Sirit.

OBJECTIVES, SCOPE, AND PROCEDURES

At the request of the CAMM Department, Internal Audit conducts price reviews of sole source procurements that exceed \$50,000. The objective of this price review was to ensure that proposed rates appear fair and reasonable.

The scope included review of daily labor rates, unit costs of hardware, subcontracted costs, and other direct costs.

The procedures included comparing the labor rates and subcontracted rates in Sirit's project cost summary to reviewed rates in previous price reviews and recent quotes and invoices provided by Sirit related to its customers. Internal Audit judgmentally reviewed hardware and software costs to internet quotes, quotes obtained directly from suppliers, and supporting cost/quote documentation provided by Sirit. Internal Audit reviewed proposed other direct costs using internet quotes for travel, lodging, and rental expenses.

This review was conducted in accordance with Generally Accepted Government Auditing Standards, except for the triennial peer review requirement, which has not yet been fulfilled. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Price Review of Sirit Corporation
October 15, 2009**

objectives. We believe the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

This review was also conducted in accordance with relevant standards applicable to attestation engagements issued by the American Institute of Certified Public Accountants.

Compliance with these standards relates to the procedures performed by Internal Audit related to this price review. These procedures do not constitute an audit of the contractor, its financial condition, results of operations, indirect rate, information systems or systems of internal control.

In performing this review, Internal Audit relied on data provided by the consultant. As this data was unaudited, the inaccuracy or incompleteness could have a material effect on the findings and conclusions contained herein.

The procedures performed were designed to meet the objectives of the price review and were agreed to by the CAMM Department solely to assist them in evaluating the price proposal. As such, this report is intended solely for the information and use of the CAMM Department of OCTA and is not intended to be, and should not be, used by anyone other than this specified party.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Price Review of Sirit Corporation
October 15, 2009**

ATTACHMENT A

SCHEDULE OF RECOMMENDED ADJUSTMENTS FOR OTHER DIRECT COSTS

Cost Element	Proposed Quantity	Proposed Unit Cost	Reviewed Unit Cost	Recommended Adjustments	Notes
Roundtrip Airfare (Dallas to Orange County)	43	\$ 992.00	\$ 500.00	\$ (21,156.00)	(1)
Gasoline for Project Vehicles	960	\$ 6.20	\$ 3.09	\$ (2,985.60)	(1)
Scissor Lift Rentals - Weekly	24	\$ 1,364.00	\$ 475.00	\$ (21,336.00)	(1),(2)
Total Recommended Adjustments				\$ (45,477.60)	

Notes:

(1) Internal Audit recommends that the proposed rate be reduced. The reviewed rate is based on quotes obtained from multiple online sources.

(2) Internal Audit obtained several online quotes from local suppliers for Scissor Lift Rentals. Internal Audit noted that the proposed cost for this item assumes renting the equipment on a weekly basis. Internal Audit calculated additional savings of \$2,630 if rented on a monthly (or four-week) basis.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
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October 15, 2009**

ATTACHMENT B

SCHEDULE OF RECOMMENDED ADJUSTMENTS FOR SUBCONTRACTOR COSTS

<u>Cost Element</u>	<u>Proposed Quantity</u>	<u>Proposed Unit Cost</u>	<u>Reviewed Unit Cost</u>	<u>Recommended Adjustments</u>	<u>Notes</u>
3" Rigid Conduit - Material	200	\$ 12.64	\$ 11.00	\$ (328.00)	(1)
3" PVC Conduit - Material	200	\$ 2.75	\$ 2.00	\$ (150.00)	(1)
Civil Above Ground Crew	32	\$ 292.50	\$ 250.00	\$ (1,360.00)	(1)
Civil Underground Crew	32	\$ 393.00	\$ 330.00	\$ (2,016.00)	(1)
Fiber Optic Splices	20	\$ 132.50	\$ 111.00	\$ (430.00)	(1)
Electrician	16	\$ 95.00	\$ 80.00	\$ (240.00)	(1)
Laborer	16	\$ 80.00	\$ 70.00	\$ (160.00)	(1)
Operator	16	\$ 100.00	\$ 85.00	\$ (240.00)	(1)
Technician	16	\$ 85.00	\$ 75.00	\$ (160.00)	(1)
				<u>(5,084.00)</u>	

Notes:

(1) The reviewed costs are based on a subcontractor quote obtained by Sirit Corp. Generally, Internal Audit recommends excluding markup on subcontractor costs. Sirit management has indicated this markup relates to project management and coordination costs which are not included in their proposed labor costs. We recommend that CAMM exclude these markups.

**ORANGE COUNTY TRANSPORTATION AUTHORITY
INTERNAL AUDIT DEPARTMENT
Price Review of Sirit Corporation
October 15, 2009**

ATTACHMENT C

SCHEDULE OF RECOMMENDED ADJUSTMENTS FOR HARDWARE COSTS

<u>Cost Element</u>	<u>Proposed Quantity</u>	<u>Proposed Unit Cost</u>	<u>Reviewed Unit Cost</u>	<u>Recommended Adjustments</u>	<u>Notes</u>
MOMS Dell	1	\$ 4,005.45	\$ 3,428.35	\$ (577.10)	(1)
DataLogger PC Dell	2	\$ 5,879.95	\$ 5,059.30	\$ (1,641.30)	(1)
ISS Dell	3	\$ 4,405.65	\$ 3,776.42	\$ (1,887.69)	(1)
Lane Controllers Dell	7	\$ 4,715.00	\$ 3,075.75	\$ (11,474.75)	(1)
SAN Dell	1	\$ 10,662.80	\$ 7,956.32	\$ (2,706.48)	(1)
Tape Rack Dell	1	\$ 2,343.70	\$ 2,202.40	\$ (141.30)	(1)
TZC Dell	2	\$ 19,969.75	\$ 14,348.73	\$ (11,242.04)	(1)
Workstations Dell	4	\$ 1,150.00	\$ 945.00	\$ (820.00)	(1)
Cisco 24 Port Network Switch	3	\$ 5,560.25	\$ 3,238.74	\$ (6,964.53)	(1)
OSI Laserscan Overhead Laser Vehicle Detector/Classifier	8	\$ 10,660.50	\$ 7,835.00	\$ (22,604.00)	(1)
PIPS SpikeHD Termination Boxes	8	\$ 1,150.00	\$ 975.00	\$ (1,400.00)	(1)
Total Variances				\$ (61,459.19)	

Notes:

(1) The reviewed costs are based on quotes received from Sirit Corp, individual suppliers, and internet quotes. Sirit management maintains that the variances include costs for labor, cost of money, profit, and risk of cost escalation. Internal Audit recommends that CAMM consider excluding these markups, which range from 6% to 72%.



BOARD COMMITTEE TRANSMITTAL

January 11, 2010

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Selection of Consultants for On-Call Architectural and Engineering Services for Facility Modifications

Transit Committee Meeting of December 10, 2009

Present: Directors Brown, Dalton, Dixon, Green, Nguyen, and Winterbottom
Absent: Director Pulido

Committee Vote

This item was passed by all Committee Members present.

Director Nguyen abstained from voting on this item.

Committee Recommendations

- A. Select Dahl, Taylor & Associates, Inc., Jacobs Engineering Group, Inc., MVE Institutional, Inc., NAC Architecture, Inc., dba Jubany-NAC/Architecture, and STV, Inc., as the top-ranked firms to provide on-call architectural and engineering services for facility modifications.
- B. Authorize the Chief Executive Officer to request a cost proposal from Dahl, Taylor & Associates, Inc., Jacobs Engineering Group, Inc., MVE Institutional, Inc., NAC Architecture, Inc., dba Jubany-NAC/Architecture, and STV, Inc., and negotiate agreements for the firms' services.
- C. Authorize the Chief Executive Officer to execute agreements between the Orange County Transportation Authority and Dahl, Taylor & Associates, Inc. (Agreement No. C-9-0859), Jacobs Engineering Group, Inc. (Agreement No. C-9-0856), MVE Institutional, Inc. (Agreement No. C-9-0857), NAC Architecture, Inc., dba Jubany-NAC/Architecture (Agreement No. C-9-0589), and STV, Inc. (Agreement No. C-9-0858), in an aggregate amount not to exceed \$2,000,000, for architectural and engineering services for facility modifications.



December 10, 2009

To: Transit Committee

From: Will Kempton, Chief Executive Officer

Subject: Selection of Consultants for On-Call Architectural and Engineering Services for Facility Modifications

Overview

The Orange County Transportation Authority solicited proposals for on-call architectural and engineering design and construction support services. Offers were received in accordance with Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to select the on-call consultants and execute the agreements.

Recommendations

- A. Select Dahl, Taylor & Associates, Inc., Jacobs Engineering Group, Inc., MVE Institutional, Inc., NAC Architecture, Inc., dba Jubany-NAC/Architecture, and STV, Inc., as the top-ranked firms to provide on-call architectural and engineering services for facility modifications.
- B. Authorize the Chief Executive Officer to request a cost proposal from Dahl, Taylor & Associates, Inc., Jacobs Engineering Group, Inc., MVE Institutional, Inc., NAC Architecture, Inc., dba Jubany-NAC/Architecture, and STV, Inc., and negotiate agreements for the firms' services.
- C. Authorize the Chief Executive Officer to execute agreements between the Orange County Transportation Authority and Dahl, Taylor & Associates, Inc. (Agreement No. C-9-0859), Jacobs Engineering Group, Inc. (Agreement No. C-9-0856), MVE Institutional, Inc. (Agreement No. C-9-0857), NAC Architecture, Inc., dba Jubany-NAC/Architecture (Agreement No. C-9-0589), and STV, Inc. (Agreement No. C-9-0858), in an aggregate amount not to exceed \$2,000,000, for architectural and engineering services for facility modifications.

Discussion

Architectural and engineering (A&E) services will be required for upcoming facility modification projects in fiscal year 2010-11. Miscellaneous facility modifications are required at all bus bases, transportation centers, and Metrolink stations. Consultant services will be required for the design and construction support of facility modification projects. Services under this agreement will be requested on an as-needed basis and authorized through the issuance of contract task orders (CTO). The CTOs are site specific, work quantified, and time constrained. Each CTO will specifically define the work to be performed, the total cost of performance, and any other information that may be needed to perform the services required.

Procurement Approach

This procurement was handled in accordance with the Orange County Transportation Authority's (Authority) procedures for A&E requirements that conform to both federal and state law. Proposals are evaluated without consideration of cost and are ranked in accordance with the qualifications of the firm, staffing, and work plan.

The awarded contracts will have a three-year term. Specific work assignments will be awarded by CTOs. Technical and price proposals will be solicited competitively from the selected on-call firms, and CTOs will be awarded based upon a firm's technical capabilities, understanding of the work assignment, and price.

On August 10, 2009, Request for Proposals (RFP) 9-0589 was released and sent electronically to 1,305 firms registered on CAMM NET. The project was advertised on August 14, and August 17, 2009, in a newspaper of general circulation. A pre-proposal conference was held on August 18, 2009, with 102 attendees representing 96 firms. Addendum No. 1 to RFP 9-0589 was issued to post the pre-proposal conference registration sheet. Addendum No. 2 was issued to post additional RFP documents.

On September 17, 2009, twenty-one proposals were received. An evaluation committee consisting of staff from the Facilities Engineering, Metrolink Expansion, Health, Safety and Environmental Compliance, Facilities Maintenance, and Contracts Administration and Materials Management departments met to review all proposals submitted. The proposals were evaluated based on the following evaluation criteria and weights, which were approved at the August 10, 2009, Board meeting:

- Qualifications of the Firm 35 percent
- Staffing and Project Organization 40 percent
- Work Plan 25 percent

The evaluation criteria are consistent with weightings developed for similar on-call procurements for A&E services. The Board-approved weighting gave the greatest importance to staffing and project organization, as the qualifications of the personnel and other staff are critical to the successful performance of the projects. Likewise, a high level of importance was placed on the qualifications of the firm because of the need to have firms that are experienced in providing design and construction support services to the various Authority facilities. The work plan was weighted the least because the scope of work is less defined. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal law.

The evaluation committee reviewed all proposals received and found eight of the firms most qualified to perform the work. The eight most qualified firms are presented in alphabetical order:

Firm and Location

AAE, Inc.
Orange, California

Anil Verma Associates, Inc.
Orange, California

Dahl, Taylor & Associates, Inc.
Santa Ana, California

GA Design, Inc.
Torrance, California

Jacobs Engineering Group, Inc.
Santa Ana, California

MVE Institutional, Inc.
Irvine, California

NAC Architecture, Inc. dba Jubany-NAC/Architecture
Los Angeles, California

STV, Inc.
Irvine, California

On October 8 and October 12, 2009, the evaluation committee interviewed each of the eight firms. Questions were asked relative to the firms' proposed staffing, relevant experience, and approach to the work plan. Based upon the proposal evaluation and interviews, staff recommends Dahl, Taylor & Associates, Inc., Jacobs Engineering Group, Inc., MVE Institutional, Inc., NAC Architecture, Inc., dba Jubany-NAC/Architecture, and STV, Inc., as the top ranked firms for on-call A&E design and construction support services.

Based on the proposal review and interviews, it was determined that Anil Verma Associates, Inc., had limited bus facility experience; the proposed staffing from GA Design, Inc., was not as strong; and AAE, Inc., demonstrated limited rail experience. Therefore, these firms were determined to be less qualified to perform the services than the other short-listed firms and as such were not carried forward for recommendation.

Qualifications of Firm

The five recommended firms have demonstrated direct relevant experience in working with facility and rail projects that are similar to those included in this scope of work. All firms have sufficient staff resources to support on-call services.

Staffing and Project Organization

The recommended firms proposed an experienced team that represented various disciplines that would support the Authority's broad range of projects for the next three years. The firms' staff was familiar with the local agencies that have jurisdiction over the Authority's projects. Interviews with the firms validated staff's credentials and ability to support the Authority's projects.

Work Plan

The work plan proposed by all of the recommended firms conformed to the scope of work identified in the RFP. The firms demonstrated an understanding of the on-call process and showed familiarity with the approach to work, once it is awarded. The firms also showed the ability to prepare the specifications and drawing in a timely manner. In the interview, all five firms' quality control processes were discussed in detail, as well as how those processes would assist in minimizing construction change orders.

Recommendation

Based on the evaluation of the written proposals and information obtained from the interviews, the evaluation committee recommends the selection

of Dahl, Taylor & Associates, Inc., Jacobs Engineering Group, Inc., MVE Institutional, Inc., NAC Architecture, Inc., dba Jubany-NAC/Architecture, and STV, Inc., as the firms to assist the Authority in facility modification projects. All firms are highly qualified and experienced to support the scope of work. The staff proposed by each of these firms is experienced and have the ability to support the Authority's needs over the next three years.

Fiscal Impact

The project was approved in the Authority's Fiscal Year 2009-10 Budget, Rail Programs, Account 1722-7629-D3107-2BT, and will be funded through Section 5307 formula funds, in the amount of \$1,600,000, with the local 20 percent match of \$400,000, funded through the Orange County Transit District.

Summary


Based on the materials provided, the evaluation committee recommends the selection of Dahl, Taylor & Associates, Inc., Jacobs Engineering Group, Inc., MVE Institutional, Inc., NAC Architecture, Inc., dba Jubany-NAC/Architecture, and STV, Inc., to provide on-call architectural and engineering services for facility modifications.

Staff is requesting authorization to request cost proposals from Dahl, Taylor & Associates, Inc., Jacobs Engineering Group, Inc., MVE Institutional, Inc., NAC Architecture, Inc., dba Jubany-NAC/Architecture, and STV, Inc., and negotiate agreements with all five firms within the approved budget for this project, which is \$2,000,000.

Attachments

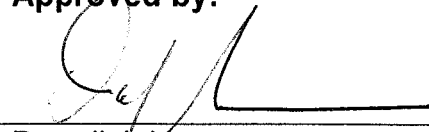
- A. Review of Proposals – RFP 9-0589, On-Call Architectural and Engineering Services for Facility Modifications
- B. Proposal Evaluation Criteria Matrix for Short-Listed Firms, RFP 9-0589 – On-Call Architectural and Engineering Services for Facility Modifications
- C. Contract History for the Past Two Years, RFP 9-0589 – On-Call Architectural and Engineering Services for Facility Modifications

Prepared by:

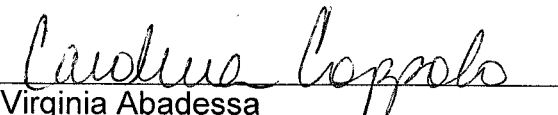


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for 

Virginia Abadessa
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Review of Proposals - RFP 9-0589
On-Call Architectural and Engineering Services for Facility Modifications

(Presented to Transit Committee - 11/12/09)

21 proposals received, 8 firms were interviewed, 5 firms recommended

Overall Ranking	Overall Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	85	NAC Architecture, Inc. dba Jubany-NAC/Architecture Los Angeles, California	VCA Engineers Building Solutions Group	Highest ranked overall proposal. Team provided in-depth answers to the interview questions. Detailed work plan that demonstrated firm's process for as-needed work. Team has transit facility experience, some rail experience and public agency experience. Interview showed a very cohesive team with a long history of working together. Experience with a 3D modeling program that assists in eliminating construction changes orders.
2	84	Jacobs Engineering Group, Inc. Santa Ana, California	Fuel Solutions, Inc.	Second ranked proposal. Team has good facility and rail experience and experience with the public agencies that Authority works with. Team responded well in the interview and demonstrated its understanding of the on-call process. Firm addressed its in-depth quality control process in the RFP and in the interview. Work plan described process for performing on-call services. Firm has resources to conduct majority of the work in-house. Firm has public agency work experience.
3	81	MVE Institutional, Inc. Irvine, California	Rick Engineering Company Miyamoto International BP & Associates Konsortum1 Maintenance Design Group, Cordoba Corporation	Third ranked proposal. Team has facility and rail experience. Firm has relationship with many agencies that have oversight of Authority projects. Utilizes a 3D modeling program that assists in eliminating construction changes orders. Team provided detailed response to questions during the interview. Discussed firm's quality assurance/quality control process in detail.
3	81	STV, Inc. Irvine, California	Kanda and Tso Associates	Third ranked proposal. Firm has an excellent understanding of the types of projects that Authority would have it perform. Firm has a relationship with the agencies that have jurisdiction over Authority projects. Staff has good facility and rail experience. Work plan discussed the process to perform on-call projects.
5	80	Dahl, Taylor & Associates, Inc. Santa Ana, California	Kishimoto Architects, Inc. VA Consulting, Inc. NMG Geotechnical, Inc.	Fifth ranked proposal Proposal demonstrated that staff has a good deal of experience in retrofitting projects. Work performed all over Orange County. Firm has a good relationship with agencies that have jurisdiction over Authority projects. Work plan discussed approach to on-call work and quality control process. Firm presented a cohesive team.
6	76	Anil Verma Associates, Inc. Orange, California	PSOMAS P2S Engineering	Sixth ranked proposal. Firm has rail experience but limited bus facility experience. Staff has experience working with Southern California Regional Rail Authority and some experience with agencies that have jurisdiction over Authority projects. Firm presented step by step work plan that addressed the quality control and its budget estimating. Did not show previous work with subconsultants.

ATTACHMENT A

7	75	AAE, Inc. Orange, California	Blodgett/Baylosis TR Design Group Malek Engineers Arden and Associates PA Associates DJI	Seventh ranked proposal. Firm has good transit experience with relevant projects. Team had little rail experience. Staffing team proposed not as strong.
8	74	GA Design, Inc. Torrance, California	Civil Trans, Inc. Coffman Engineers Creative Engineering Group Capstone Planning, Inc. C2S	Eighth ranked proposal. Firm has performed work similar to projects that Authority might have. Staff experience was good. Limited public agency experience.

Evaluation Panel:

- Contracts Administration and Materials Management (1)
- Facilities Engineering (1)
- Metroink Expansion (1)
- Health, Safety & Environmental Compliance (1)
- Facilities Maintenance (1)

Evaluation Criterion:

- Qualifications of Firm
- Staffing and Project Organization
- Work Plan

Weights:

- 35%
- 40%
- 25%

**PROPOSAL EVALUATION CRITERIA MATRIX for Short-Listed Firms
RFP 9-0589 - On-Call Architectural and Engineering Services for Facility Modifications**

FIRM: NAC Architecture, Inc. dba Jubany-NAC/Architecture						Weights	Average Weighted Score
Evaluator Number	1	2	3	4	5		
Qualification of Firm	4.5	4.0	4.0	4.0	4.0	7	29
Staffing/Project Organization	4.5	4.5	3.5	4.5	4.5	8	34
Work Plan	4.0	4.5	4.5	4.5	4.0	5	22
Overall Score	88	87	79	87	84		85
FIRM: Jacobs Engineering Group, Inc.						Weights	Average Weighted Score
Evaluator Number	1	2	3	4	5		
Qualification of Firm	4.0	4.0	4.0	4.5	4.5	7	29
Staffing/Project Organization	4.0	4.0	4.0	4.5	4.5	8	34
Work Plan	4.0	4.0	4.0	4.5	4.5	5	21
Overall Score	80	80	80	90	90		84
FIRM: MVE Institutional, Inc.						Weights	Average Weighted Score
Evaluator Number	1	2	3	4	5		
Qualification of Firm	4.0	4.0	4.0	4.0	4.0	7	28
Staffing/Project Organization	4.5	4.5	3.5	4.0	4.0	8	33
Work Plan	4.0	4.0	4.0	4.0	4.0	5	20
Overall Score	84	84	76	80	80		81
FIRM: STV, Inc.						Weights	Average Weighted Score
Evaluator Number	1	2	3	4	5		
Qualification of Firm	4.0	4.5	4.0	4.0	4.0	7	29
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	8	32
Work Plan	4.0	4.0	4.0	3.5	4.0	5	20
Overall Score	80	84	80	78	80		81
FIRM: Dahl, Taylor & Associates, Inc.						Weights	Average Weighted Score
Evaluator Number	1	2	3	4	5		
Qualification of Firm	4.0	4.0	4.0	4.0	4.0	7	28
Staffing/Project Organization	4.0	4.5	4.0	3.5	4.0	8	32
Work Plan	4.0	4.0	4.0	3.5	4.0	5	20
Overall Score	80	84	80	74	80		80
FIRM: Anil Verma Associates, Inc.						Weights	Average Weighted Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	3.5	3.5	7	27
Staffing/Project Organization	3.5	4.0	3.5	3.5	3.5	8	29
Work Plan	3.5	3.5	4.0	4.5	4.0	5	20
Overall Score	74	78	76	75	73		76

FIRM: AAE, Inc.						Weights	Average Weighted Score
Evaluator Number	1	2	3	4	5		
Qualification of Firm	3.5	4.0	4.0	4.0	3.5	7	27
Staffing/Project Organization	3.5	3.5	3.5	3.5	3.5	8	28
Work Plan	3.5	4.0	4.5	4.0	3.5	5	20
Overall Score	70	76	79	76	70		75
FIRM: GA Design						Weights	Average Weighted Score
Evaluator Number	1	2	3	4	5		
Qualification of Firm	3.5	3.5	3.5	3.0	3.5	7	24
Staffing/Project Organization	3.5	4.0	4.0	3.0	4.0	8	30
Work Plan	3.0	4.0	4.5	4.0	4.0	5	20
Overall Score	68	77	79	65	77		74

The range of scores for the non-short-listed firms was 25-71

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 9- 0589 - On-Call Architectural and Engineering Services for Facility Modifications

Prime Firm (Alphabetical)	Contract No.	Description	Contract Start Date	Contract Completion Date	Contract Amount
AAE, Inc.	None	No contracts awarded	N/A	N/A	\$0
Sub Total					\$0
Anil Verma Associates, Inc.	None	No contracts awarded	N/A	N/A	\$0
Sub Total					\$0
Dahl, Taylor & Associates, Inc.	None	No contracts awarded	N/A	N/A	\$0
Sub Total					\$0
GA Design	None	No contracts awarded	N/A	N/A	\$0
Sub Total					\$0
Jacobs Engineering Group, Inc. (formerly Carter & Burgess, Inc.)	C-5-2585	Rapid Transit Projects Management Services	1/9/2006	12/31/2009	\$9,170,009
	C-5-2965	On-Call Design Services	7/1/2006	6/30/2010	\$77,803
	C-8-1087	GIS-Related Support Services	10/28/2008	7/31/2011	\$600,000
	C-8-1235	Preliminary Geometric Feasibility Study	6/2/2009	10/30/2010	\$289,959
Sub Total					\$10,137,771
MVE Institutional, Inc.	None	No contracts awarded	N/A	N/A	\$0
Sub Total					\$0
NAC, Inc. /dba Jubany-NAC Architects	None	No contracts awarded	N/A	N/A	\$0
Sub Total					\$0
STV, Inc.	C-4-0552	On-Call Commuter Rail Planning & Technical Support Services	9/26/2004	6/30/2009	\$219,618
	C-6-0086	On-Call Design Services	7/1/2006	6/30/2010	\$627,452
	C-9-0582	On-Call Commuter Rail Support Task Orders have been issued.	No Contract 10/1/2009	10/31/2012	\$0
Sub Total					\$847,070



BOARD COMMITTEE TRANSMITTAL

January 11, 2010

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Memorandum of Understanding for Improved Passenger Rail Services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor

Transit Committee Meeting of December 10, 2009

Present: Directors Brown, Dalton, Dixon, Green, Nguyen, and Winterbottom
Absent: Director Pulido

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to enter into a memorandum of understanding with the eight member agencies of the Los Angeles – San Diego – San Luis Obispo Joint Powers Authority, the California High-Speed Rail Authority, National Railroad Passenger Corporation, Southern California Association of Governments, and Southern California Regional Rail Authority for improved passenger rail service in the Los Angeles – San Diego – San Luis Obispo rail corridor.
- B. Authorize the use of \$20,000 in Commuter Urban Rail Endowment funds for fiscal year 2009-10 to initiate work efforts discussed in the memorandum of understanding.



December 10, 2010

To: Transit Committee

From:  Will Kempton, Chief Executive Officer

Subject: Memorandum of Understanding for Improved Passenger Rail Services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor

Overview

As a means to further integrate and develop the Los Angeles – San Diego – San Luis Obispo rail corridor, the Orange County Transportation Authority has been asked to enter into a memorandum of understanding to implement a series of short-term actions that will have a direct, positive impact on passengers in the Los Angeles – San Diego – San Luis Obispo rail corridor. The memorandum of understanding also calls for the development of a business plan for the corridor that will decide upon the appropriate institutional and organizational structure for the future success of the Los Angeles – San Diego – San Luis Obispo rail corridor.

Recommendation

- A. Authorize the Chief Executive Officer to enter into a memorandum of understanding with the eight member agencies of the Los Angeles – San Diego – San Luis Obispo Joint Powers Authority, the California High-Speed Rail Authority, National Railroad Passenger Corporation, Southern California Association of Governments, and Southern California Regional Rail Authority for improved passenger rail service in the Los Angeles – San Diego – San Luis Obispo rail corridor.
- B. Authorize the use of \$20,000 in Commuter Urban Rail Endowment funds for fiscal year 2009-10 to initiate work efforts discussed in the memorandum of understanding.

Background

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor runs through a six-county coastal region in southern and central California, and is

Memorandum of Understanding for Improved Passenger Rail Services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor **Page 2**

the second busiest intercity rail corridor in the United States. The LOSSAN rail corridor includes 41 stations and more than 100 daily trains, with a ridership of 8.5 million trips in fiscal year (FY) 2008-09.

The Orange County Transportation Authority (OCTA) is one of the nine member agencies that make up the LOSSAN Joint Powers Authority (JPA), which was formed in 1989 to coordinate planning efforts on the 351-mile rail corridor. The California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority, North County Transit District, San Diego Association of Governments, San Diego Metropolitan Transit System, San Luis Obispo Council of Governments, Santa Barbara County Association of Governments, and Ventura County Transportation Commission are also member agencies of the LOSSAN JPA.

The LOSSAN JPA currently focuses on coordination of planning efforts on the rail corridor. However, funding decisions are divided among the state and county transportation agencies, which often have conflicting perspectives and priorities.

The LOSSAN rail corridor currently hosts three different passenger rail services: Amtrak's Pacific Surfliner between San Diego and San Luis Obispo; Metrolink between Oxnard and Oceanside; and Coaster between San Diego and Oceanside. Freight trains and two Amtrak long-distance trains also operate on portions of the rail corridor.

Though the three passenger rail services operate in the same geographic area, the services are not well coordinated. Each rail provider has a different fare structure, timetable, ticket type, and fare collection method. The services share some common stations, but schedules are not coordinated to allow convenient connections. In addition, some stations are only served by one of the carriers.

On April 9, 2007, the OCTA Board of Directors (Board) directed staff to work with Amtrak, Caltrans, Metrolink, and other partner agencies in the LOSSAN rail corridor to pursue opportunities to better integrate and consolidate passenger rail service between San Diego, Orange County, and Los Angeles.

As part of that effort, OCTA worked with Caltrans on a LOSSAN Corridor Quick Improvements Study that identified 21 projects that could improve the LOSSAN passenger rail service within a short time frame and at minimal cost. OCTA also worked with Caltrans and the LOSSAN JPA on a LOSSAN Corridor Strategic Assessment, which attempts to craft a long-term, strategic vision for

Memorandum of Understanding for Improved Passenger Rail Services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor **Page 3**

enhancing passenger rail service between San Diego, Los Angeles, and San Luis Obispo through 2025.

The two studies will serve as a starting point for the implementation of immediate changes that have a direct, positive impact on the traveling public.

Discussion

On September 9, 2009, the LOSSAN Board of Directors directed member agency chief executive officers (CEOs) to draft a memorandum of understanding (MOU) for improved passenger rail service on the LOSSAN rail corridor. The MOU focuses on three specific areas:

- Implementation of a shared vision for improved passenger rail services in the corridor.
- Implementation of short-term actions that have immediate, direct, positive impacts on the traveling public.
- Development of long-term actions, including deciding upon the appropriate institutional and organizational structure for the future success of the LOSSAN rail corridor.

The key actions necessary to implement the shared vision for the corridor focus on the following six areas:

- Infrastructure improvements to meet current and future demand for passenger and freight service, including more peak-period trains and faster express trains.
- Integrated regional fare policy and common fare media with electronic fare collection system.
- Coordination of rail operations to develop more efficient schedules and dispatching on the corridor.
- New services for underserved markets.
- Better traveler information, including consolidated timetable and Web site.
- Improved coordination with long-distance passenger rail and bus services.

This shared vision is the result of a collaborative effort of all of the LOSSAN JPA member agencies, Amtrak, Southern California Association of Governments, and Southern California Regional Rail Authority. The priorities and needs of the individual transportation agencies and service providers vary greatly along the 351-mile corridor; however, this represents the first

comprehensive vision ever adopted for the LOSSAN rail corridor as we know it today.

As part of the collaborative effort in developing the LOSSAN Corridor Strategic Assessment, a number of specific items were identified that all parties agreed should be focused on immediately, which will have a direct, positive impact on passenger rail service in the corridor. The MOU clearly identifies these early actions and calls for an immediate focus on these items between now and January 2011. The early action items are:

- Implementation of service modifications of both Coaster and Metrolink service with a goal of serving underserved markets. (January 2011)
- Implementation of a program similar to the Rail 2 Rail Program to include Coaster, Metrolink, and Amtrak under one unified program. (June 2010)
- Implementation of a limited-stop express service between San Diego, Orange County, and Los Angeles with continuing service to Ventura, Santa Barbara, and San Luis Obispo. (January 2011)
- Development of a joint timetable. (January 2010)
- Implementation of remaining tasks from the LOSSAN Corridor Quick Improvements Study. (August 2010)
- Revise Amtrak schedule to better serve the Ventura-Santa Barbara peak-period market. (January 2011)
- Review these actions with the business plan for consistency. (Ongoing)

In addition to identifying the specific items that needed immediate focus, the LOSSAN Corridor Strategic Assessment, as well as the LOSSAN Board and the CEO working group, identified the need for dedicated full-time project manager to ensure these short-term actions are implemented as quickly as possible.

To accomplish this, the LOSSAN member agencies have developed a job description for a LOSSAN project manager, who would report directly to the LOSSAN Board of Directors and work independently of any one member agency. The first priority of the project manager will be to focus on implementation of the early action items discussed above.

The MOU also outlines a process for the development of a business plan that will be solely focused on the implementation of the shared vision contained in the MOU. In addition to the required technical analysis (ridership and revenue forecasting, operational modeling, capital cost estimates, implementation schedules, as well as an analysis of proposed changes to infrastructure, rolling

stock, stations, and fare collection technology), the anticipated outcome of the business plan would be a decision on the appropriate institutional and organizational structure for the future of the LOSSAN rail corridor.

LOSSAN member agency staff, including OCTA staff, have developed a proposed budget for the next 18 months, which includes the costs of the project manager and the development of a business plan. The immediate focus is on the implementation of the early actions previously discussed.

The cost of a full-time project manager over the next 18 months is estimated at \$472,500. In addition, the cost for early action item implementation, ridership forecasting, operations modeling, and administrative support is estimated at \$610,600, for a total of \$1,083,100 over the next 18 months.

In an effort to defray some of these costs, in August 2009, the State of California submitted an application for \$200,000 in American Recovery and Reinvestment Act (ARRA) of 2009 funds for LOSSAN rail corridor planning work. If received, the ARRA funds would reduce the member agency contributions necessary to fund the work effort. Also, both Caltrans and OCTA have offered in-kind services in the areas of ridership forecasting and operations modeling.

OCTA's share of the \$1,083,100 estimated budget is approximately \$186,105. For FY 2009-10, OCTA's contribution would be approximately \$20,000. Future contributions would be brought forward for Board approval as part of the FY 2010-11 budget.

Fiscal Impact

While not specifically listed in OCTA's FY 2009-10 Budget, this project can be accommodated within Rail Programs, Account 0093-7519 (Professional Services), funded through the Commuter Urban Rail Endowment Fund.

Summary

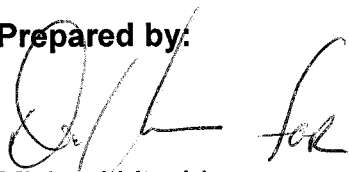
Staff is seeking Board approval to enter into a MOU with the eight member agencies of the LOSSAN JPA, as well as the California High-Speed Rail Authority, National Railroad Passenger Corporation, Southern California Association of Governments, and Southern California Regional Rail Authority to further integrate and improve passenger rail service on the LOSSAN rail corridor.

Memorandum of Understanding for Improved Passenger Rail Services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor **Page 6**

Attachment

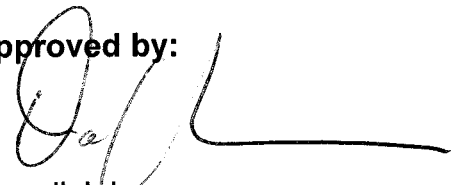
- A. Memorandum of Understanding By and Between San Diego Metropolitan Transit System, San Diego Association of Governments, National Railroad Passenger Corporation, North County Transit District, Orange County Transportation Authority, Southern California Regional Rail Authority, Southern California Association of Governments, Los Angeles County Metropolitan Transportation Authority, Ventura County Transportation Commission, Santa Barbara County Association of Governments, San Luis Obispo Council of Governments, California Department of Transportation, California High-Speed Rail Authority

Prepared by:



Michael Litschi
Section Manager, Metrolink Operations
(714) 560-5581

Approved by:



Darrell Johnson
Executive Director, Rail Programs
(714) 560-5343

MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO ASSOCIATION OF GOVERNMENTS
NATIONAL RAILROAD PASSENGER CORPORATION
NORTH COUNTY TRANSIT DISTRICT
ORANGE COUNTY TRANSPORTATION AUTHORITY
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
VENTURA COUNTY TRANSPORTATION COMMISSION
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
CALIFORNIA DEPARTMENT OF TRANSPORTATION
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

This Memorandum of Understanding (MOU) dated October __, 2009 between (list all parties), (referred to herein individually as a Party and collectively as the "PARTIES" sets forth principles, responsibilities, activities and work, and funding needs required to support the development and implementation of a Business Plan for the LOSSAN corridor to support improved freight, commuter, intercity, and high speed rail operations in the corridor.

Whereas the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor runs through a six-county coastal region in southern and central California from the City of San Diego, to the City of Los Angeles, and terminates in the City of San Luis Obispo;

Whereas the LOSSAN rail corridor is the second busiest intercity rail (Amtrak Pacific Surfliner service) corridor in the United States of America;

Whereas, the LOSSAN Corridor is a federally recognized high speed rail corridor eligible for federal funding (Section 3043(c)(105) of SAFETEA-LU for New Starts funds)

Whereas Metrolink and COASTER commuter rail services and Amtrak's Pacific Surfliner service carried more than 8.5 million riders in FY 09 along the LOSSAN corridor;

Whereas BNSF Railway and Union Pacific (UP) own portions of and provide freight rail transportation on the LOSSAN rail corridor that supports the movement of goods from the Ports of San Diego, Los Angeles, and Long Beach;

Whereas MTS, NCTD, OCTA, MTA, and VCTC own portions of the LOSSAN corridor railroad right of way;

Whereas, MTA, SCAG, OCTA, NCTD, MTS (formerly MTDB), SANDAG, and Caltrans in 1989 formed the LOSSAN Joint Powers Authority (JPA) to implement Study Group recommendations directed by Senate Bill 1095 (Craven) in 1987;

Whereas, the LOSSAN Joint Powers Authority in 2002 added VCTC, SBCAG, SLOCOG, and SANDAG as voting members and appointed a full complement of directors from member agencies;

Whereas, the LOSSAN JPA is advised by a Technical Advisory Committee (TAC) consisting of representatives from its member, ex officio, and advisory member agencies,

Whereas, the LOSSAN Joint Powers Authority in 2007 completed the “LOSSAN North Strategic Business Plan” and the “LOSSAN Corridorwide Strategic Business Plan”;

Whereas, Proposition 1B (2006), the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, dedicates \$400 million in state general obligation bonds to the state’s intercity rail program, including projects along the LOSSAN corridor,

Whereas, Proposition 1A (2008), the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, dedicates \$9 billion to the state’s High-Speed Train system, including HST improvements along the segments of the LOSSAN corridor and \$950 million to urban feeder rail services including the Pacific Surfliners, Metrolink, COASTER, and other feeder services along the corridor,

Whereas, President Obama in 2009 signed the American Recovery and Reinvestment Act, providing for \$8 billion for high-speed and intercity passenger rail improvements nationwide;

Whereas, the LOSSAN Joint Powers Authority has expended much time, effort, and public funding on studies and capital projects to support improved and expanded rail operations in the corridor;

Whereas, the LOSSAN Joint Powers Authority recognizes the urgent need to advance efforts to support improved customer information, service(s) coordination, and operations to the following action at its meeting of September 9, 2009 directing the member agency chief executive officers (CEOs) to:

- (1) Draft a memorandum of understanding (MOU) that
 - (a) clearly articulates our shared vision of
 - Short-term roles and responsibilities
 - Corridor-long responsibility and authority

- Corridor-long planning and investment (\$6-8 billion by 2025)
 - Interactive electronic fare collection system
 - Recognition of the diverse nature of the corridor (e.g., North and South of Los Angeles Union Station; discretionary intercity and commuter passengers)
 - Better traveler information distribution including a consolidated timetable and corridor website
 - Focus on local partnerships
- (b) identifies the Business Plan tasks/scope of work required to support implementation of that shared vision,
- (c) identifies the budget, resource requirements, respective responsibilities, and schedule associated with completing the necessary studies, and
- (d) outlines the next steps after completion of Business Plan analysis.
- (2) Move forward with identification of the lead agency acting for LOSSAN to hire a project manager/principal (title to be determined and hereafter referred to as PM) to work independent of any one Party and report directly to the LOSSAN Board of Directors, with input from the Technical Advisory Committee and oversight by a steering committee of member agency chief executive officers or their designee, and lead the development of a Business Plan that will provide the operating plan, ridership forecasts, capital and operating requirements and the public benefits associated with implementing a coordinated and expanded rail operations plan for the LOSSAN rail corridor and develop a draft job description for this position.
- (3) Work collaboratively to (a) build a Business Plan that accounts for the plans associated with intercity rail passenger service, local commuter rail services and freight rail services. The transportation plan will demonstrate the desire and ability to collaborate with member agencies for the success of the LOSSAN corridor and (b) to find an early victory that demonstrates that we can work collaboratively to implement initiatives (e.g., joint timetable).
- (4) Develop an initial work plan of tasks that can be completed in FY 2010 (October 2009 – June 2010)

Whereas, the agency chief executive officers have worked collaboratively to implement the actions of the LOSSAN Joint Powers Authority at its meeting of September 9, 2009;

NOW THEREFORE, the PARTIES hereby set forth their mutual understandings and actions required to support the implementation of the LOSSAN Joint Powers Authority action regarding Agenda Item #6 at its meeting of September 9, 2009;

Section 1 Vision for Corridor

The parties agree to the following actions in order to implement a corridor vision:

- Collectively provide the infrastructure to allow more peak period trains, faster through-express trains and additional service improvements that meet current and future conventional and high-speed intercity, commuter, and freight demands both north and south of Los Angeles Union Station
- Integrate regional fare policy and develop common fare media that are based in part on early implementation lessons in the corridor as appropriate (electronic revenue collection)
- Integrate and/or coordinate operations and develop efficient operating schedules and dispatching for corridor services
- Implement a strategy for seamless rail travel in the corridor
- Collaborate to identify and establish new services for underserved markets
- Integrate and improve traveler information
- Coordinate with Long-Distance Passenger Rail and Motorcoach Services

Section 2 Short-Term Actions

The parties agree to the following short term actions:

- Development of a scope of work for a Business Plan that identifies the required work to support the implementation of the shared vision for the corridor (August 2009; CEOs/TAC to lead).
- Development of job description for the LOSSAN Corridor Program / Project Manager (October 2009; CEOs/TAC to lead)
- Identify the budget, resource requirements and schedule associated with completing the Business Plan that includes ridership and revenue forecasting, operational modeling, operating and capital costs, and an analysis of the benefits of the proposed changes (including infrastructure, rolling stock, stations, fare collection technology, & management). (February 2010; PM to lead)
- Development of a scope of work for the Program/Project Manager to focus on between October 2009 – April 2011 including completion of the Business Plan by September 2010 (October 2009; CEOs/TAC to lead and the Project Manager is to detail this work plan within 30 days of hire)

In an effort to make immediate changes that have a direct, positive experience on the traveling public, the parties agree to direct the PM to focus on the following early action items:

- Implementation of service modifications of both COASTER and Metrolink service with a goal of serving under served markets (January 2011)

- Implementation of a program similar to the Rail 2 Rail Program to include COASTER, Metrolink & Amtrak under one unified program (June 2010)
- Implementation of a limited stop express service between San Diego, Orange County and Los Angeles with continuing service to Ventura, Santa Barbara, and San Luis Obispo (January 2011)
- Development of a joint timetable (January 2010)
- Implementation of remaining tasks from the LOSSAN Corridor Quick Improvements Study, July 2008 (August 2010)
- Revise Amtrak schedule to better serve the Ventura-Santa Barbara peak period market (January 2011)
- Review these actions with the Business Plan for consistency (Ongoing)

Section 3 - Long-Term Actions

Based upon the Business Plan, the parties agree to

- decide upon the appropriate institutional and organizational structure for the future success of the LOSSAN corridor
- implement “Coast Daylight” services to close the gap in state-supported intercity rail services connecting downtown Los Angeles and downtown San Francisco along the coast route

Section 4 - Priority of Projects/Funding

The parties agree to develop a prioritized program of projects with the goals of realizing the shared vision of the corridor without regard to operational and jurisdictional boundaries.

Section 5 - Board/Stakeholder Feedback

Each member agency will be responsible for gathering comments and feedback from their respective Boards of Directors as a key input into this process.

The parties also agree to solicit input from the Federal Railroad Administration in the development of the Business Plan and to consult the *Railroad Corridor Transportation Plans Guidance Manual, FRA, July 8, 2005*.

Non-binding Memorandum of Understanding

The parties acknowledge and agree that this Memorandum of Understanding is a non-binding understanding of agreed upon vision, goals, and plans for the LOSSAN Corridor and not a contract. Any definitive agreement reached in connection with the matters described herein shall be subject to the approval of the parties' duly authorized representatives, which approval may be withheld or conditioned in their sole discretion. No joint venture, partnership or other undertaking shall be deemed to exist as a result of this Memorandum of Understanding.



BOARD COMMITTEE TRANSMITTAL

January 11, 2010

To: Members of the Board of Directors
From: ^{WK} Wendy Knowles, Clerk of the Board
Subject: Results of 91 Express Lanes 2009 Customer Satisfaction Survey

Legislative and Communications Committee Meeting of December 3, 2009

Present: Directors Bates, Buffa, Dalton, and Glaab
Absent: Directors Brown, Cavecche, and Mansoor

Committee Vote

No action was taken on this receive and file item.

Staff Recommendation

Receive and file as an information item.



December 3, 2009

To: Legislative and Communications Committee
From: Will Kempton, Chief Executive Officer
Subject: Results of 91 Express Lanes 2009 Customer Satisfaction Survey

Overview

The Orange County Transportation Authority routinely conducts surveys of 91 Express Lanes toll road users to monitor customer satisfaction and usage patterns, identify customer characteristics and assess attitudes and awareness levels. This report summarizes the results of the September 2009 survey.

Recommendation

Receive and file as an information item.

Background

The 91 Express Lanes 2009 Customer Satisfaction Survey was conducted by Insights Worldwide Research of Laguna Niguel. The sample frame included 400 randomly selected 91 Express Lanes customers. Quotas were set for the sample to ensure that the usage patterns of respondents mirror the usage patterns of the 91 Express Lanes. Respondents were contacted via telephone between September 10 and September 16, 2009. The majority of the survey questions were similar to those used in previous years to allow for trend comparisons.

Discussion

The goals of the 91 Express Lanes 2009 Customer Satisfaction Survey are to:

- Assess customer satisfaction levels
- Determine customer expectations and perceptions about toll facility operational features and benefits
- Assess attitudes related to toll policies, travel time savings, customer service and Orange County Transportation Authority's (OCTA) management of the lanes

- Determine changes in usage patterns
- Identify awareness of existing communications
- Assess perceptions future projects such as the toll road extension to the Corona Freeway (Interstate 15) and the toll-to-toll connector ramps between the 91 Express Lanes and the Eastern Toll Road (State Route 241)

Key findings of the survey are shown below and are grouped into six categories - toll road usage, customer satisfaction, perception and attitudes, customer characteristics, 91 Express Lanes extension and direct connector, and additional observations. The full report is available on OCTA's website at www.octa.net/91expresslanes.

Toll Road Usage

The 91 Express Lanes customers are loyal. Nearly half of all respondents have been traveling on the 91 Express Lanes for more than 10 years. More than half of customer travel originates from the cities of Corona, Riverside, Winchester, and north Orange County areas.

Results of the 91 Express Lanes 2009 Customer Satisfaction Survey indicate there has been a slight decline in toll facility travel as compared with previous years - the same is true for travel on the 91 corridor including the Riverside Freeway (State Route 91) and the 91 Express Lanes. This corresponds with transactional data reported on the 91 Express Lanes. Up until May 2009, travel volumes had decreased on the 91 Express Lanes for 20 consecutive months.

- Travel in the 91 Express Lanes is slightly down with an average of 2.1 one-way trips reported per week in 2009 versus 2.5 one-way trips per week in 2007. Job losses in the region and high unemployment rates have led to difficult times for many individuals. Underscoring this, 25 percent of respondents report they have decreased their use of the 91 Express Lanes this year versus 17 percent who reported decreasing their use in 2007.
- When asked how many of their weekly 91 Express Lanes trips are taken during rush hours, respondents report they average 1.6 weekly rush hour trips in 2009 versus 2.0 weekly rush hour trips in 2007.
- The number of reported trips per week in the State Route 91 (SR-91) general-purpose lanes is down as well with an average 2.7 weekly trips reported in 2009 versus 3.4 weekly trips in 2007.

- The same trend is true for weekday, off-peak travel. When asked about total SR-91 travel during weekday non-rush hours in 2009, respondents indicate that 34 percent of the time they use the 91 Express Lanes versus 46 percent of the time in 2007.
- Weekend travel in the 91 Express Lanes has declined as well since 2007. Respondents indicate that of the times they use the SR-91 on the weekends, 27 percent of the time they use the toll lanes versus 46 percent of the time in 2007.
- Respondents indicate that the primary reasons they change their travel choices relate to demands at work and changes in personal plans. In addition, toll pricing is a factor. About one in four respondents who decreased their usage of the 91 Express Lanes indicate they feel the toll charges are too expensive.

Customer Satisfaction

Customers report growing overall satisfaction levels with the 91 Express Lanes. Eighty-seven percent of 2009 respondents express satisfaction with the lanes as compared with 81 percent of respondents in 2007. Their primary reasons include no problems and saving time.

Other findings include:

- Most mentioned reasons for being satisfied with the 91 Express Lanes were “no problems” and “saves time” followed by “consistent” and “convenient.”
- Among respondents who are less satisfied with the lanes, there are several primary reasons – “expensive tolls” was mentioned most of the time followed by “illegal lane cutting”, “congested lanes”, “maintenance closures” and “lanes should be extended.”

Perception and Attitudes

The majority of respondents indicate the reason they are willing to pay the toll is so they can ride in a free-flowing lane. When asked how they know what the toll charge is, most customers say they rely on the entry sign to monitor toll pricing. Nearly half vary their travel patterns based on the price. When asked what the best things about traveling the lanes are, most mentioned responses are “saving time” and “less traffic”.

Perceptions about customer service have improved since 2007. Nearly one-third of all respondents say they have no complaints, the highest response to date. Complaints about congestion in the 91 Express Lanes as well as complaints about toll rate increases have also decreased since 2007. In 2009, as well as in 2007, perceptions about safety remain favorable with approximately three-fourths of all respondents saying they feel the lanes are safe.

Other findings include:

- Seventy-six percent of respondents perceive the 91 Express Lanes as “very safe” or “safe” versus 72 percent in 2007.
- Thirty-four percent of respondents who indicate the lanes are unsafe cite “motorists cutting into the lanes” as their primary safety concern.
- The second highest safety issue relates to the cones that separate the toll lanes from the general-purpose lanes. There is a concern that cones offer no protection or deterrence from people cutting in the lanes. There is also a growing concern about people speeding. These concerns are mentioned slightly more often this year than in 2007.
- The top three most important attributes according to the respondents of the 2009 survey are, “I am always treated professionally;” and “my concerns are responded to in a timely manner” and “it is a fast, safe, reliable commute every time”.
- Perceptions about travel time savings have slightly decreased over the previous year. During morning commute times, respondents report they save an average 23 minutes by using the toll lanes versus 27 minutes in 2007. During evening commute times, the travel time savings is even greater. Respondents report they save an average 34 minutes in the evening versus 38 minutes in 2007.

Customer Characteristics

The 91 Express Lanes customers are slightly older and more are male, although more women are using the lanes. The vast majority of customers work full-time and average household incomes are higher than in 2007. Reported monthly expenditures on the 91 Express Lanes are about the same as in previous years. Details of the changes in customer characteristics are presented in the table on page 5.

Description	2007 Survey	2009 Survey
Average Age	48 years	52 years
Male	62%	52%
Female	38%	48%
Full Time Worker	58%	64%
Average Household Income	\$95,200	\$101,700
Average Monthly Tolls	\$28.60	\$28.30

91 Express Lanes Extension and Direct Connector

The survey included questions designed to gauge respondents' attitudes about extending the 91 Express Lanes to the Interstate 15 (I-15) as well as a direct connector to the State Route 241 (SR-241).

- Sixty-three percent of respondents support the connector between the SR-241 and the 91 Express Lanes.
- More than eight out of ten respondents report they would likely use the I-15 extension.

Additional Observations

Respondents were surveyed about marketing and communications programs. Their feedback is listed below:

- Nearly 30 percent of customers cite "real time traffic coverage" as the most likely new feature to be used, if implemented by OCTA.
- There are a growing number of respondents indicating a preference to receive 91 Express Lanes information via email. In 2009, this number was 52 percent versus 44 percent in 2007.
- In 2009, only 5 percent of respondents indicate an awareness of the decrease in tolls, whereas 30 percent of respondents cite an awareness of an increase in tolls in 2007.
- Respondents are most aware of the following features of the 91 Express Lanes: how to contact customer service, the website, and lower toll charges during the shoulder hours.
- Results indicate a decrease in usage of other OCTA services such as the bus and Metrolink as compared with previous years.

Based on the data from the 91 Express Lanes 2009 Customer Satisfaction Survey, the following opportunities will be explored:

- Enhanced e-communications and potentially electronic billing which might be acceptable by customers and which could save printing and postage costs.
- Additional options for enforcement of lane-cutting violations.
- Real-time traffic reporting of travel conditions in the general-purpose lanes and 91 Express Lanes.
- Promotion of shoulder hour travel which has lane capacity and is acceptable to customers as a way to save toll charges.
- Additional communications regarding toll decreases.


Summary

OCTA has completed the 91 Express Lanes 2009 Customer Satisfaction Survey. The survey plays a role in helping OCTA better understand customer perception and attitudes, satisfaction levels, as well as travel behaviors and needs. The full 91 Express Lane 2009 Customer Satisfaction Survey Final Report is available on OCTA's website at www.OCTA.net/91expresslanes.

Attachment


None.

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PowerPoint Presentation

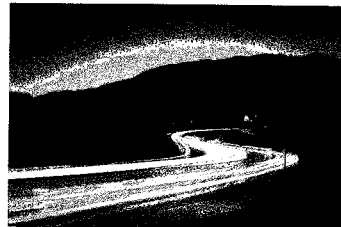


91 Express Lanes 2009 Customer Satisfaction Survey

Board of Directors
January 11, 2010

Goals and Methodology

- Determine changes in usage patterns
- Assess customer satisfaction
- Determine expectations and perceptions
- Identify awareness of existing communications
- Gauge attitudes toward future projects
- 400 telephone interviews



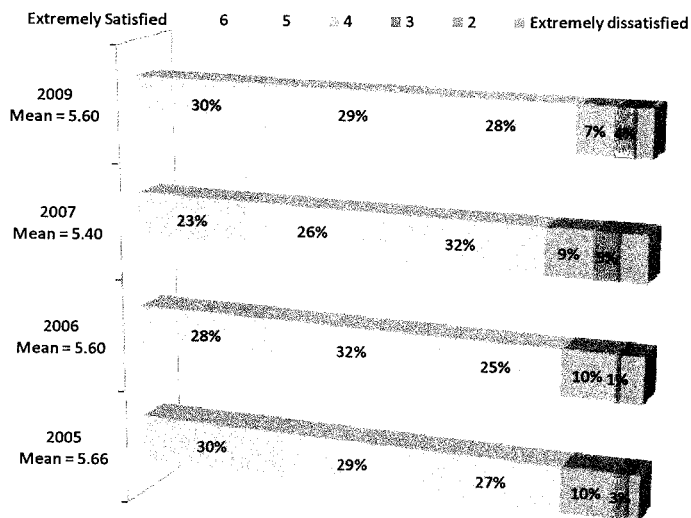
Customer Satisfaction

- Increased satisfaction
 - 87% in 2009 vs. 81% in 2007
- Reasons for satisfaction
 - No problem
 - Saves time
 - Convenient
- Reasons for less satisfaction
 - Expensive tolls
 - Illegal lane cutting
 - Congested lanes



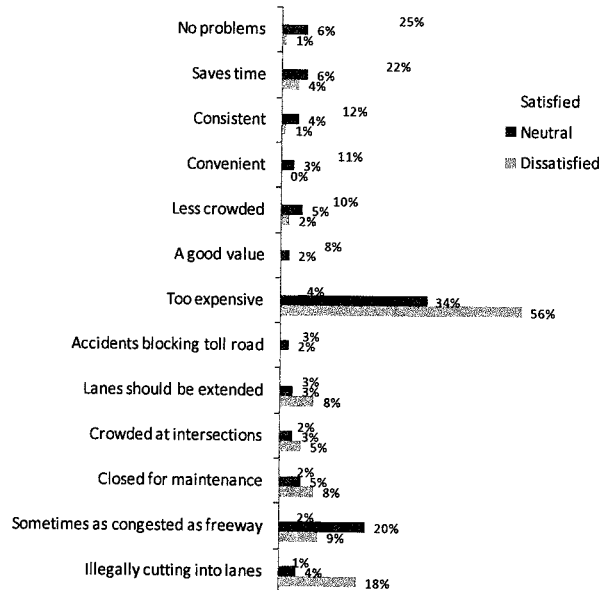
3

Overall, how would you rate your satisfaction with your experience in using the 91 Express Lanes?



4

Can you tell me the primary reason you rated your experience that way?



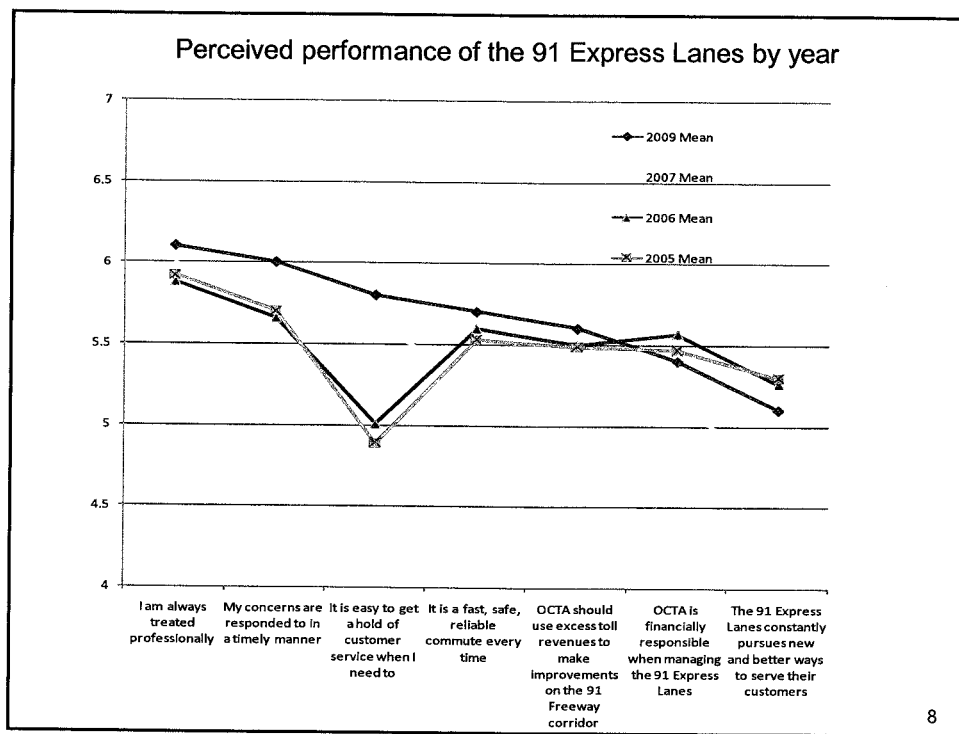
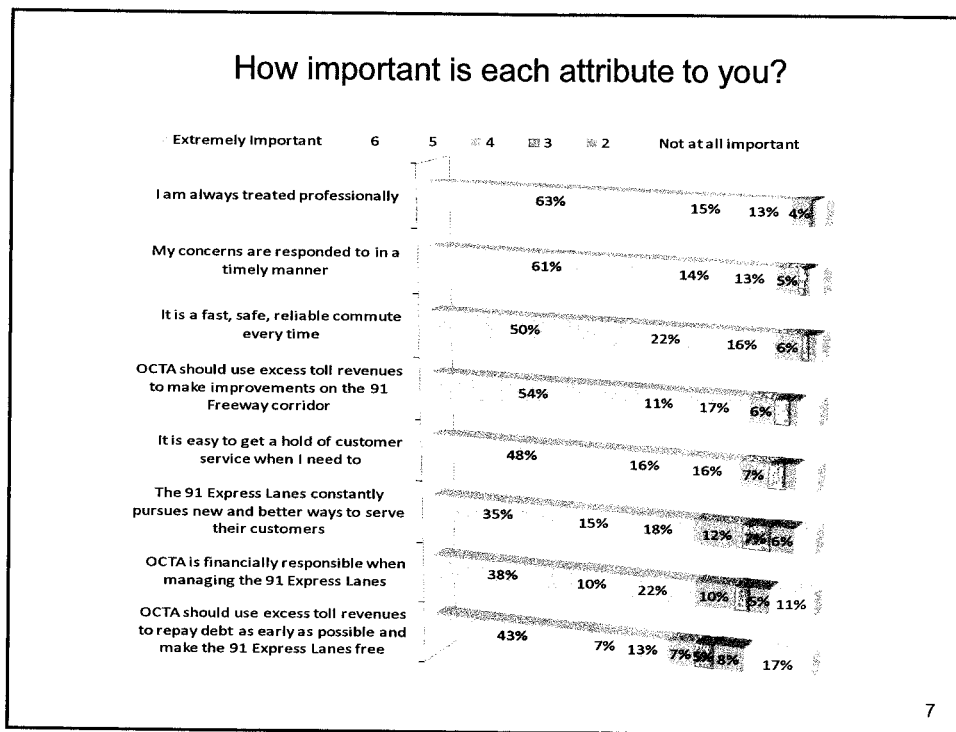
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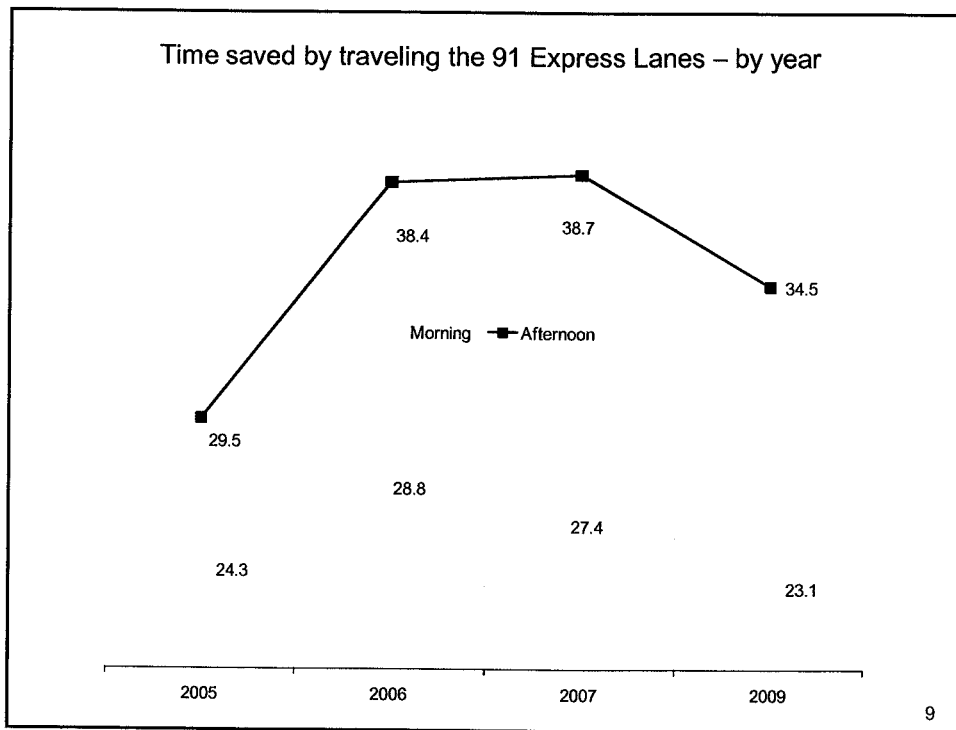
Perception and Attitudes

- Free-flowing lane valued
- Rely on entry sign to monitor pricing
- Change travel patterns based on price
- Overall favorable perception about safety
- Customer service important
- Customer service performance rated higher



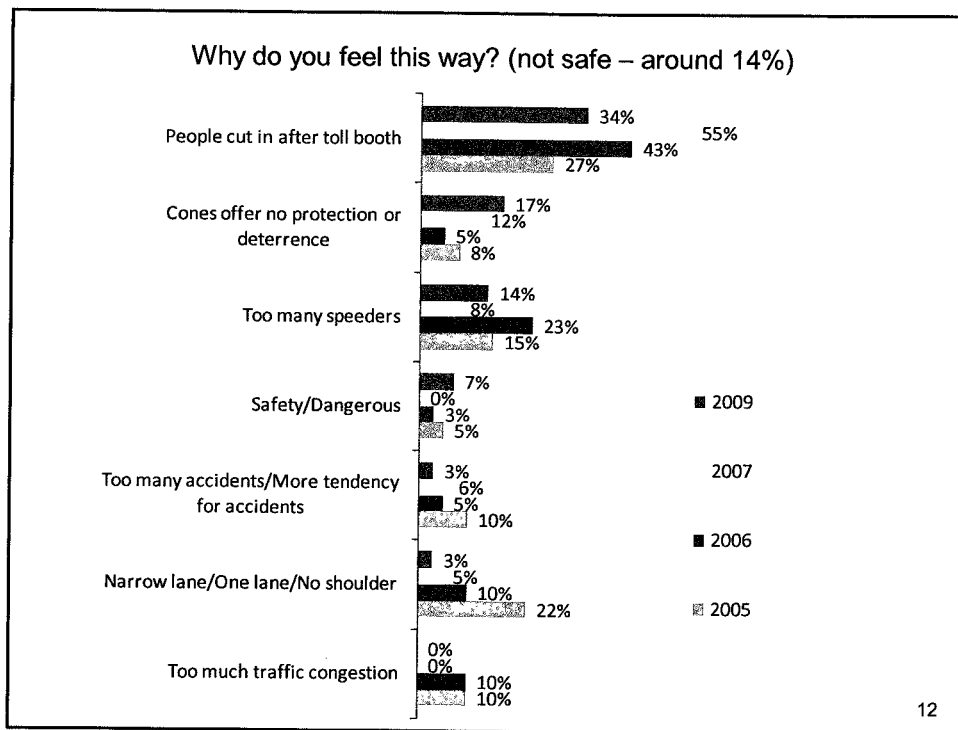
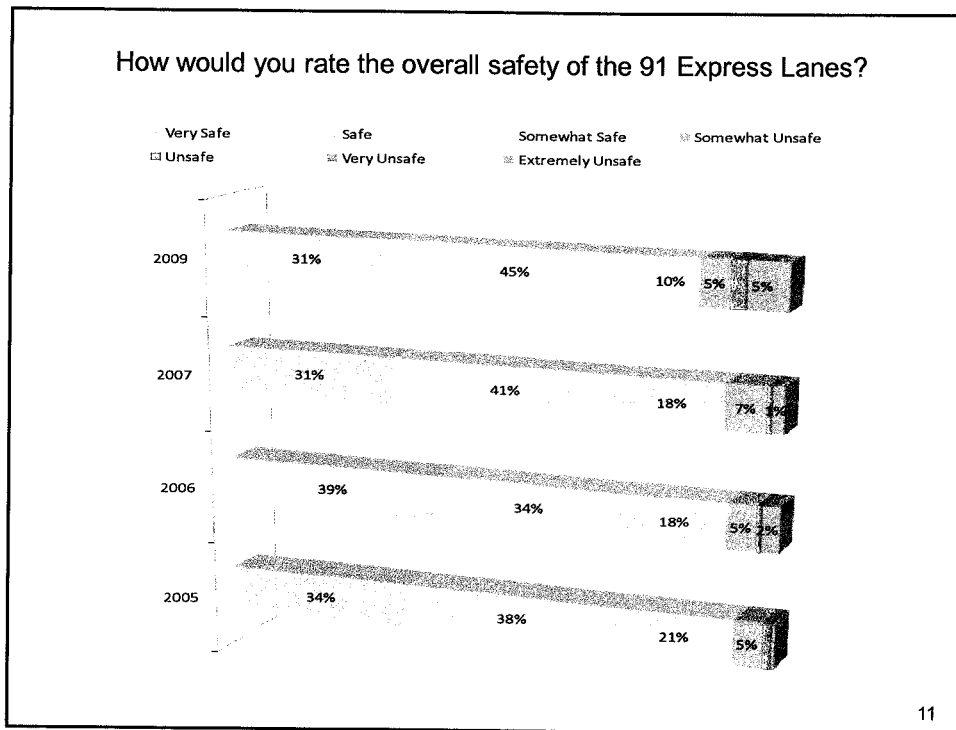
6





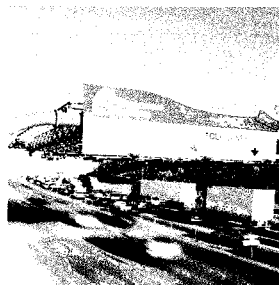
What has been your greatest concern or complaint about the road or service?

Description	2005	2006	2007	2009
- No complaints	28%	28%	24%	33%
- Too expensive	27%	22%	17%	22%
- Lanes still congested	14%	10%	22%	13%
- People cutting into lanes	8%	10%	7%	8%
- Rates increase too often	20%	16%	10%	7%



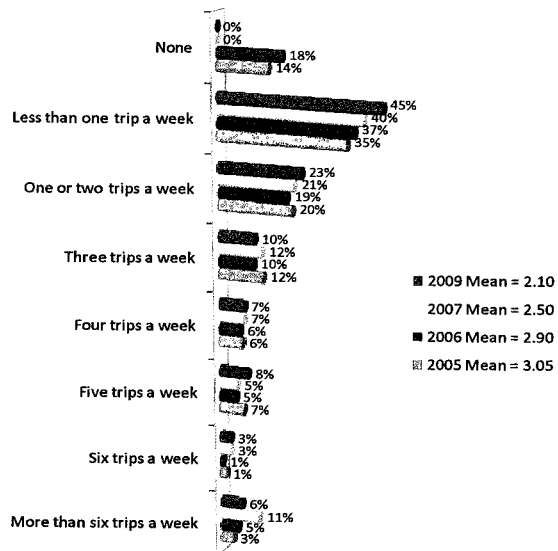
Usage on the 91 Express Lanes

- Customers are loyal
 - 50% more than 10 years
- Among 50% customers, travel originates from:
 - Cities of Corona, Riverside, Winchester
 - North Orange County areas
- Slightly less travel on the 91 Express Lanes and the 91 corridor

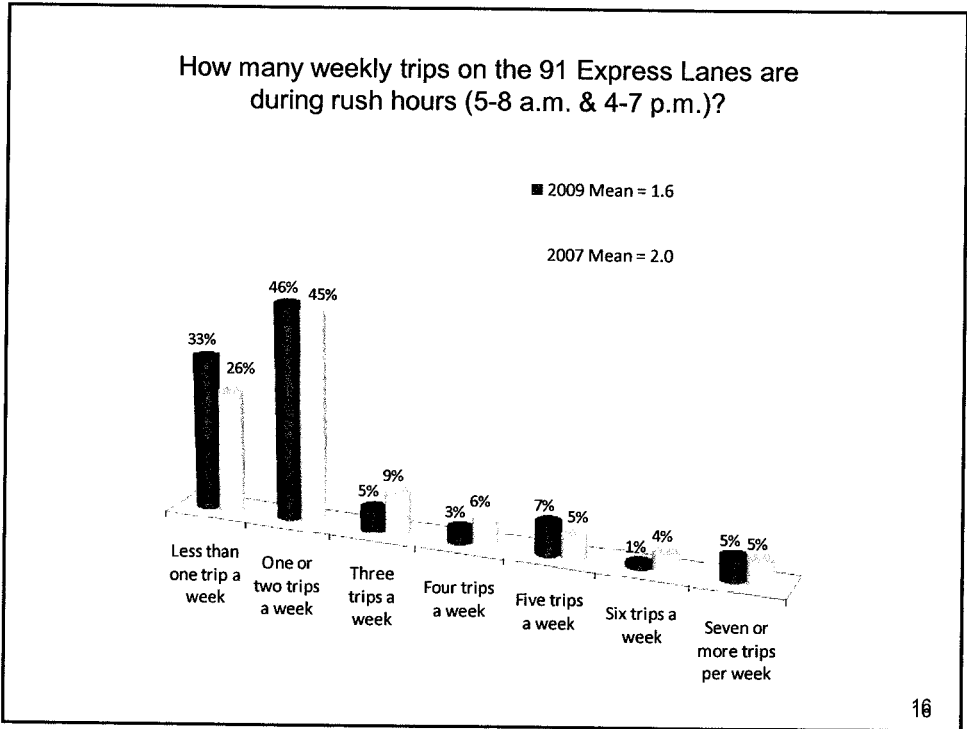
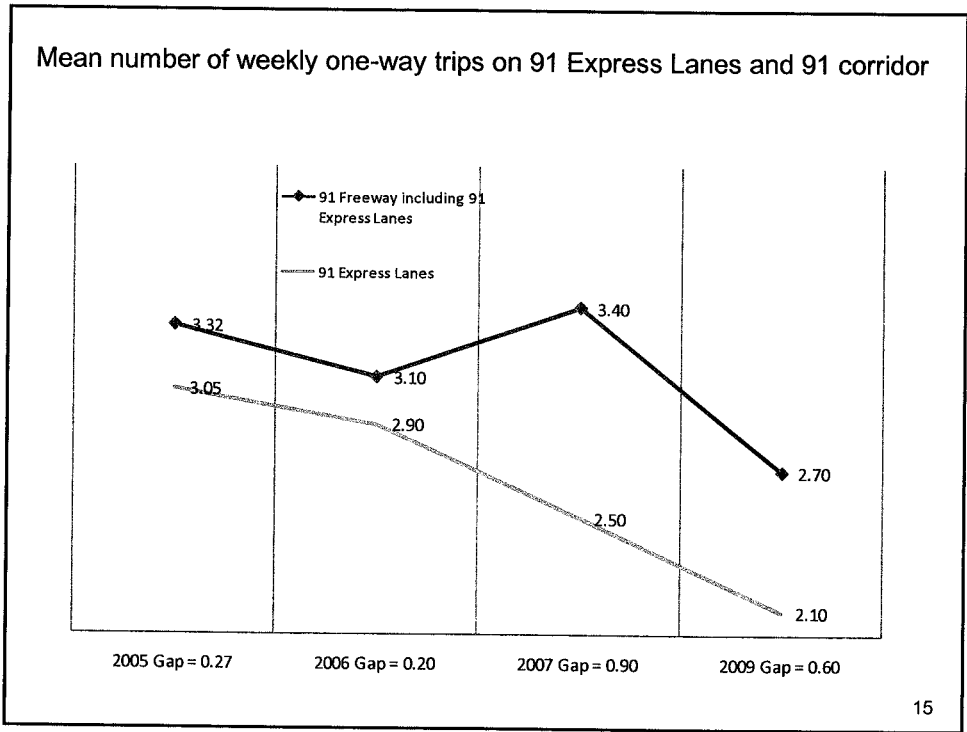


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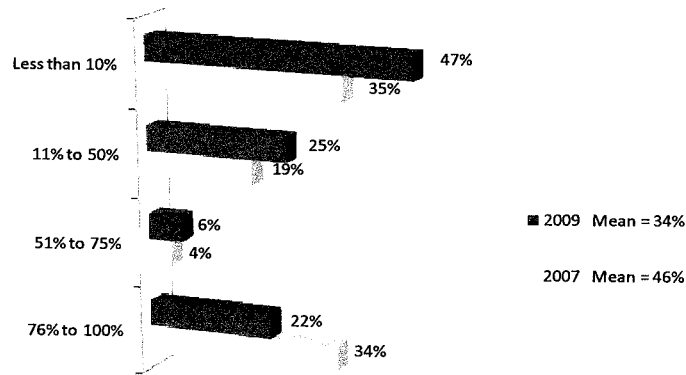
Approximate number of weekly one-way trips on the 91 Express Lanes



14

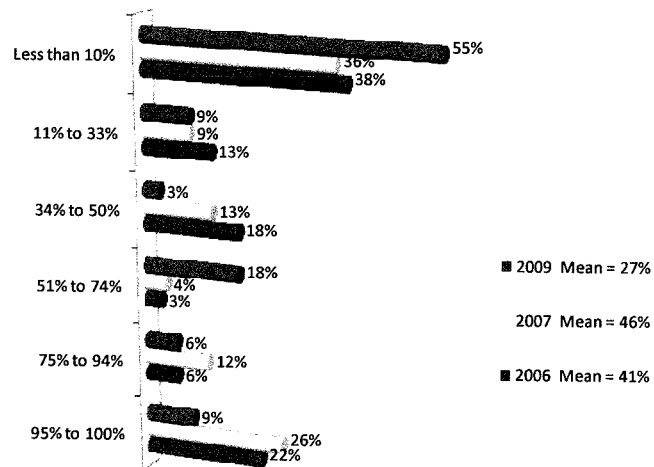


As a percent of your total travel on the 91 corridor, what percent of the time do you use the 91 Express Lanes during non-rush hours, excluding weekends?



17

What percentage of the time do you use the 91 Express Lanes on weekends?



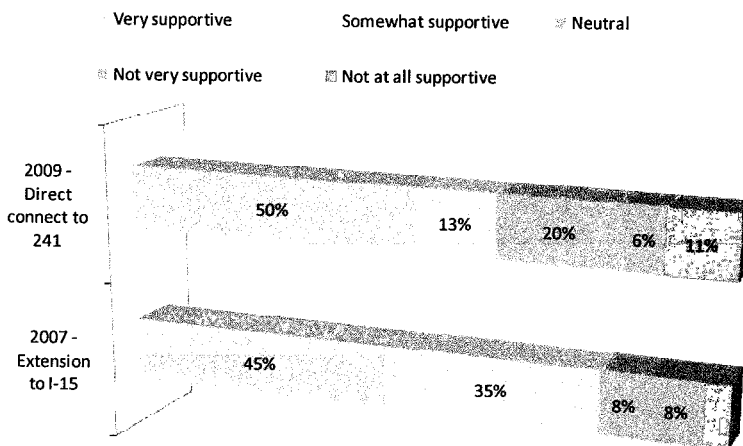
18

Customer Characteristics

Description	2005	2006	2007	2009
Average Age	45	54	48	52
Percent Male	55%	52%	62%	52%
Percent Female	45%	48%	38%	48%
Full Time Worker	52%	43%	58%	64%
Average Household Income	\$77,325	\$78,000	\$95,200	\$101,700
Some College Education	86%	82%	83%	90%
Ethnicity				
- Caucasian	78%	73%	70%	74%
- Hispanics	9%	7%	13%	11%
- African-American	2%	5%	4%	4%
- Asian			6%	4%

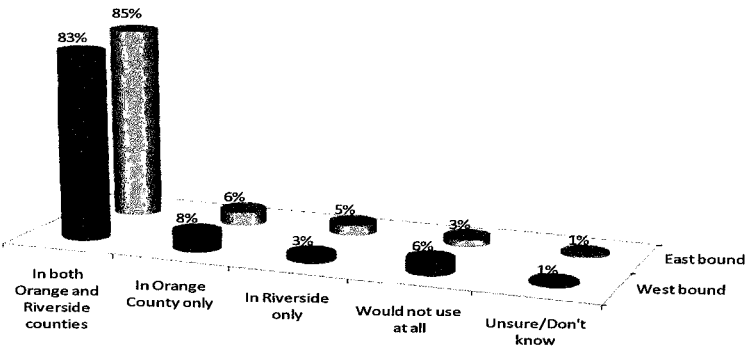
19

Support for Future Projects



20

Would You Use the 91 Extension to I-15?



21

Additional Observations

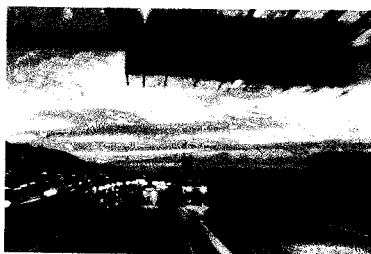
- ☒ Favored:
 - ☒ Real time traffic coverage
 - ☒ E-mail communications
- ☒ Awareness
 - ☒ Low in toll decrease
 - ☒ High in contacting customer service; website and lower shoulder hour charges
- ☒ Other
 - ☒ Use of Metrolink and bus down



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Recommendations

- Enhance e-communications
- Research solutions for cones/lane cutters
- Explore real-time traffic reporting
- Promote shoulder hour travel
- Increase communication about toll decreases



Questions

Thank You !